

PD Modification Application:

MM 25-0648

Zoning Hearing Master Date: November 17, 2025

BOCC Land Use Meeting Date: January 13, 2026



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Tegal Apollo Inc.
FLU Category: OC-20
Service Area: Urban
Site Acreage: 2.71 Acres
Community Plan Area: Apollo Beach
Overlay: None



Introduction Summary:

The applicant is requesting to modify PD 04-0979 which was approved in 2004 for 53 attached single family condo units or a 103-unit motel/hotel.

The proposed modification would provide modified development options. Option One would allow a maximum of 52 single family attached condominium dwelling units and 2,500 square feet of commercial neighborhood use. Option Two would allow for a maximum of 54 single-family attached condominium dwelling units.

Existing Approval(s):	Proposed Modification(s):
Condition 1: The project shall be permitted a maximum of 53 single family attached condominium dwelling units or a 103 unit motel/hotel The existing signage serving the existing motel/hotel shall be permitted to remain and shall be regulated by LDC Section 7.02.03, Nonconforming Signs, excluding Sections 7.02.03.A and 7.02.03.B. The type, location, size and number of new signs permitted serving the condominium project shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s): 1) Ground Signs shall be limited to Monument Signs.	The project shall be permitted two development options: a. a maximum of 52 single-family attached condominium dwelling units and 2,500 square feet of commercial neighborhood use; or b. a maximum of 54 single-family attached condominium dwelling units. Remove condition related to existing and nonconforming signs. Remove limitation to ground signs and monument signs.
Condition 2: Maximum building height: 50 feet above the required finished floor elevation Northern Side Setback/Buffer: 10 feet Southern Side Setback/Buffer: 20 feet Rear setback 50 feet for main building and 20 feet for amenity/cabana building	Condition 2: Maximum building height: 60 feet above the required finished floor elevation Northern Side Setback/Buffer: 20 feet Southern Side Setback/Buffer: 30 feet Rear Setback for the Amenity/Cabana Structures: 10'
Condition 3: The developer shall be required to provide mitigation funds (mitigation offset) to offset impacts of the project on hurricane shelter evacuation space. The mitigation offset shall be based on a mitigation formula as established by Hillsborough County Emergency Management Office. The mitigation offset shall be applied and conveyed to the School District of Hillsborough County for the purpose of the emergency shelter program, within one year from the date of zoning approval or prior to subdivision or site plan	Removal of Condition 3.

approval, whichever comes first.	
Condition 4: The developer shall be required to advance \$50,000 to Hillsborough County Parks Department to be used for development of a restroom in the Hillsborough County Park located at the northern end of Surfside Blvd in Apollo Beach. The funds advanced shall be conveyed to Hillsborough County for use by the Parks Department for such park improvements prior to site plan approval. The contribution shall be eligible for park impact fee offsets in accordance with the Consolidated Impact Assessment Program Ordinance, #96-29 as amended.	Removal of Condition 4.
Condition 5: The developers and their successors shall assume responsibility for maintaining the landscape median located in front of the project site at the intersection of west bound Apollo Beach Boulevard and Surfside Boulevard.	Removal of Condition 5.

Additional Information:

