

Rezoning Application: PD 23-0997**Zoning Hearing Master Date:** May 14, 2024**BOCC Land Use Meeting Date:** July 9, 2024**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Chelsea D. Hardy, Director of Land Acquisition, Lennar

FLU Category: Suburban Mixed Use – 6 (SMU-6)

Service Area: Urban

Site Acreage: 227.78 (208.67 Upland)

Community Plan Area: Apollo Beach

Overlay: None

**Introduction Summary**

The applicant is requesting a rezoning from Agricultural, Rural (AR) to Planned Development (PD) to accommodate the development of up to 750 single-family attached and detached dwellings on 227.78 acres located approximately 550 feet north of the 30th Street NE and Waterset Boulevard intersection in the Apollo Beach Community Planning Area.

Zoning	Existing	Proposed
District	AR	PD
Typical General Use(s)	Single-Family Residential/Agricultural	Residential, Single-Family Detached and Attached
Acreage	227.78	227.78
Density/Intensity	1 unit per 5 acres	3.3 units per gross acre
Mathematical Maximum*	45 units	750 units

*number represents a pre-development approximation

Development Standards		Existing	Proposed			
			PD			
		AR	Single-Family, Attached	Single-Family Detached		
Lot Size / Lot Width		5 acres / 150'	1,760 SF / 20'	4,800 SF / 40' (50' on corner lots)	6,000 SF / 50'; (60' on corner lots)	6,600 SF / 60' (70' on corner lots)
Setbacks/ Buffering and Screening		Front: 50' Rear: 50' Sides: 15'	Front: 20' Front, functioning as a side: 10' Garages from R/W: 20' Rear: 10' Interior Unit Sides: 0' End Unit Side: 10'	Front: 10' Front, functioning as a side: 15' Garages from R/W: 20' Rear: 15' Sides: 5'	Front: 20' Front, functioning as a side: 15' Garages from R/W: 20' Rear: 15' Sides: 5'	Front: 20' Front, functioning as a side: 15' Garages from R/W: 20' 50' Rear: 50' 5' Sides: 5'
Maximum Building Coverage		NA	75%	75%	75%	75%
Minimum Building Separation		NA	20'	10'	10'	10'
Height		50'	35'	35'	35'	35'

Additional Information

PD Variation(s)	None requested as part of this application
Waivers to the Land Development Code	

APPLICATION NUMBER: PD 23-0997

ZHM HEARING DATE: MAY 14, 2024

BOCC LUM MEETING DATE: JULY 9, 2024

CASE REVIEWER: SAM BALL

Planning Commission Recommendation:

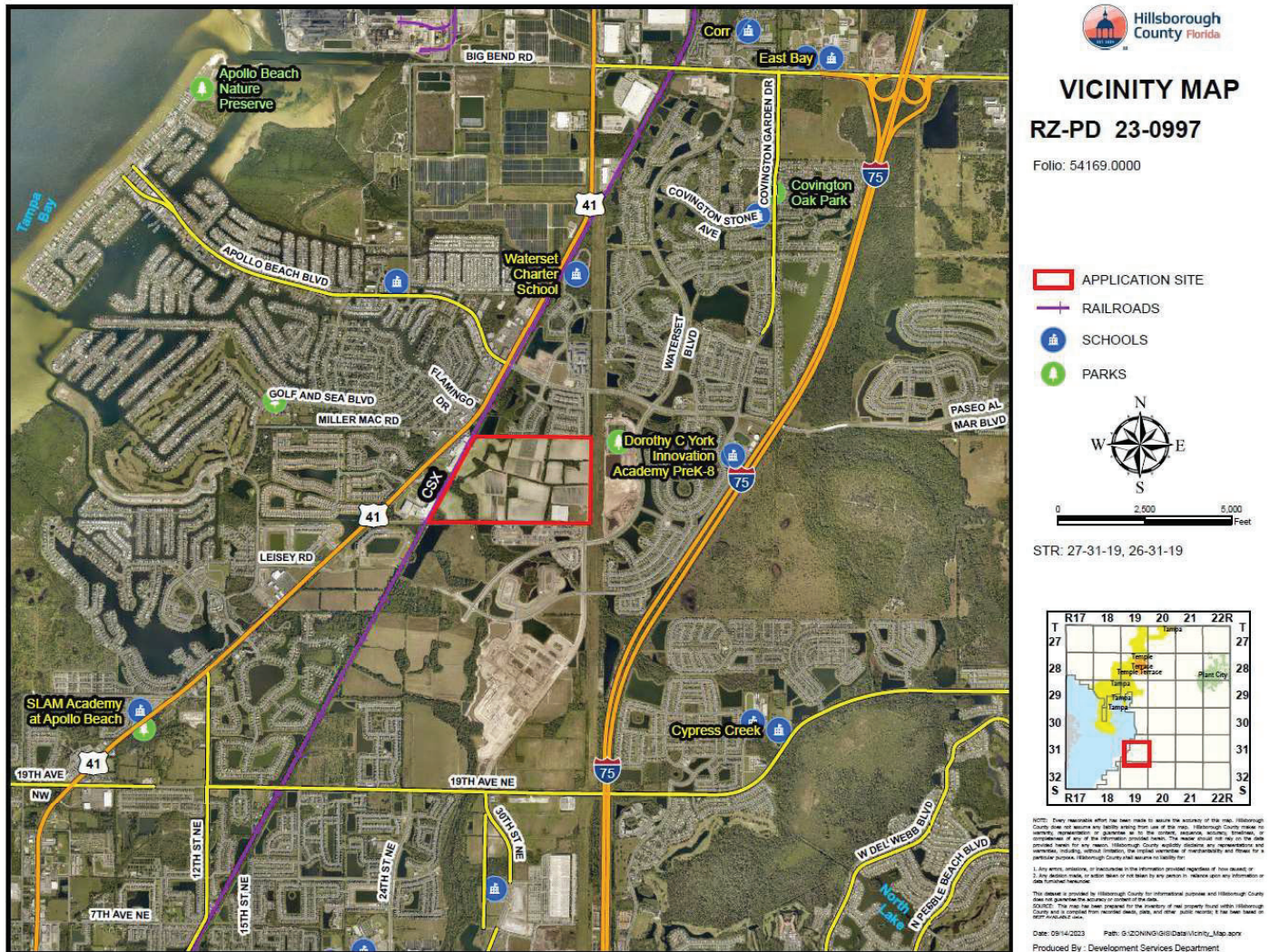
Inconsistent

Development Services Recommendation:

Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

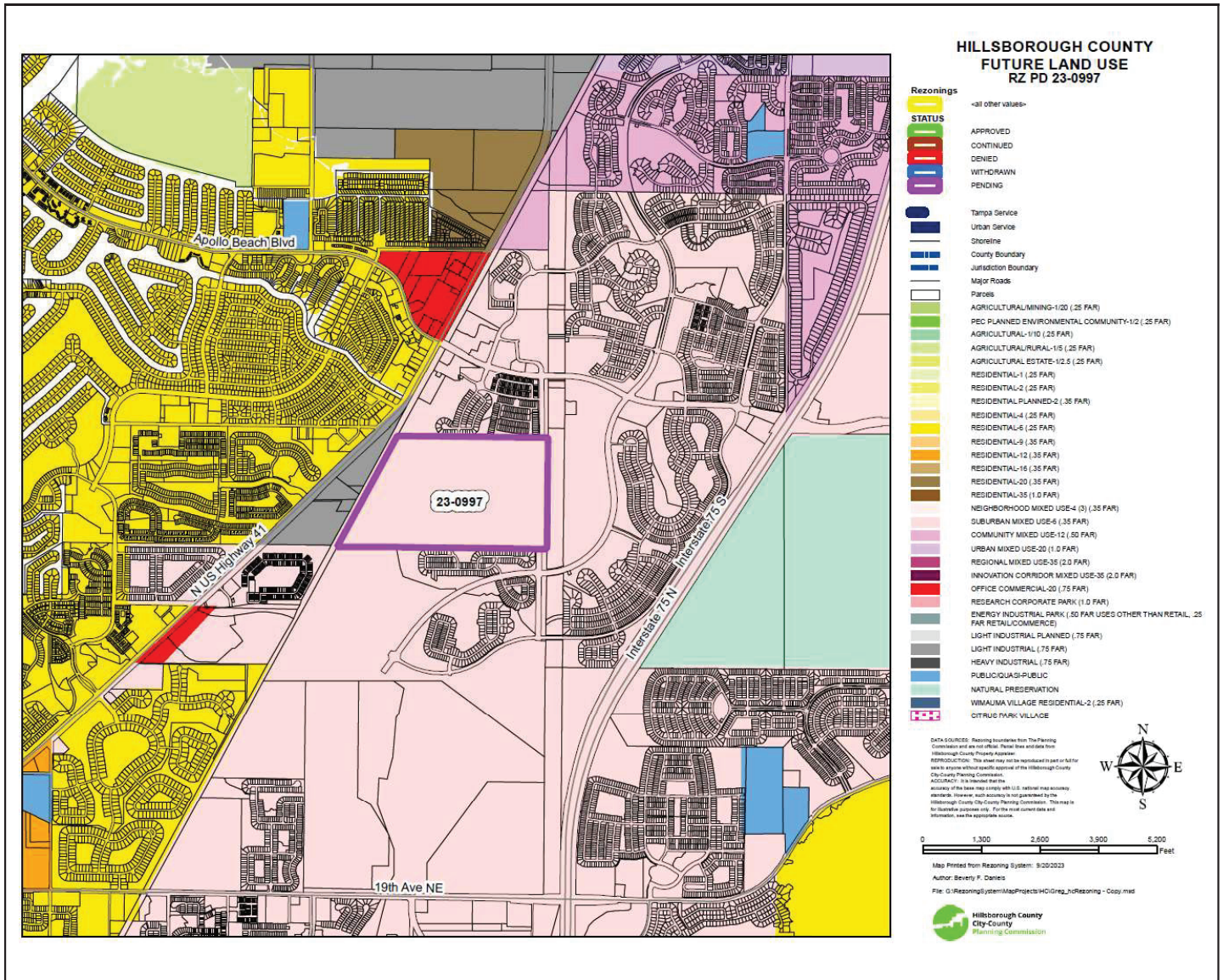
2.1 Vicinity Map



Context of Surrounding Area: The subject property is located in the Apollo Beach Community Planning Area between a 130-foot CSX right-of-way to the west and a 367-foot wide TECO utility right-of-way to the east. The predominate uses in the area are single-family residential with a limited amount of commercial development located along US Highway 41 to the west.

2.0 LAND USE MAP SET AND SUMMARY DATA

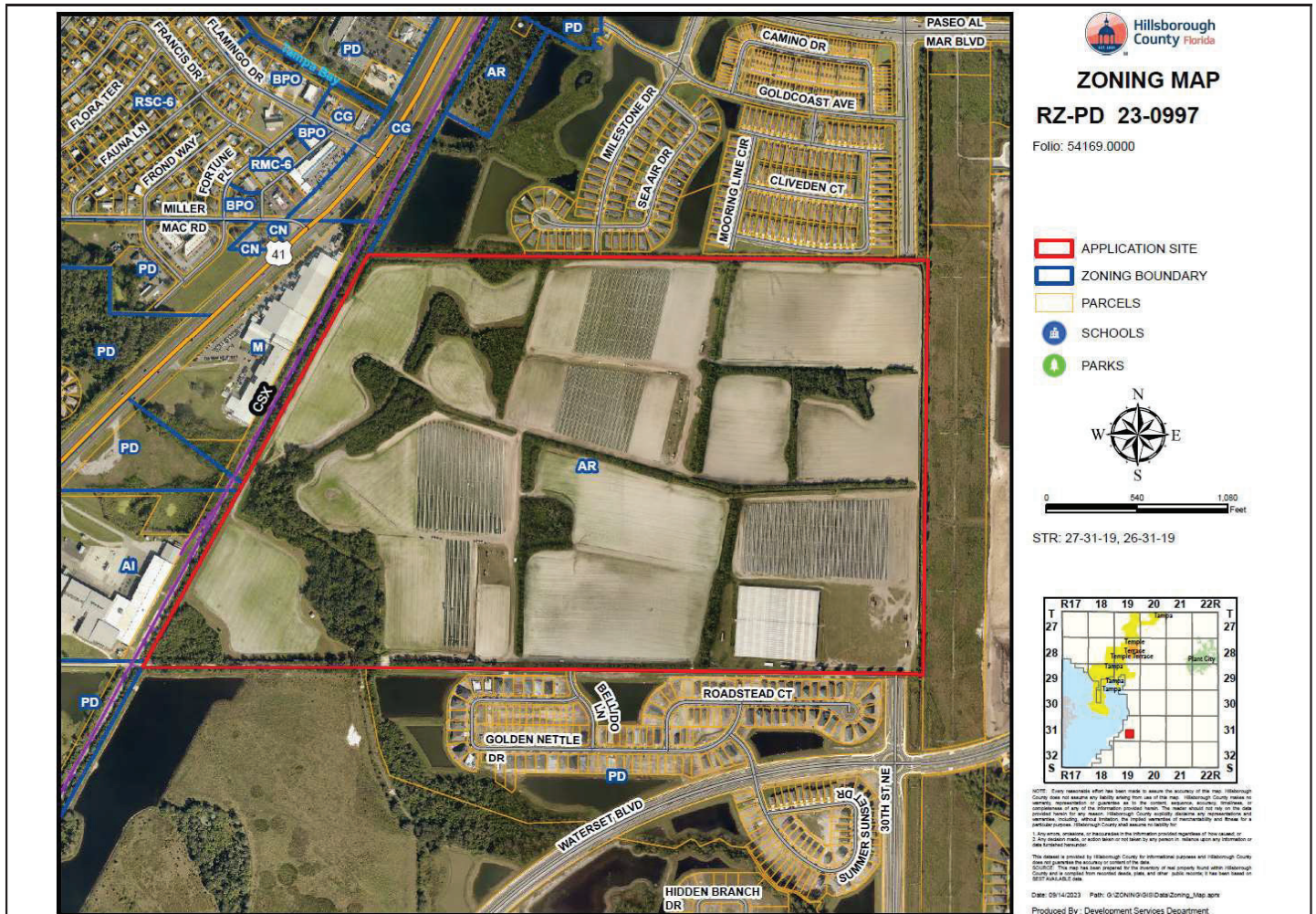
2.2 Future Land Use Map



Subject Site Future Land Use Category	Suburban Mixed Use – 6 (SMU-6)
Maximum Density/FAR	6 dwelling units per acre / Suburban scale neighborhood commercial: 0.25; Office uses, research corporate park, light industrial: 0.35; and light industrial uses may achieve an FAR up to 0.50.
Typical Uses	Residential, suburban scale neighborhood commercial, office, research corporate park, light industrial multi-purpose, and mixed use.

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	PD 14-0815	6 DU per GA/FAR: 0.25	Single-Family Residential, Regional Sports Complex	Single-Family
South	PD 14-0815	6 DU per GA/FAR: 0.25	Single-Family Residential	Single-Family
West	M	NA/FAR: 0.75	Manufacturing, processing or assembling, intensive commercial and other industrial as appropriate	CSX R/W Mixed-Use Warehouse
	PD 22-0444	NA/FAR: 0.62	Mini Warehousing, Enclosed Vehicle Storage	CSX R/W Undeveloped
	AI	1 DU per GA/FAR: NA	Agricultural and related.	CSX R/W Food, packaging, processing warehouse, and distribution.
East	PD 14-0815	NA	Single-Family Residential, Regional Sports Complex, Utilities	TECO ROW Outparcel, Transmission Lines Sports Complex

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



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
30 th Street	County Collector - Rural	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 <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Milestone Drive	County Local - Urban	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 <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Bellido Lane	County Local - Urban	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 <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	848	36	47
Proposed	6,321	451	612
Difference (+/-)	+5,837	+415	+565

*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		Vehicular & Pedestrian	None	Meets LDC
South		Vehicular & Pedestrian	None	Meets LDC
East	X	Vehicular & Pedestrian	Vehicular & Pedestrian	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.
	Choose an item.	Choose an item.

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input checked="" type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input checked="" type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees Single Family Detached (Fee estimate is based on 2,000 square feet) Mobility: \$ 9,183 * 750 = \$ 6,887,250 Parks: \$ 2,145 * 750 = \$ 1,608,750 School: \$ 8,227 * 750 = \$ 6,170,250 Fire: \$ 335 * 750 = \$ 251,250 Total per House: \$19,890 * 750 = \$14,917,500				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input 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

Staff finds the proposed single-family detached and single-family attached uses are compatible with the residential developments to the immediate north and south of the property, which consists of single-family, detached and single-family, attached development. Moreover, staff finds that although multi-family development exists in the area and could be considered a compatible use of the property, that the existence of multi-family development precludes neither single-family, detached, nor single-family attached as compatible uses of the property.

Staff finds the request will have minimal impact and finds the request compatible with the surrounding zoning and development pattern.