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

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

2.1 Vicinity Map

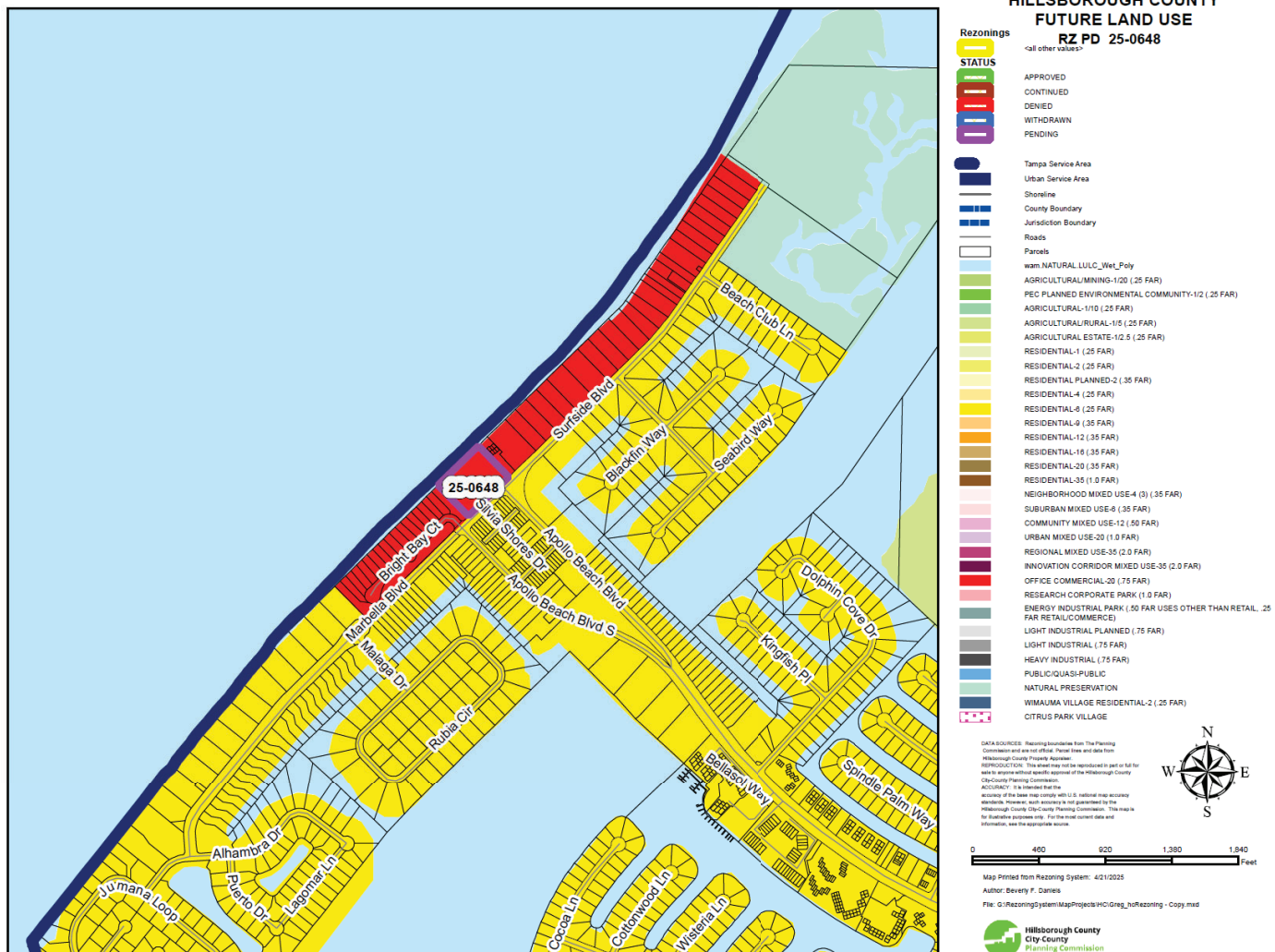


Context of Surrounding Area:

The property is located on the eastern coastline of Tampa Bay on the northwestern side of Surfside Boulevard. The frontage of the property is intersected by Apollo Beach Boulevard and Silvia Shores Drive. The area is comprised of single-family attached and detached residential uses at various lot sizes to the south, east, and west zoned Planned development. The adjacent properties to the northeast and south have existing single family attached dwelling units. While the adjacent property to the southwest has an existing single family detached dwelling unit. To the south of the Planned development are two strip centers between Apollo Beach Boulevard and Apollo Beach Boulevard South developed with office and commercial uses. There are also two marinas in close proximity to the property.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	OC-20
Maximum Density/F.A.R.:	0.75 FAR (The commercial component cannot exceed 350,000 Sq. Ft.)
Typical Uses:	Agricultural, community commercial type uses, office uses, mixed-use developments and compatible residential uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