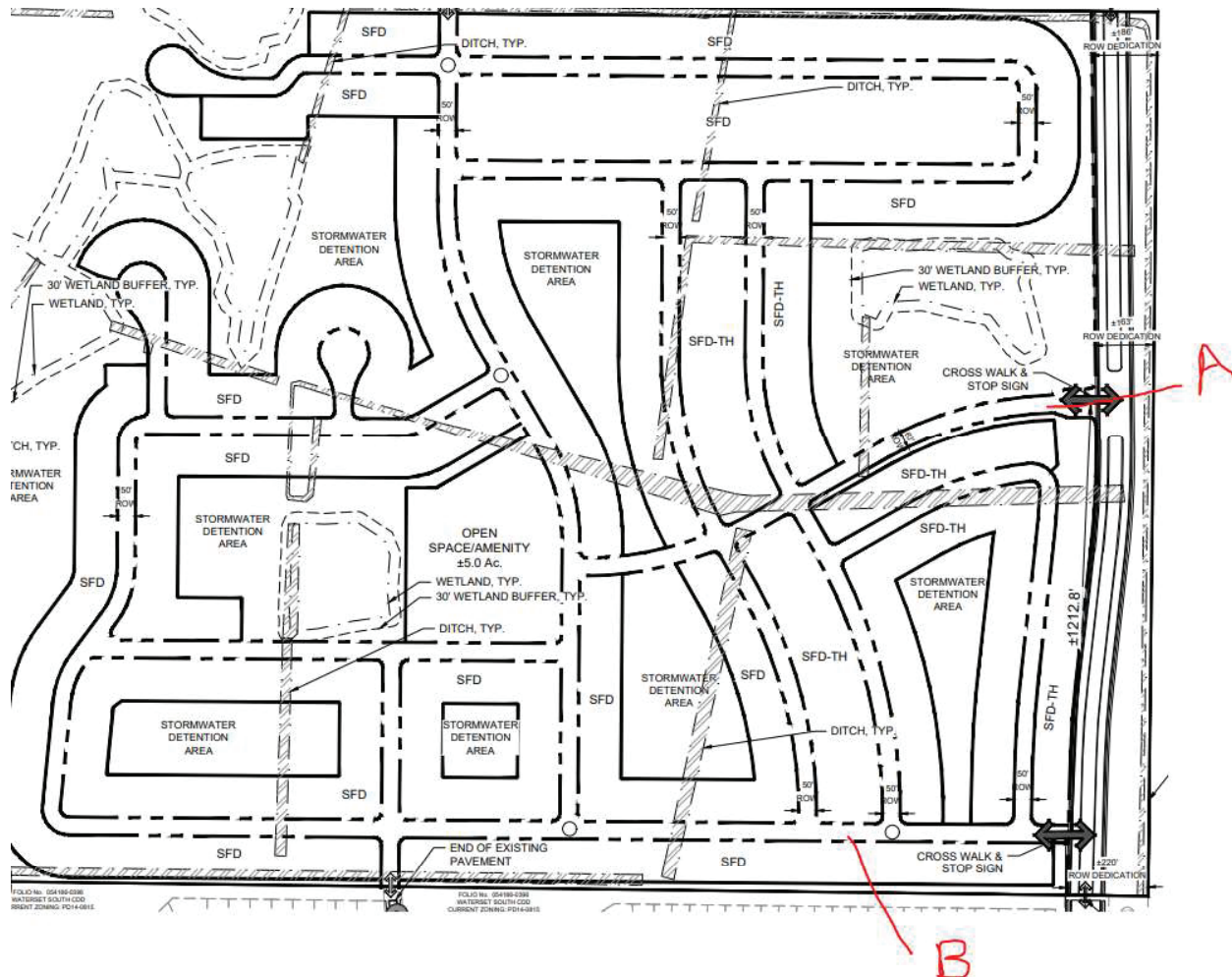
5.2 Recommendation

Based on the considerations herein, staff finds the request approvable, subject to conditions.

6.0 PROPOSED CONDITIONS

Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:

1. Revise 30th Street to depict a 110-foot right-of-way.
2. Label the northern east/west project road "Road A" and the southern east/west project road "Road B" on the site plan. Please see the following figure:



Approval- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted April 16, 2024.

1. Development shall be limited to 750 attached and detached single-family dwellings such that at least 25% of the total dwelling units shall be fee simple townhomes.
2. Buildings shall not exceed 35 feet in height above finished floor elevation.
3. Building coverage shall not exceed 75%.
4. Single-family, detached, corner lots shall be at least 50 feet wide.

5. All single-family detached lots developed at a width less than 50 feet and corner lots with a width of 50 feet or less shall comply with the following:
- A. Setbacks shall be as follows, unless otherwise required:
 - Front: 10 feet; front-facing garages must be setback a minimum of 20 feet.
 - Front, functioning as a side: 15 feet; front-facing garages must be setback a minimum of 20 feet.
 - Rear: 15 feet
 - Sides: 5 feet
 - B. Single-family detached units shall provide a 2-car garage with a minimum 18-foot-wide driveway.
 - 1) Garages shall be permitted to extend a maximum of 5 feet in front of the primary residential structure if an entry feature over the primary entrance facing the street is provided. The minimum garage setback shall be 20 feet. The non-garage portion of the primary residential structure setback shall be a minimum of 25 feet. The offset created by these two setbacks shall be occupied by an entry feature and the offset amount shall serve as the minimum depth required of the entry feature. The entry feature shall be permitted to extend further into the front yard at minimum setback of 10 feet. The entry feature shall consist of, but not be limited to, a covered stoop, a covered porch or other architectural feature. If no entry feature is provided, the garage shall not be flush or placed closer to the street than any portion of the front facade.
 - 2) Should garages be located behind the front plane of the primary residential structure, the primary residential structure shall provide a minimum 10-foot front yard setback and the garage shall provide a minimum 20-foot front yard setback. The offset between these setbacks shall be a minimum of 10 feet. This offset shall not require the use of any entry feature or covered porch. Should an entry feature or covered porch be provided, the minimum front yard setback of 10 feet shall apply.
 - C. Garage doors shall not account for more than 60% of the width of the street facing building facade.
 - D. All driveways shall be located in an alternating pattern on the left or right side of the unit's front facade. Homes shall not have the same driveway location (left or right side) as the adjacent home. The alternating pattern may be adjusted at corner lots as necessary.
 - E. Street trees may include alternating shade and ornamental trees, subject to the review and approval of Natural Resources staff.
 - F. Each unit's primary entrance door shall face the roadway.
 - G. A maximum of 40% of the units on lots under 50 feet in width shall be 1-story in height. A minimum of 60% of the units on lots under 50 feet in width shall be 2-stories in height. If the project will be platted by pod or phase, individual pods or phases shall meet this requirement for each individual pod or phase submitted for plat review. If these percentages will be blended throughout the PD, each plat shall provide a table providing the number and percentage of 1-story and 2-story units proposed and approved within the entire PD. If when blended an individual pod or phase at platting will exceed the 1-story height percentage maximum, the permissibility for 1-story units will be restricted accordingly elsewhere in the PD.
 - H. All 2-story units shall provide a transition between the first and second floor to break up the facade by using one or more of the following:
 - 1) A roof feature with a minimum projection of 1 foot from the wall surface. The projection shall consist of overhangs or other roof elements.
 - 2) A horizontal raised banding of 6 to 8 inches in height.
 - 3) A change in materials between the first and second floors.

6. Building setbacks for townhome and single-family, detached lots 50 feet or wider shall be as follows.

Townhomes

Front: 20 feet

Front, functioning as a side: 10 feet; garages must be setback a minimum of 20 feet.

Rear: 10 feet

Sides, not attached: 10 feet

The additional two to one setback for buildings taller than 20 feet shall not apply.

Single-family, detached, lots in excess of 50 feet wide.

Front: 20 feet

Front, functioning as a side: 15 feet; front facing garages must be setback a minimum of 20 feet.

Rear: 15 feet

Sides: 5 feet

7. Notwithstanding anything shown on the Site Development Plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
8. The project shall be served by and limited the following four (4) vehicular access connections as follows:
- A. One (1) north-south local roadway which connects to Milestone Drive on the north project boundary at a location shown on the Site Development Plan; and
 - B. One (1) north-south local roadway which connects to Bellido Lane on the south project boundary at a location shown on the Site Development Plan; and
 - C. One (1) east-west roadway local roadway, with a minimum right-of-way width of sixty (60) feet, which connects to 30th Street on the east project boundary at a location shown on the Site Development Plan ("Road A"); and
 - D. One (1) east-west roadway local roadway which connects to 30th Street on the east project boundary at the location shown on the Site Development Plan near the south property boundary ("Road B").

The roadway connection to Milestone Drive shall not be made until the North Segment has been substantially completed for beneficial use. The roadway connection to Bellido Lane shall not be made until the South Segment has been substantially completed for beneficial use.

9. Construction access shall be limited to locations along the 30th Street Connection. The developer shall include a note in each site/construction plan submittal which indicates same.
10. Prior to or concurrent with the initial increment of development, the developer shall construct a north/south collector road along the eastern boundary of the project as generally shown on the Site Development Plan ("30th Street Connection").
- E. The 30th Street Connection shall be designed and permitted as a two (2) lane collector roadway (expandable to 4-lanes on the inside lane) that connects at the project's north and south property boundaries with existing right-of-way and roadway improvements for 30th Street constructed as part of the Waterset Development of Regional Impact (DRI).
 - F. The developer shall dedicate and convey to Hillsborough County the following public right-of-way along the project's eastern boundary: (a) a minimum of 110-feet to accommodate the 30th Street Connection as generally shown on the Site Development Plan, and (b) an additional minimum 11-feet as necessary to accommodate the Site Access Improvements specified in Conditions 5.b. and 5.c., below. Although not warranted by impacts of this development, developer may elect to additionally dedicate and convey to Hillsborough County the land

located between the project's eastern boundary and the eastern boundary of the above-described right-of-way for the 30th Street Connection.

- G. The developer may elect to construct the 30th Street Connection in two (2) phases consisting of a North Segment (which shall extend from the project's north property boundary to Road A) and a South Segment (which shall extend from the project's south property boundary to Road A). The North and South Segments shall include the respective Site Access Improvements described in Condition 5 below.
- H. No building permits shall be issued until the 30th Street Connection has been designed and permitted, and construction has commenced on the North Segment and/or the South Segment, subject to the following:
 - no more than 700 building permits shall be issued for dwelling units within the project prior to Hillsborough County approval of a traffic signal design for the intersection of 30th Street and Paseo Al Mar Boulevard; provided, this limitation shall not be applicable if a warrant analysis does not demonstrate the need for a traffic signal at the subject intersection within the time period provided for in Condition 12.C.
- I. No occupancy of any buildings will be permitted, and no certificates of occupancy shall be issued, temporary or otherwise, until such time the North Segment or the South Segment has been substantially completed for beneficial use, subject to the following:
 - 1) no more than 300 certificates of occupancy for dwelling units within the project shall be issued for the project prior to the entire 30th Street Connection being substantially completed for beneficial use; and
 - 2) no more than 700 certificates of occupancy for dwelling units within the project shall be issued prior to a traffic signal being designed, permitted, and substantially completed for beneficial use at the intersection of 30th Street and Paseo Al Mar Boulevard; provided, this limitation shall not be applicable if a warrant analysis does not demonstrate the need for a traffic signal at the subject intersection within the time period provided for in Condition 12.C.
- 11. Prior to or concurrent with the initial increment of development the developer shall construct the following Site Access Improvements:
 - A. A northbound to westbound left turn lane at 30th Street and Road A; and
 - B. A southbound to westbound right turn lane at 30th Street and Road A; and
 - C. A southbound to westbound right turn lane at 30th Street and Road B.
- 12. Although not warranted by impacts of this development, the developer has agreed to provide signal warrant analyses to Hillsborough County for the intersection of 30th Street and Paseo Al Mar Boulevard as follows:
 - A. No later ninety (90) days after the 30th Street Connection has been completed and accepted for maintenance by Hillsborough County, creating an uninterrupted collector roadway connection between Paseo Al Mar Boulevard (to the north) and 19th Avenue (to the south), the developer agrees to prepare and submit a signal warrant analysis for the subject intersection based on existing and projected traffic volume. If the signal warrant analysis reasonably demonstrates that a traffic signal will be warranted at the subject intersection in the future, the developer shall design and permit, or alternatively cause a third-party to design and permit (in accordance with preexisting requirements), a traffic signal for the subject intersection.
 - B. With each subsequent increment of development (unless otherwise approved by Hillsborough County), or upon request by Hillsborough County, the developer further agrees to prepare and submit an updated signal warrant analysis for the subject intersection based on existing traffic volume at that time. If signal warrant analysis demonstrates that a traffic signal is warranted at the subject intersection, the developer shall construct, or alternatively causes a third-party to construct, a traffic signal for the intersection (in accordance with preexisting requirements).

- C. In the event a warrant analysis does not demonstrate the need for a traffic signal at the subject intersection, based on existing traffic volumes, within three (3) years following substantial completion of the 30th Street Connection or substantial buildout of the project (defined as issuance of a certificate of occupancy for the 700th dwelling unit in the project), whichever is later, the developer shall have (a) no further obligations under this Condition 12, (b) no further limitations on building permits under Condition 10.H, and (c) no further limitations on certificates of occupancy under Condition F.I.
 - D. All signal warrant analyses under this condition shall be reviewed and approved by the Hillsborough County Public Works Department. In event the developer elects to design and permit, or alternatively causes a third-party to design and permit (in accordance with preexisting requirements), a traffic signal for the subject intersection based on a signal warrant analysis using existing and projected traffic volume, such construction plans may be subject to additional review and/or re-permitting in event construction of the traffic signal is not commenced within two (2) years from the date of approval at the sole discretion of Hillsborough County.
 - E. Notwithstanding the foregoing, this Condition 12 shall not be interpreted to (a) supersede any pre-existing obligation to design, permit, and/or construct a traffic signal at the subject intersection under any other zoning approval or development order, nor (b) affect the eligibility of such pre-existing obligation for impact fee offsets consistent with The Hillsborough County Consolidated Impact Assessment Program Ordinance, regardless of whether the traffic signal is designed, permitted, and/or constructed by a third-party, or in cooperation with developer, under such pre-existing obligation.
13. Project roadways shall be constructed to TS-3 standards. In addition, the developer shall construct Road A as a 60-foot right-of-way with a 10-foot-wide sidewalk or multi-use path along one side of the roadway. No dwelling units shall be permitted to take direct driveway access to Road A.
14. Notwithstanding anything shown on the Site Development Plan or herein these conditions to the contrary, the developer shall construct traffic calming features at the intersections identified on the Site Development Plan in order to calm traffic and minimize the potential for cut-through traffic. All such traffic calming features shall be approved by Hillsborough County Public Works. Eligible traffic calming features which satisfy this requirement shall include installation and use of roundabouts, mini-roundabouts, chicanes, use of neckdowns/flare/street narrowing/intersection throating (as further described in Sec. 5.08.09.E.) and/or other measures which help mitigate speeding issues created by uninterrupted grid patterns with long runs (as is shown on the Site Development Plan). Installation of traditional speed bumps shall not satisfy this requirement.
15. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
16. 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.
17. 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.
18. 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.

19. 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.
20. 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).
21. 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.
22. 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.
23. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

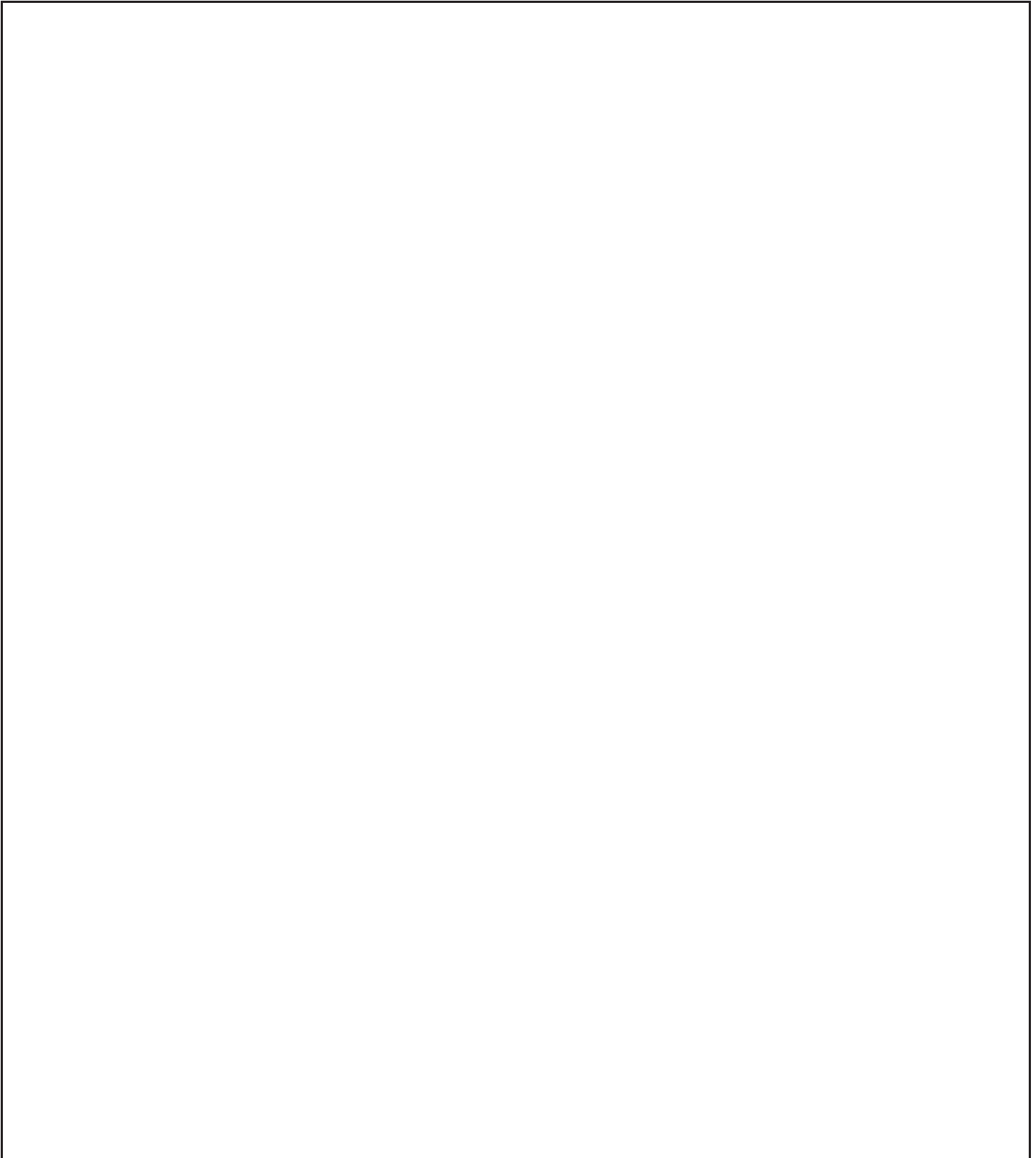
Zoning Administrator Sign Off:**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