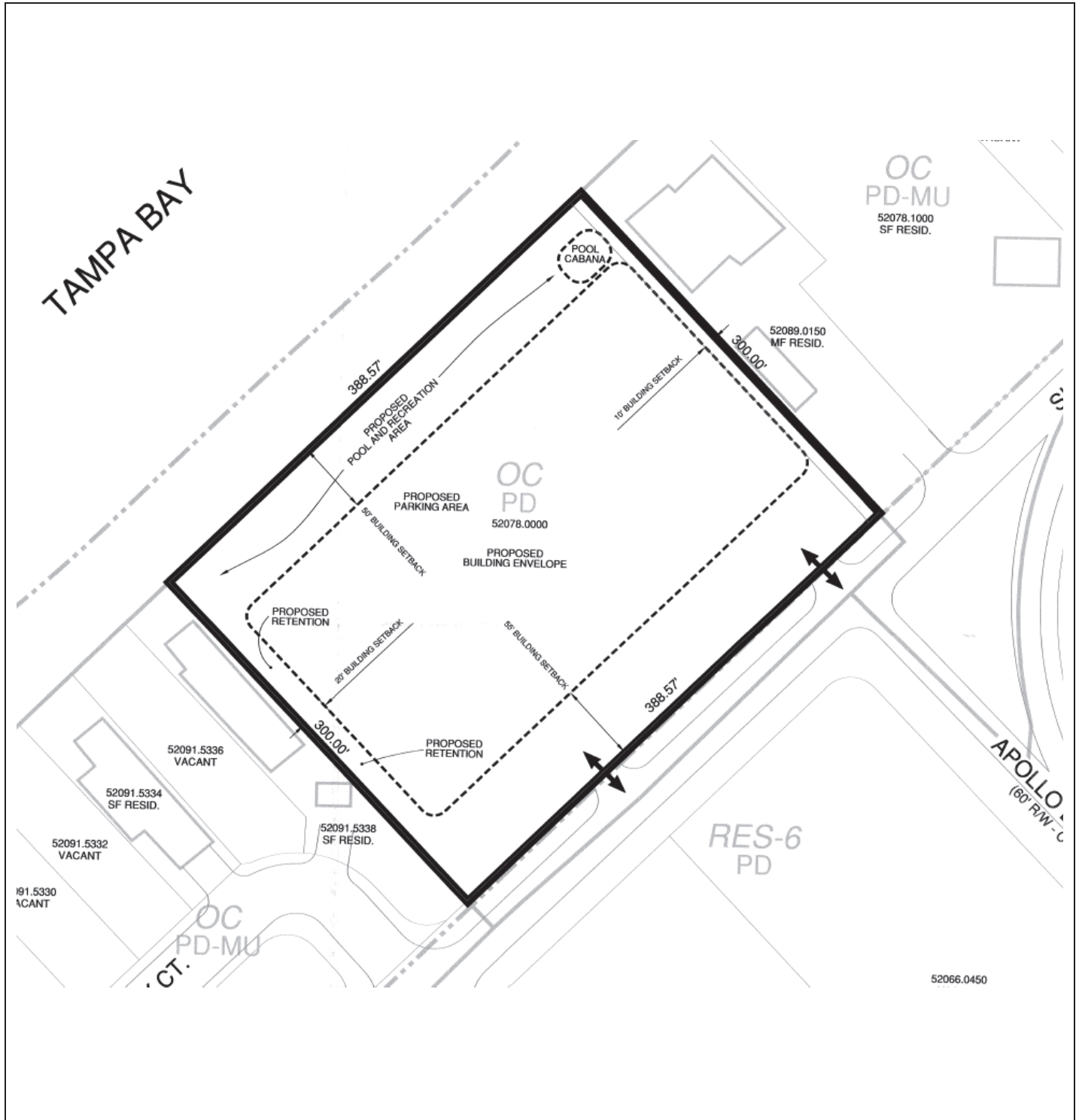


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	NA	NA	NA	Tampa Bay
South	PD 04-0814	9 DU per GA/ FAR: NA	Single-Family Attached	TOWNHOUSE/VILLA
East	PD 77-0123 (Pocket 59)	per DRI	Comm & MF / SFD	CONDOMINIUM
West	PD 77-0123 (Pocket 85-C)	Residential per DRI 75,141 sf for commercial/office	Comm & MF / SFD	SINGLE FAMILY R