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

Minimum Density Policy 1.2 provides for an exception to minimum density to allow for environmental features and existing development patterns that do not support those densities. Exception criteria to Policy 1.3 also include insufficient infrastructure, density compatibility within 1,000 feet of the development, adverse impacts on environmental features, Coastal High Hazard Area within the development, and rezonings that are restricted to agricultural uses. Approximately 55 acres, on the western portion of the property, are constrained by the presence of wetlands, floodplains and coastal high hazard area. Pursuant to Policy 1.3, these constraints are contributing factors to the proposed project density being below the minimum density for the proposed product type (single-family and townhomes).



8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 5/6/2024

REVIEWER: Alex Steady, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Apollo Beach / South

PETITION NO: PD RZ 23-0997

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

CONDITION OF APPROVAL

1. Notwithstanding anything shown on the Site Development Plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
2. The project shall be served by and limited the following four (4) vehicular access connections as follows:
 - a. One (1) north-south local roadway which connects to Milestone Drive on the north project boundary at a location shown on the Site Development Plan; and
 - b. One (1) north-south local roadway which connects to Bellido Lane on the south project boundary at a location shown on the Site Development Plan; and
 - c. One (1) east-west roadway local roadway, with a minimum right-of-way width of sixty (60) feet, which connects to 30th Street on the east project boundary at a location shown on the Site Development Plan ("Road A"); and
 - d. One (1) east-west roadway local roadway which connects to 30th Street on the east project boundary at the location shown on the Site Development Plan near the south property boundary ("Road B").
- 2.1 The roadway connection to Milestone Drive shall not be made until the North Segment has been substantially completed for beneficial use. The roadway connection to Bellido Lane shall not be made until the South Segment has been substantially completed for beneficial use.
3. Construction access shall be limited to locations along the 30th Street Connection. The developer shall include a note in each site/construction plan submittal which indicates same.
4. Prior to or concurrent with the initial increment of development, the developer shall construct a north/south collector road along the eastern boundary of the project as generally shown on the Site Development Plan ("30th Street Connection").
 - 4.1 The 30th Street Connection shall be designed and permitted as a two (2) lane collector roadway (expandable to 4-lanes on the inside lane) that connects at the project's north and south property boundaries with existing right-of-way and roadway improvements for 30th Street constructed as part of the Waterset Development of Regional Impact (DRI).

4.2 The developer shall dedicate and convey to Hillsborough County the following public right-of-way along the project's eastern boundary: (a) a minimum of 110-feet to accommodate the 30th Street Connection as generally shown on the Site Development Plan, and (b) an additional minimum 11-feet as necessary to accommodate the Site Access Improvements specified in Conditions 5.b. and 5.c., below. Although not warranted by impacts of this development, developer may elect to additionally dedicate and convey to Hillsborough County the land located between the project's eastern boundary and the eastern boundary of the above-described right-of-way for the 30th Street Connection.

4.3 The developer may elect to construct the 30th Street Connection in two (2) phases consisting of a North Segment (which shall extend from the project's north property boundary to Road A) and a South Segment (which shall extend from the project's south property boundary to Road A). The North and South Segments shall include the respective Site Access Improvements described in Condition 5 below.

4.4 No building permits shall be issued until the 30th Street Connection has been designed and permitted, and construction has commenced on the North Segment and/or the South Segment, subject to the following:

- a. no more than 700 building permits shall be issued for dwelling units within the project prior to Hillsborough County approval of a traffic signal design for the intersection of 30th Street and Paseo Al Mar Boulevard; *provided*, this limitation shall not be applicable if a warrant analysis does not demonstrate the need for a traffic signal at the subject intersection within the time period provided for in Condition 6.3.

4.5 No occupancy of any buildings will be permitted, and no certificates of occupancy shall be issued, temporary or otherwise, until such time the North Segment or the South Segment has been substantially completed for beneficial use, subject to the following:

- a. no more than 300 certificates of occupancy for dwelling units within the project shall be issued for the project prior to the entire 30th Street Connection being substantially completed for beneficial use; and
- b. no more than 700 certificates of occupancy for dwelling units within the project shall be issued prior to a traffic signal being designed, permitted, and substantially completed for beneficial use at the intersection of 30th Street and Paseo Al Mar Boulevard; *provided*, this limitation shall not be applicable if a warrant analysis does not demonstrate the need for a traffic signal at the subject intersection within the time period provided for in Condition 6.3.

5. Prior to or concurrent with the initial increment of development the developer shall construct the following Site Access Improvements:

- a. A northbound to westbound left turn lane at 30th Street and Road A; and
- b. A southbound to westbound right turn lane at 30th Street and Road A; and
- c. A southbound to westbound right turn lane at 30th Street and Road B.

6. Although not warranted by impacts of this development, the developer has agreed to provide signal warrant analyses to Hillsborough County for the intersection of 30th Street and Paseo Al Mar Boulevard as follows:

6.1 No later ninety (90) days after the 30th Street Connection has been completed and accepted for maintenance by Hillsborough County, creating an uninterrupted collector roadway connection between Paseo Al Mar Boulevard (to the north) and 19th Avenue (to the south), the developer

agrees to prepare and submit a signal warrant analysis for the subject intersection based on existing and projected traffic volume. If the signal warrant analysis reasonably demonstrates that a traffic signal will be warranted at the subject intersection in the future, the developer shall design and permit, *or alternatively cause a third-party to design and permit (in accordance with preexisting requirements)*, a traffic signal for the subject intersection.

6.2 With each subsequent increment of development (unless otherwise approved by Hillsborough County), or upon request by Hillsborough County, the developer further agrees to prepare and submit an updated signal warrant analysis for the subject intersection based on existing traffic volume at that time. If signal warrant analysis demonstrates that a traffic signal is warranted at the subject intersection, the developer shall construct, *or alternatively causes a third-party to construct*, a traffic signal for the intersection *(in accordance with preexisting requirements)*.

6.3 In the event a warrant analysis does not demonstrate the need for a traffic signal at the subject intersection, based on existing traffic volumes, within three (3) years following substantial completion of the 30th Street Connection or substantial buildout of the project (defined as issuance of a certificate of occupancy for the 700th dwelling unit in the project), whichever is later, the developer shall have (a) no further obligations under this Condition 6, (b) no further limitations on building permits under Condition 4.4, and (c) no further limitations on certificates of occupancy under Condition 4.5.

6.4 All signal warrant analyses under this condition shall be reviewed and approved by the Hillsborough County Public Works Department. In event the developer elects to design and permit, *or alternatively causes a third-party to design and permit (in accordance with preexisting requirements)*, a traffic signal for the subject intersection based on a signal warrant analysis using existing and projected traffic volume, such construction plans may be subject to additional review and/or re-permitting in event construction of the traffic signal is not commenced within two (2) years from the date of approval at the sole discretion of Hillsborough County.

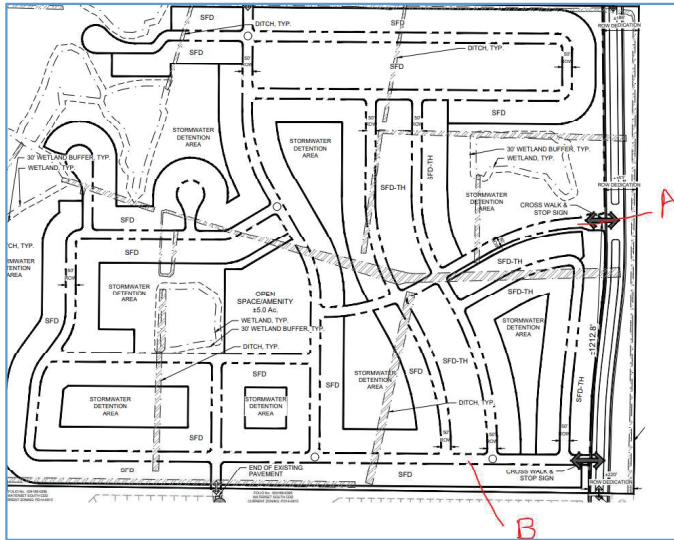
6.5 Notwithstanding the foregoing, this Condition 6 shall not be interpreted to (a) supersede any pre-existing obligation to design, permit, and/or construct a traffic signal at the subject intersection under any other zoning approval or development order, nor (b) affect the eligibility of such pre-existing obligation for impact fee offsets consistent with The Hillsborough County Consolidated Impact Assessment Program Ordinance, regardless of whether the traffic signal is designed, permitted, and/or constructed by a third-party, or in cooperation with developer, under such pre-existing obligation.