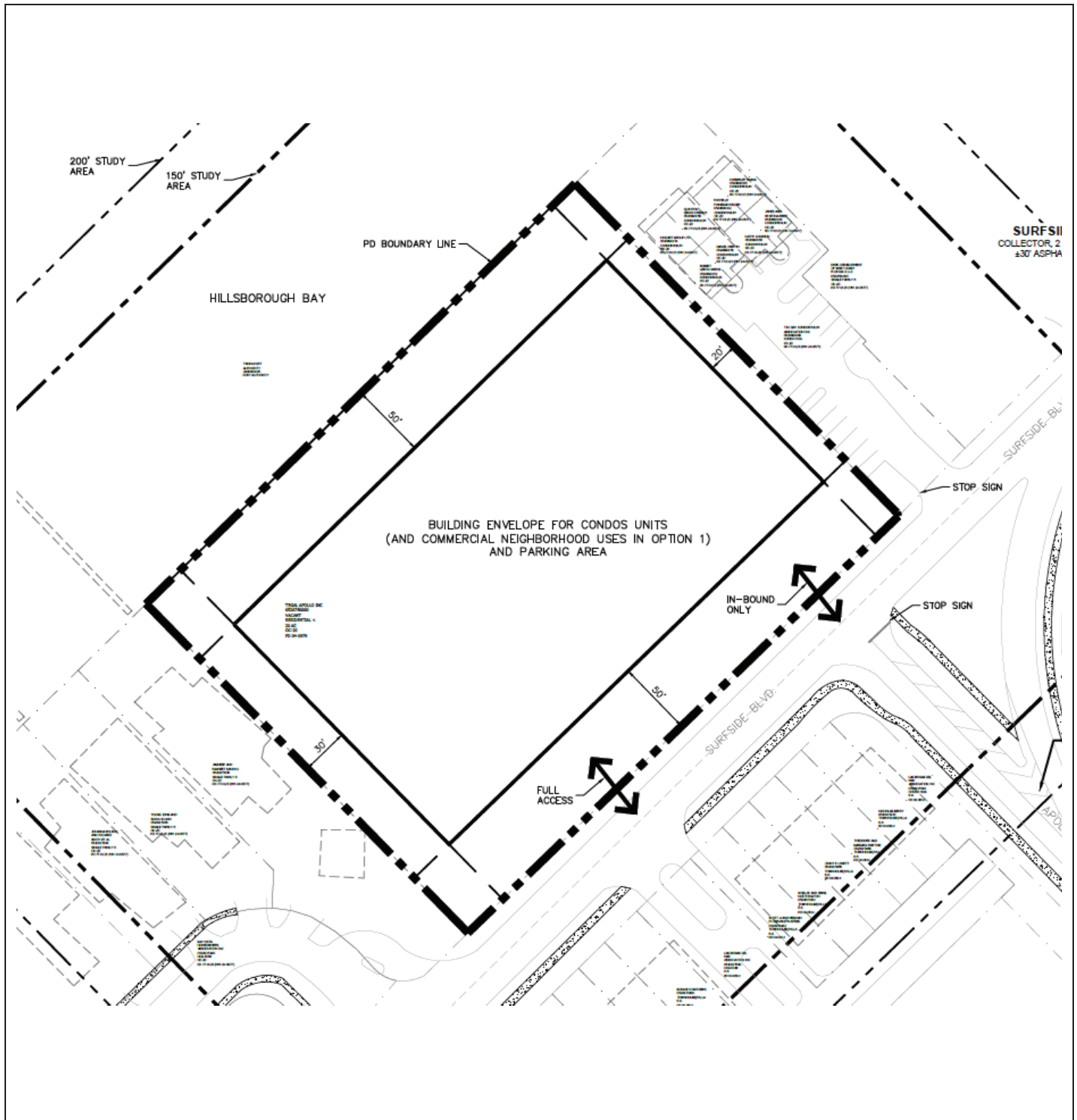
2.0 LAND USE MAP SET AND SUMMARY DATA

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



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 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
Surfside Blvd.	County Collector - Rural	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
Apollo Beach Blvd.	County Collector - Rural	4 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☒ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
	Choose an item.	Choose an item. Lanes ☐ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
	Choose an item.	Choose an item. Lanes ☐ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other

Project Trip Generation ☐ Not applicable for this request

	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	823	44	48
Proposed	676	63	87
Difference (+/-)	(-) 147	(+) 19	(+) 39

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

Connectivity and Cross Access ☐ Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	Pedestrian & Vehicular	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance ☒ Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	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	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No																			
Natural Resources	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No																			
Conservation & Environ. Lands Mgmt.	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No																			
Check if Applicable: ☐ Wetlands/Other Surface Waters ☐ Use of Environmentally Sensitive Land Credit ☐ Wellhead Protection Area ☐ Surface Water Resource Protection Area ☐ Potable Water Wellfield Protection Area ☐ Significant Wildlife Habitat ☐ Coastal High Hazard Area ☐ Urban/Suburban/Rural Scenic Corridor ☐ Adjacent to ELAPP property ☐ Other _____																						
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments																		
Transportation ☐ Design Exc./Adm. Variance Requested ☒ Off-site Improvements Provided	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No																			
Service Area/ Water & Wastewater ☒ Urban ☐ City of Tampa ☐ Rural ☐ City of Temple Terrace	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No																			
Hillsborough County School Board Adequate ☒ K-5 ☒ 6-8 ☒ 9-12 ☐ N/A Inadequate ☐ K-5 ☐ 6-8 ☐ 9-12 ☐ N/A	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No																			
Impact/Mobility Fees Mid-Rise Residential w/1st Floor Commercial (Fee estimate is based on a 1,500 square foot, Condo Unit) Mobility: \$2,931 per unit Parks: \$1,957 per unit School: \$7,027 per unit Fire: \$249 per unit <table border="0"> <tr> <td>Hi-Turnover Restaurant (per 1,000 sq ft)</td> <td>Office (Single Tenant) (General) (Medical < 10k sq ft) (per 1,000 sq ft)</td> <td></td> <td></td> </tr> <tr> <td>Mobility: \$48,893</td> <td>Mobility: \$10,005</td> <td>\$8,336</td> <td>\$21,860</td> </tr> <tr> <td>Fire: \$313</td> <td>Fire: \$158</td> <td>\$158</td> <td>\$158</td> </tr> </table> <table border="0"> <tr> <td>Health Club (per 1,000 sq ft)</td> <td>Coffee/Donut Shop (per 1,000 sq ft)</td> </tr> <tr> <td>Mobility: \$31,102</td> <td>Mobility: \$115,638</td> </tr> <tr> <td>Fire: \$313</td> <td>Fire: \$313</td> </tr> </table>					Hi-Turnover Restaurant (per 1,000 sq ft)	Office (Single Tenant) (General) (Medical < 10k sq ft) (per 1,000 sq ft)			Mobility: \$48,893	Mobility: \$10,005	\$8,336	\$21,860	Fire: \$313	Fire: \$158	\$158	\$158	Health Club (per 1,000 sq ft)	Coffee/Donut Shop (per 1,000 sq ft)	Mobility: \$31,102	Mobility: \$115,638	Fire: \$313	Fire: \$313
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APPLICATION NUMBER: MM 25-0648

ZHM HEARING DATE: November 17, 2025

BOCC LUM MEETING DATE: January 13, 2026

Case Reviewer: Carolanne Peddle

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission ☐ Meets Locational Criteria ☒ N/A ☐ Locational Criteria Waiver Requested ☐ Minimum Density Met ☐ N/A ☐ Density Bonus Requested ☐ Consistent ☐ Inconsistent	☒ Yes ☐ No	☐ Inconsistent ☒ Consistent	☐ Yes ☒ No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The property is located on the eastern coastline of Tampa Bay on the northwestern side of Surfside Boulevard. The area is comprised of single-family attached and detached residential uses at various lot sizes. Additionally, to the south of the Planned Development are two strip centers between Apollo Beach Boulevard and Apollo Beach Boulevard South with a number for commercial uses including a massage parlor, hair salon, bakery, café, pizza restaurant, a contractor's office, smoke shop, and bank. Furthermore, there are two marinas in close proximity to the property.

The parking for the proposed condominiums and CN uses shall be located on the ground floor which will screen the area from the right of way. With the 10-foot increase in building height the applicant has provided an additional 10 feet to the setbacks from the adjoining properties. Furthermore, they will be providing the required buffering and screening to the adjacent properties therefore staff finds the proposal compatible with the surrounding area.

Furthermore, the removal of the mitigation funds to offset impacts of the project on hurricane shelter evacuation space to be conveyed to the School District has been evaluated as acceptable though confirmation from the appropriate agencies were still pending at the time of filing. Additionally, the responsibility for maintaining the landscape median located in front of the project site was proposed by the applicant in the original PD therefore staff finds the request to remove the condition agreeable.

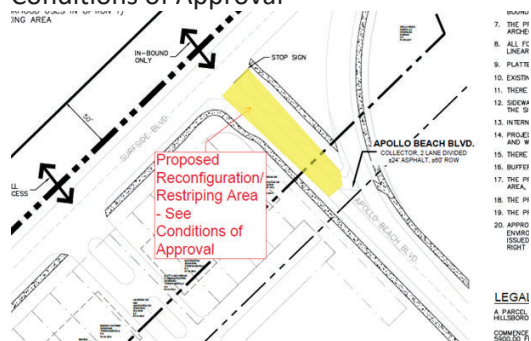
5.2 Recommendation

Approvable, subject to conditions.