7. Project roadways shall be constructed to TS-3 standards. In addition, the developer shall construct Road A as a 60-foot right-of-way with a 10-foot-wide sidewalk or multi-use path along one side of the roadway. No dwelling units shall be permitted to take direct driveway access to Road A.
8. Notwithstanding anything shown on the Site Development Plan or herein these conditions to the contrary, the developer shall construct traffic calming features at the intersections identified on the Site Development Plan in order to calm traffic and minimize the potential for cut-through traffic. All such traffic calming features shall be approved by Hillsborough County Public Works. Eligible traffic calming features which satisfy this requirement shall include installation and use of roundabouts, mini-roundabouts, chicanes, use of neckdowns/flares/street narrowing/intersection throating (as further described in Sec. 5.08.09.E.) and/or other measures which help mitigate speeding issues created by uninterrupted grid patterns with long runs (as is shown on the Site Development Plan). Installation of traditional speed bumps shall not satisfy this requirement.

Other Conditions

Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:

- Revise 30th Street to depict a 110-foot right-of-way.
- Label the northern east/west project road “Road A” and the southern east/west project road “Road B” on the site plan. Please see the following figure:



PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone one parcel, totaling +/- 227.73 ac., from Agricultural Rural (AR) to Planned Development (PD). The proposed PD is seeking entitlements to permit up to 750 Residential Dwelling Units. The existing future land use of the properties is Suburban Mixed Use – 6 (SMU-6).

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Existing Zoning:

Zoning, Land Use/Size	24-Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AR, 45 Single Family Dwelling Units (ITE LUC 210)	484	36	47

Proposed Zoning:

Zoning, Land Use/Size	24-Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 563 Single Family Dwelling Units (ITE LUC 210)	4,947	359	504
PD, 187 Townhome Dwelling Units (ITE LUC 215)	1,374	92	108
Total	6,321	451	612

Trip Generation Difference:

Zoning, Land Use/Size	24-Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+5,837	+415	+565

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site will have access to 30th St NE, Milestone Dr and Bellido Lane. 30th St NE is a two-lane, divided, Hillsborough County maintained collector roadway. It is characterized by +/- 11-foot travel lanes and lies within +/- 110ft of right of way in the immediate vicinity of the proposed project. There are sidewalks and bike facilities on both sides of the roadway. Milestone Drive is a two-lane, undivided, Hillsborough County maintained local roadway. It is characterized by +/- 01-foot travel lanes and lies within +/- 50ft of right of way in the immediate vicinity of the proposed project. There are sidewalks on both sides of the roadway. Bellido Lane 30th St NE is a two-lane, undivided, Hillsborough County maintained local roadway. It is characterized by +/- 10-foot travel lanes and lies within +/- 50ft of right of way in the immediate vicinity of the proposed project. There are sidewalks on both sides of the roadway.

SITE ACCESS AND CONNECTIVITY

The project shall be served by and limited to the following four (4) vehicular access connections as follows:

- a. One (1) north-south local roadway which connects to Milestone Drive on the north project boundary at a location shown on the Site Development Plan; and
- b. One (1) north-south local roadway which connects to Bellido Lane on the south project boundary at a location shown on the Site Development Plan; and
- c. One (1) east-west roadway local roadway, with a minimum right-of-way width of sixty (60) feet, which connects to 30th Street on the east project boundary at a location shown on the Site Development Plan (“Road A”); and
- d. One (1) east-west roadway local roadway which connects to 30th Street on the east project boundary at the location shown on the Site Development Plan near the south property boundary (“Road B”).

The roadway connection to Milestone Drive shall not be made until the North Segment has been substantially completed for beneficial use. The roadway connection to Bellido Lane shall not be made until the South Segment has been substantially completed for beneficial use.

As a result of the submitted transportation analysis, the developer shall construct the following additional site-access improvements:

- A northbound to westbound left turn lane at 30th Street and Road A; and
- A southbound to westbound right turn lane at 30th Street and Road A; and
- A southbound to westbound right turn lane at 30th Street and Road B.

HILLSBOROUGH COUNTY CORRIDOR PRESERVATION PLAN AND 2045 LRTP

Both 19th Avenue and Apollo Beach Boulevards are Depicted as 4- lane roadways in the County’s 2045 Long Range Transportation Plan.

30th Street is designated as a four-lane roadway on the Hillsborough County Corridor Preservation Plan, and once completed, it will create a continuous, uninterrupted connection between these two roadways.

Signalization of the Apollo Beach Boulevard and 30th Street intersection will increase operational capacity and the level of service compared to the unsignalized condition.

ROAD A

Project roadways shall be constructed to TS-3 standards. The developer shall construct the main east/west internal roadway “Road A” as a 60-foot right-of-way with a 10-foot-wide sidewalk or multi-use path along one side of the roadway. No dwelling units shall be permitted to take direct driveway access to Road A.

SIGNALIZATION CONDITION

Although not warranted by impacts of this development, the developer has agreed to provide signal warrant analyses to Hillsborough County for the intersection of 30th Street and Paseo Al Mar Boulevard.

No later ninety (90) days after the 30th Street Connection has been completed and accepted for maintenance by Hillsborough County, creating an uninterrupted collector roadway connection between Paseo Al Mar Boulevard (to the north) and 19th Avenue (to the south), the developer agrees to prepare and submit a signal warrant analysis for the subject intersection based on existing and projected traffic volume. If the signal warrant analysis reasonably demonstrates that a traffic signal will be warranted at the subject intersection in the future, the developer shall design and permit, *or alternatively cause a third-party to design and permit (in accordance with preexisting requirements)*, a traffic signal for the subject intersection.

With each subsequent increment of development (unless otherwise approved by Hillsborough County), or upon request by Hillsborough County, the developer further agrees to prepare and submit an updated signal warrant analysis for the subject intersection based on existing traffic volume at that time. If signal warrant analysis demonstrates that a traffic signal is warranted at the subject intersection, the developer shall construct, *or alternatively causes a third-party to construct*, a traffic signal for the intersection (*in accordance with preexisting requirements*).

In the event a warrant analysis does not demonstrate the need for a traffic signal at the subject intersection, based on existing traffic volumes, within three (3) years following substantial completion of the 30th Street Connection or substantial buildout of the project (defined as issuance of a certificate of occupancy for the 700th dwelling unit in the project), whichever is later, the developer shall have (a) no further obligations under this Condition 6, (b) no further limitations on building permits under Condition 4.4, and (c) no further limitations on certificates of occupancy under Condition 4.5.

All signal warrant analyses under this condition shall be reviewed and approved by the Hillsborough County Public Works Department. In event the developer elects to design and permit, *or alternatively causes a third-party to design and permit (in accordance with preexisting requirements)*, a traffic signal for the subject intersection based on a signal warrant analysis using existing and projected traffic volume, such construction plans may be subject to additional review and/or re-permitting in event construction of the traffic signal is not commenced within two (2) years from the date of approval at the sole discretion of Hillsborough County.

Notwithstanding the foregoing, this Condition 6 shall not be interpreted to (a) supersede any pre-existing obligation to design, permit, and/or construct a traffic signal at the subject intersection under any other zoning approval or development order, nor (b) affect the eligibility of such pre-existing obligation for impact fee offsets consistent with The Hillsborough County Consolidated Impact Assessment Program Ordinance, regardless of whether the traffic signal is designed, permitted, and/or constructed by a third-party, or in cooperation with developer, under such pre-existing obligation.

TRAFFIC CALMING PER HILLSBOROUGH COUNTY LDC

The developer shall construct traffic calming features at the intersections identified on the Site Development Plan in order to calm traffic and minimize the potential for cut-through traffic. All such traffic calming features shall be approved by Hillsborough County Public Works. Eligible traffic calming features which satisfy this requirement shall include installation and use of roundabouts, mini-roundabouts, chicanes, use of neckdowns/flares/street narrowing/intersection throating (as further described in Sec. 5.08.09.E.) and/or other measures which help mitigate speeding issues created by uninterrupted grid patterns with long runs (as is shown on the Site Development Plan). Installation of traditional speed bumps shall not satisfy this requirement.

30TH STREET CONNECTION

Prior to or concurrent with the initial increment of development, the developer shall construct a north/south collector road along the eastern boundary of the project as generally shown on the Site Development Plan

(“30th Street Connection”). The 30th Street Connection shall be designed and permitted as a two (2) lane collector roadway (expandable to 4-lanes on the inside lane) that connects at the project’s north and south property boundaries with existing right-of-way and roadway improvements for 30th Street constructed as part of the Waterset Development of Regional Impact (DRI).

The developer shall dedicate and convey to Hillsborough County the following public right-of-way along the project’s eastern boundary: (a) a minimum of 110-feet to accommodate the 30th Street Connection as generally shown on the Site Development Plan, and (b) an additional minimum 11-feet as necessary to accommodate the Site Access Improvements specified in Conditions 5.b. and 5.c., below. Although not warranted by impacts of this development, developer may elect to additionally dedicate and convey to Hillsborough County the land located between the project’s eastern boundary and the eastern boundary of the above-described right-of-way for the 30th Street Connection.

The develop may elect to construct the 30th Street Connection in two (2) phases consisting of a North Segment (which shall extend from the project’s north property boundary to Road A) and a South Segment (which shall extend from the project’s south property boundary to Road A). The North and South Segments shall include the respective Site Access Improvements described in Condition 5 below.

No building permits shall be issued until the 30th Street Connection has been designed and permitted, and construction has commenced on the North Segment and/or the South Segment, subject to the following: no more than 700 building permits shall be issued for dwelling units within the project prior to Hillsborough County approval of a traffic signal design for the intersection of 30th Street and Paseo Al Mar Boulevard; *provided*, this limitation shall not be applicable if a warrant analysis does not demonstrate the need for a traffic signal at the subject intersection within the time period provided for in Condition 6.3.

No occupancy of any buildings will be permitted, and no certificates of occupancy shall be issued, temporary or otherwise, until such time the North Segment or the South Segment has been substantially completed for beneficial use, subject to the following: no more than 300 certificates of occupancy for dwelling units within the project shall be issued for the project prior to the entire 30th Street Connection being substantially completed for beneficial use; and no more than 700 certificates of occupancy for dwelling units within the project shall be issued prior to a traffic signal being designed, permitted, and substantially completed for beneficial use at the intersection of 30th Street and Paseo Al Mar Boulevard; *provided*, this limitation shall not be applicable if a warrant analysis does not demonstrate the need for a traffic signal at the subject intersection within the time period provided for in Condition 6.3.

TRANSIT FACILITIES

Consistent with Sections 6.02.17 and 6.03.09 of the LDC, transit facilities are not required for the subject project.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

30th St NE was not included in the 2020 Level of Service Report.

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
30 th Street	County Collector - Rural	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 <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Milestone Drive	County Local - Urban	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 <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Bellido Lane	County Local - Urban	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 <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	848	36	47
Proposed	6,321	451	612
Difference (+/-)	+5,837	+415	+565

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

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

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 Additional Site Information & Agency Comments Summary

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

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Hillsborough County City-County Planning Commission

Unincorporated Hillsborough County Rezoning	
Hearing Date: May 14, 2024	Petition: PD 23-0997
Report Prepared: May 2, 2024	Folio 54169.0000 <i>South of Paseo al Mal Boulevard between U.S. Highway 41 and Interstate 75</i>
Summary Data:	
Comprehensive Plan Finding	INCONSISTENT
Adopted Future Land Use	Suburban Mixed Use-6 (6 du/ga; 0.25/0.35/0.5 FAR)
Service Area	Urban
Community Plan	Apollo Beach, SouthShore Areawide Systems
Request	Rezone from Agricultural Rural (AR) to Planned Development (PD) to develop 750 dwelling units
Parcel Size	227.78 ± acres
Street Functional Classification	Paseo al Mal Boulevard – Local US Highway 41 – State Principal Arterial Interstate 75 – State Principal Arterial
Locational Criteria	N/A
Evacuation Zone	A



Context

- The approximately 227.78 ± acre subject site is located south of Paseo al Mal Boulevard between U.S. Highway 41 and Interstate 75.
- The site is located within the Urban Service Area and is within the limits of the Apollo Beach Community Plan and SouthShore Areawide Systems Plan.
- The subject site is located within the Suburban Mixed Use-6 (SMU-6) Future Land Use category, which can be considered for a maximum density of 6 dwelling units per gross acre and a maximum intensity of 0.5 FAR for light industrial uses. The SMU-6 Future Land Use category is intended for areas that are urban and suburban in intensity and density of uses. Typical uses include residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects at appropriate locations. Neighborhood Commercial uses shall meet locational criteria or be part of larger mixed use planned development. Office uses are not subject to locational criteria. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- SMU-6 abuts the subject site to the north, east and south. To the west, across the CSX railroad is Light Industrial (LI). Residential-6 (RES-6) is located further west, north of U.S. Highway 41.
- The subject site is currently classified as agricultural land by the Hillsborough County Property Appraiser. The subject site directly abuts the CSX railroad to the west. Further west and northwest, across the CSX rail line is a mixed use building with warehousing and retail uses, vacant land, and agricultural land. To the southwest are townhome developments. To the north, east and south are single family attached and detached residential neighborhoods that are a part of the large Planned Development (PD) called Waterset. There are also parcels of public institutional land scattered throughout the area which typically contain preservation lands, utility uses and recreational parks.
- The subject property is currently zoned Agricultural Rural (AR). To the north, east, south, and southwest is Planned Development (PD) zoning. Manufacturing (M), Agricultural Industrial (AI) and PD zoning are located to the west. To the northwest along U.S. Highway 41 is Commercial Neighborhood (CN) and Commercial General (CG) zoning.
- An area in the western portion of the site is in the Coastal High Hazard Area (CHHA). There are approximately 22.69 acres of wetlands on the site.
- The applicant is requesting to rezone the subject site from Agricultural Rural (AR) to Planned Development (PD) to develop 750 dwelling units.

Compliance with Comprehensive Plan:

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

FUTURE LAND USE ELEMENT

Urban Service Area

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

Policy 1.2: Minimum Density All new residential or mixed use land use categories within the USA shall have a density of 4 du/ga or greater unless environmental features or existing development patterns do not support those densities.

Policy 1.3: Within the USA and within land use categories permitting 4 du/ga or greater, new rezoning approvals for residential development of less than 75% of the allowable density of the land use category will be permitted only in cases where one or more of the following criteria are found to be met:

Development at a density of 75% of the category or greater would not be compatible (as defined in Policy 1.4) and would adversely impact with the existing development pattern within a 1,000 foot radius of the proposed development;

Infrastructure (Including but not limited to water, sewer, stormwater and transportation) is not planned or programmed to support development.

Development would have an adverse impact on environmental features on the site or adjacent to the property.

The site is located in the Coastal High Hazard Area.

The rezoning is restricted to agricultural uses and would not permit the further subdivision for residential lots.

Policy 1.4: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

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.

Environmental Considerations

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

Policy 13.3: Environmentally Sensitive Land Credit

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

- Wetlands are considered to be the following:
 - Conservation and preservation areas as defined in the Conservation and Aquifer Recharge Element
 - Man-made water bodies as defined (including borrow pits).
- If wetlands are less than 25% of the acreage of the site, density and intensity is calculated based on:
 - Entire project acreage multiplied by Maximum intensity/density for the Future Land Use Category
- If wetlands are 25% or greater of the acreage of the site, density and intensity is calculated based on:
 - Upland acreage of the site multiplied by 1.25 = Acreage available to calculate density/intensity based on
 - That acreage is then multiplied by the Maximum Intensity/Density of the Future Land Use Category

Neighborhood/Community Development

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

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

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

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

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

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

Policy 16.8: The overall density and lot sizes of new residential projects shall reflect the character of the surrounding area, recognizing the choice of lifestyles described in this Plan.

Policy 16.10: Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as”. Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Policy 16.15: Single family detached, single family attached, and townhome residential development of 50 units or greater shall include gathering places in accordance with requirements of the Land Development Code. Community gathering places shall be provided in a proportionate manner based on the size of the project, density of dwelling units, amount of private open space in the project or other similar manner. A minimum square footage shall be established ensuring a functional gathering place for residential developments at or near the threshold of 50 units. Community gathering places shall not be required in residential subdivisions with platted lot sizes of 1/3 acre or greater. To ensure minimum density policies can be achieved or greater, minimum lot size reductions may be considered. Incentives for a higher quality of design of the gathering places should be provided. The Land Development Code should address the location of gathering places to ensure compatibility with adjacent uses. Most community gathering places that do not require parking should be within walking distance of residences. The Land Development Code should include a process such as but not limited to variances or waivers to consider reductions in the gathering place requirement.

Mixed Use Land Use Categories

Objective 19: All development in the mixed use categories shall be integrated and interconnected to each other.