6.0 PROPOSED CONDITIONS

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

- Revise the building height to 60 feet.
- Add shading to the area generally shown below and label as "Proposed Reconfiguration/ Restriping Area - See Conditions of Approval"



Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted July 07, 2025.

1. The project shall be permitted two development options:

a. A maximum of ~~53~~ 52 single family attached condominium dwelling units ~~or a 103 unit motel/hotel~~ and 2,500 square feet of commercial neighborhood use; or

- The parking area will be provided on the ground floor.

b. a maximum of 54 single family attached condominium dwelling units.

- The parking area will be provided on the ground floor.

The existing signage serving the existing motel/hotel shall be permitted to remain and shall be regulated by LDC Section 7.02.03, Nonconforming Signs, excluding Sections 7.02.03.A and 7.02.03.B. The type, location, size and number of ~~n~~ New signs permitted serving the condominium project shall be as set forth in Part 7.003.00 of the Land Development Code with the following exception(s):

1) ~~Ground Signs shall be limited to Monument Signs.~~

- ~~2) Billboards, pennants and banners shall be prohibited.~~

2. Development standards shall be as follows:

Maximum building height ~~50~~ 60 feet above the required finished floor elevation

- The building will not be required to meet the 2:1 setback increase for building with a height greater than 20 feet.

Front setback 50 feet

Rear setback 50 feet for main building and ~~2~~ 10 feet for amenity/cabana building

Northern Side Setback/Buffer ~~10~~ 20 feet

Southern Side Setback/Buffer ~~20~~ 30 feet

Screening Per Land Development Code Requirements

3. The developer shall be required to provide mitigation funds (mitigation offset) to offset impacts of the project on hurricane shelter evacuation space. The mitigation offset shall be based on a mitigation formula as established by Hillsborough County Emergency Management Office. The mitigation offset shall be applied and conveyed to the School District of Hillsborough County for the purpose of the emergency shelter program, within one year from the date of zoning approval or prior to subdivision or site plan approval, whichever comes first.

~~4. The developer shall be required to advance \$50,000 to Hillsborough County Parks Department to be used for development of a restroom in the Hillsborough County Park located at the northern end of Surfside Blvd in Apollo~~

~~Beach. The funds advanced shall be conveyed to Hillsborough County for use by the Parks Department for such park improvements prior to site plan approval. The contribution shall be eligible for park impact fee offsets in accordance with the Consolidated Impact Assessment Program Ordinance, #96-29 as amended.~~

~~5. The developers and their successors shall assume responsibility for maintaining the landscape median located in front of the project site at the intersection of west bound Apollo Beach Boulevard and Surfside Boulevard.~~

~~3. 6. Approval of the petition does not constitute a guarantee that the Environmental Protection Commission approvals necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval.~~

~~4. 7. Approval of this application does not ensure that water will be available at the time when the applicant seeks approval to actually develop.~~

~~5. 8. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department. Final design, if approved by Hillsborough County Planning and Growth Management Department may include, but is not limited too: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements. The project shall be served by (and limited to) two (2) vehicular access connections to Surfside Blvd. The easternmost connection shall be an ingress only connection. The westernmost connection shall permit full turning movements. Additionally:~~

- ~~a. Turning movements may be restricted by the County in the future, if necessary, due to safety or operational considerations.~~
- ~~b. Construction access shall be restricted to those vehicular access connections shown on PD site plan. The developer shall include a note in each site/construction plan submittal which indicates same~~

~~6. 9. The applicant shall be required to pave any portion of the access drive which lies within the existing right-of-way (LDC 6.04.05).~~

~~7. 10. 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.~~

~~8. 11. Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.~~

~~12. Within 90 days of approval of RZ 04-0979 by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management Department a revised General Development Plan for certification which conforms to the notes and graphics of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of a revised plan will be required.~~

13. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities in place at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.

9. 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.

10. 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.

11. Notwithstanding the land uses listed in Condition 1, no development of Commercial Neighborhood (CN) uses shall be permitted that causes cumulative development to exceed 268 gross average daily trips, 39 gross a.m. peak hour trips, or 64 gross p.m. peak hour trips. Additionally:

12. Notwithstanding the land uses listed in Condition 1, no development of Commercial Neighborhood (CN) uses shall be permitted that causes cumulative development to exceed 268 gross average daily trips, 39 gross a.m. peak hour trips, or 64 gross p.m. peak hour trips. Additionally:

- a. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

13. Notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.

14. Prior to or concurrent with the initial increment of development, the developer shall modify that portion of Apollo Beach Blvd. proximate to the easternmost access connection as follows:

- a. With respect to the eastern lane, the developer shall remove the striping and add appropriate pavement markings and signage as needed to reopen the lane and permit through/right movements only; and,
- b. With respect to the westernmost lane, the developer shall add appropriate pavement markings and signage as needed to convert the lane into a left only turn lane; and,
- c. Mill and resurface as necessary to effectuate the above changes.

15. Parking shall not be permitted along Surfside Blvd., nor shall any parking spaces be permitted to back into the roadway. As such, prior to or concurrent with the initial increment of development, the developer shall remove any excess pavement along Surfside Blvd., install any sidewalk as required per Sec. 6.03.02. of the LDC, and restore sod within the balance of the area.

16. The developer shall be required to install a pedestrian crossing to connect the sidewalk to be constructed along the project's Surfside Blvd. frontage with the sidewalk stubout located along the east side of the Apollo Beach

Blvd. The developer shall be required to install any signage, lighting, or other appurtenances necessary to facilitate such crossing. Such crossing shall be subject to review and approval by Hillsborough County Public Works.

17. As Surfside Blvd. is a substandard collector roadway, the applicant will be required to approve the public roadway network (between the project access and nearest roadway meeting applicable standards) unless otherwise approved through the Sec. 6.04.02.B. Administrative Variance process. Deviations from Transportation Technical Manual (TTM) standards may be considered in accordance with Sec. 1.7 and other applicable sections of TTM.
18. 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.
19. 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, recertification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:

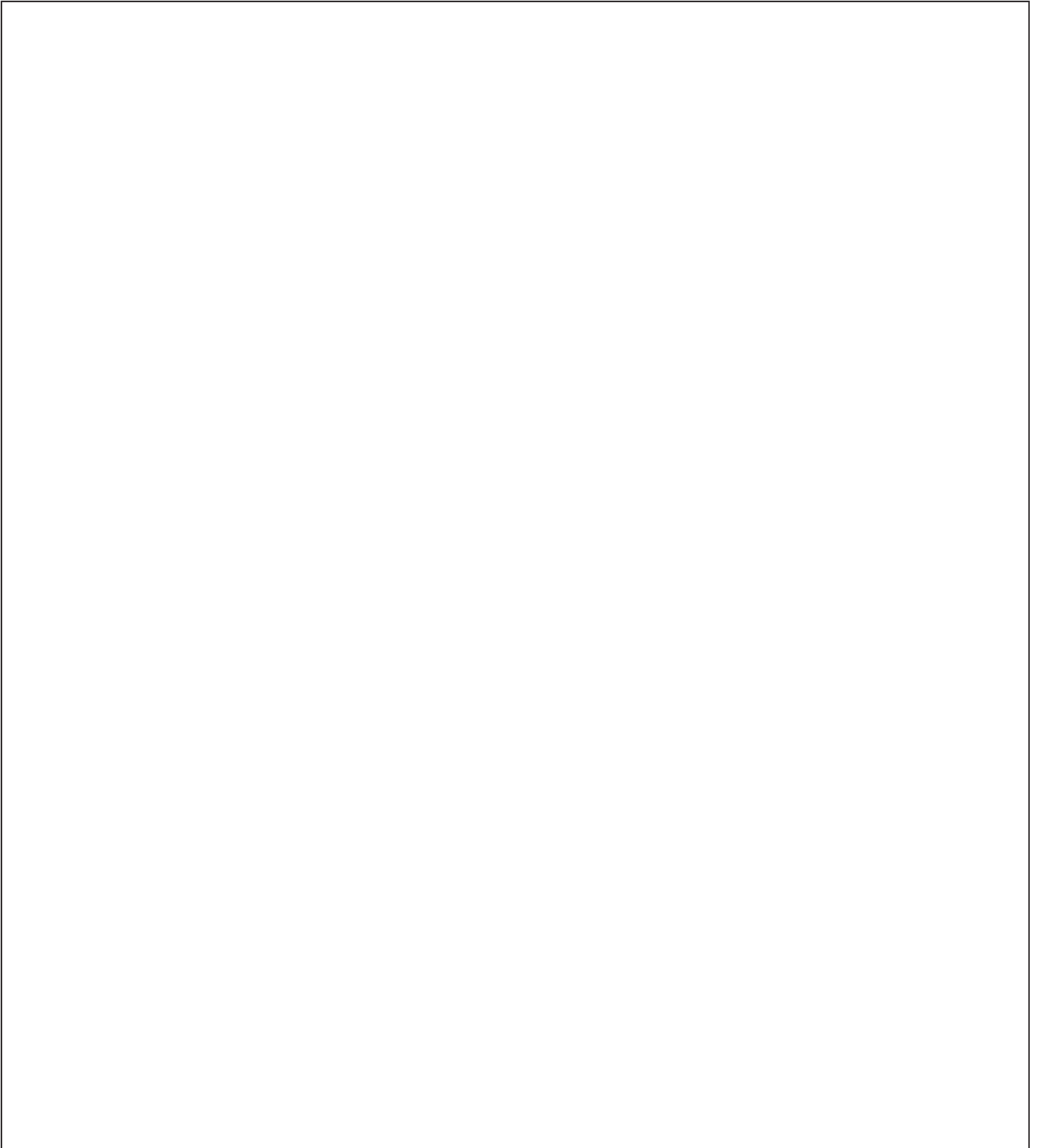
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