Policy 19.1 Larger new projects proposed in all mixed use plan categories shall be required to develop with a minimum of 2 land uses in accordance with the following:

Requirements for 2 land uses will apply to properties 10 acres or greater in the RMU-35, UMU-20, and CMU-12 land use categories, and to properties 20 acres or greater in the SMU-6 and NMU-4 land use categories.

At least 10% of the total building square footage in the project shall be used for uses other than the primary use.

The mix of uses may be horizontally integrated (located in separate building). Horizontal integration may also be achieved by utilizing off-site uses of a different type located within ¼ mile of the project, on the same side of the street of a collector or arterial roadway connected by a continuous pedestrian sidewalk.

The land uses that may be included in a mixed use project include: retail commercial, office, light industrial, residential, residential support uses, and civic uses provided that the use is permitted in the land use category.

These requirements do not apply within ½ of a mile of an identified Community Activity Centers (if other mixed use standards have been adopted for that area or when the project is exclusively industrial).

Community Design Component

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

Goal 12: Design neighborhoods which are related to the predominant character of the surroundings.

Objective 12-1: New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE policy 1.4) 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.

ENVIRONMENTAL AND SUSTAINABILITY SECTION (ESS)

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

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

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

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

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

LIVABLE COMMUNITIES ELEMENT: Apollo Beach Community Plan

2. *Ensure Quality Land Use and Design*
 - *Incorporate a range of housing choices including multi-family and live-work units in and around town centers.*
4. *Improve Transportation*
 - *Require connectivity within new developments and require new developments to connect to one another.*
6. *Improve and Expand Public Use Facilities*
 - *Require applicants of rezonings containing 50 or more residential units to consult with the Hillsborough County School District regarding potential school sites.*

Staff Analysis of Goals, Objectives and Policies:

The approximately 227.78 ± acre subject site is located south of Paseo al Mal Boulevard between U.S. Highway 41 and Interstate 75. The site is located in the Urban Service Area and is within the limits of the Apollo Beach Community Plan and SouthShore Areawide Systems Plan. The subject site is currently classified as agricultural land by the Hillsborough County Property Appraiser. The subject site directly abuts the CSX railroad to the west. Further west and northwest, across the CSX rail line is a mixed use building with warehousing and retail uses, vacant land, and agricultural land. To the southwest are townhome developments. To the north, east and south are single family attached and detached residential neighborhoods that are a part of the large Planned Development (PD) called Waterset. There are also parcels of public institutional land scattered throughout the area which typically contain preservation lands, utility uses and recreational parks. The applicant is requesting to rezone the subject site from Agricultural Rural (AR) to Planned Development (PD) to develop 750 dwelling units.

The subject site is in the Urban Service Area and per Objective 1 of the Future Land Use Element (FLUE), where 80 percent of the County's growth is to be directed. Per FLUE Policy 13.3, the site is less than 25% wetlands, and the entire 227.78 acres can be utilized to calculate density (16.96 acres x 6 du/ga = 1,366 maximum dwellings). 75% of the allowable density would be at least 1,025 dwelling units to meet the required minimum density under Policy 1.2. The proposed 750 units do not appear to meet the following criteria for an exception per Policy 1.3. First, development at a density of 75% of the category or greater would be compatible (as defined in Policy 1.4) and would not adversely impact the existing development pattern within a 1,000 foot radius of the proposed development. There are single family developments immediately to the north and south of the site, however there is a presence of not only single family but also two family attached townhome style. Furthermore, there are multifamily and commercial developments to the west and further north of Paseo al Mar Boulevard in the Waterset Town Center area. Compatible does not

mean the “same as”, therefore a higher density residential development would not necessarily be incompatible. The applicant refers to gross densities in their narrative (Waterset) averaging 1 to 3 dwelling units per gross acres. The narrative shows these densities as individual phases of the Waterset development. However, Waterset is a large Development of Regional Impact (DRI) which was permitted to spread its density over a much larger area. Therefore, showing each individual phase is not indicative of the wholistic picture of the DRI which includes multiple housing types including multifamily and commercial uses. Secondly, as the site is in the Urban Service Area, infrastructure is planned or programmed to support development. Thirdly, the site is less than 25% wetlands. Although there are also floodplains on the site, the applicant has not shown that a higher density development would not have an adverse impact on environmental features on the site or adjacent to the property. The burden is on the applicant to show that a design not meeting minimum density would adversely impact these features. Finally, the site partially is in the Coastal High Hazard Area (CHHA), but appears to overlap with the wetlands, making up a small portion of the site’s acreage. Less than 25% of the site appears to be located within the CHHA boundary. Therefore, the proposal is inconsistent with FLUE Policy 1.2 relating to minimum density in the Urban Service Area. The County currently has low amounts of developable or redevelopable land within the Urban Service Area. Therefore, it is important to maximize the density in areas where it is appropriate, per FLUE Objective 1.

FLUE Policy 1.4 requires all new developments to be compatible with the surrounding area, noting that “Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” The site is generally surrounded by single family attached and detached residential developments that are typically one to two stories in height. The proposed site plan shows detached single-family residential on 0.11 acres to 0.15 acre lot sizes. The residential development surrounding the site is also single-family detached with lots of sizes varying from 0.10 acres to 0.17 acres. The proposed site plan would add lot sizes that are comparable but would overall introduce low density residential development that is not envisioned for the Suburban Mixed-Use-6 Future Land Use category. Therefore, the proposal does not meet the intent of Policy 1.4 in the Future Land Use Element (FLUE).

Per FLUE Objective 8, Future Land Use categories outline the maximum level of intensity or density and range of permitted land uses allowed in each category. Appendix A contains a description of the character and intent permitted in each of the Future Land Use categories. The site is within the Suburban Mixed Use-6 (SMU-6) which is intended for areas that are urban and suburban in density of uses. The proposed density of 3.3 dwelling units per gross acre is more appropriately categorized as low density or nonurban in scale. Therefore, the proposal does not meet the intent of the SMU-6 category and Objective 8, Policy 8.1.

The proposal meets the intent of Objective 13 and associated policies in the FLUE and Objective 3.5 in the Environmental and Sustainability Section (ESS) as it relates to environmental considerations. There are approximately 22.69 acres of wetlands on the site. The Environmental Protection Commission Wetlands Division has reviewed the proposed site and has determined that a resubmittal is not necessary. Given that there is a separate approval process for wetland impacts with the Environmental Protection Commission and they currently do not object, Planning Commission staff finds this request consistent with the associated policy direction.

The subject site is generally surrounded by single family attached and detached residential uses. The proposal meets the intent of the neighborhood development policies in Objective 16, as the proposed single family detached and attached dwellings complement the existing range of residential development in the area. The proposed site plan shows an open space and amenity area, appropriate buffers, setbacks and connections to the developments north and south of the site. However, at the time of filing this report there were no comments in Optix by the Transportation Review Section and these comments were not considered during this analysis.

The proposal meets the intent of Objective 19 and Policy 19.1 relating to the requirement of two land uses in mixed use land use categories. The proposal includes two housing types of single family detached and attached. It proposes a minimum of 25% townhomes, with the remainder being single family detached dwellings.

The Community Design Component (CDC) in the FLUE provides policy direction about designing neighborhoods that are related to the predominant character of the area. Goal 12 and Objective 12-1 require new development to be designed in a compatible way to the surrounding area. There are existing single family uses to the north and south of the site, and the proposed development will appear similar in nature. Overall, the proposal meets the intent of the CDC, as it will implement an attached and detached single family residential development in a similar manner to some of the existing residential uses in the vicinity of this area.

The Apollo Beach Community plan seeks to incorporate a range of housing choices including multi-family and live-work units in and around town centers. With the Waterset Town Center less than 0.5 miles away from the subject site, it seems a multifamily housing option would be appropriate. However, the proposal only includes single family detached and attached dwellings. The Plan also requires connectivity within new developments and requires new developments to connect to one another. The proposed plan does appear to show internal connectivity as well as connections to the north and south. The Plan requires applicants of rezonings containing 50 or more residential units to consult with the Hillsborough County School District regarding potential school sites. The applicant has submitted supporting documentation indicating that they have done so and that the School District will not request land for a school site for this rezoning. However, overall, the proposal does not meet the intent of the Apollo Beach Community Plan. There are no applicable goals or strategies in the SouthShore Areawide Systems Plan relating to this request.

Overall, the proposed Planned Development would not allow for development that is consistent with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan* relating to minimum density in the Urban Service Area.

Recommendation

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

HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ PD 23-0997

Rezoning

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

Legend

- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Major Roads
- Parcels

AGRICULTURAL MINING-120 (.25 FAR)

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

AGRICULTURAL-1/10 (.25 FAR)

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

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

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

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)

OFFICE COMMERCIAL-20 (.75 FAR)

RESEARCH CORPORATE PARK (1.0 FAR)

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

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

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

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