Site Location Map:



Legal Description:

A parcel of land lying in Section 17, Township 31 South, Range 19 East, Hillsborough County, Florida, more particularly described as follows:

Commence at the Northeast corner of Section 17, run thence S89°56'28"W, a distance of 5900.00 feet to a point on the bulkhead center line per map or plat thereof in Plat Book 35, Page 16 of the Public Records of Hillsborough County, Florida, thence S34°59'22"W, a distance of 2288.40 feet; thence S45°37'51"W, a distance of 1400.10 feet, said point also being the Point of Beginning, thence S44°22'09"E, a distance of 300.00 feet; thence S45°37'51"W, along the westerly boundary of Sunrise Boulevard, a distance of 388.57 feet; thence S44°22'09"E, a distance of 300.00 feet; thence N45°37'51"E, a distance of 388.57 feet to the Point of Beginning.

Wald Parcel containing 2.676 acres, more or less.

DEVELOPMENT SUMMARY

657676 0000
KENDRICK BLVD
APOLLO BEACH FL 33672

19.3 UNITS/ACRE

KENDRICK DEVELOPMENT
411 COR CORNWALL WEST
BRANDSTON FL 32827

BROOKLEAFER, SMOCKER & BOATES,
500 E KENNEDY BLVD, SUITE 200
TAMPA, FL 33602

800 HANNY ROAD
TAMPA FL 33600

RIGHTS:

A.
PUNTLINGALE, COUNSEL:

ROUNDED PROJECT DENSITY:

PROPERTY OWNER/DEVELOPER:
CORPORATION

COLD NUMBER:
ATTORNEY ADDRESS:

LEGEND

 SUBJECT PROPERTY BOUNDARY
 FOLIO NUMBER
 LAND USE CATEGORY
 ZONING DISTRICT
 ZONING DISTRICT BOUNDARY
 EXISTING BUILDING LOCATIONS
 PROPOSED ACCESS POINT
 PROPOSED BUILDING ENVELOPE

Development Summary

Property Size	Zoning	Existing Use	Proposed Uses	Max. Uses	Parking	Max. Height	Minimum Setbacks		
							Front	Side (South)	Rear
2.676 ACRES	PD	10.3 UNIT HOTEL	CONDONIUM	53	106	50.0' (1)	50'	20'	56'/20'
			OR HOTEL (2)	103	114			10'	20'

DEVELOPMENT NOTES

1. DEVELOPMENT SHALL PROCEED IN ACCORDANCE WITH THE STANDARDS OF THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE (LDC).
2. THE EXISTING SCHEME SERVING THE EXISTING MOTTE/HOTEL SHALL BE REQUIRED TO REMAIN AND SHALL BE REGULATED BY LDC SECTION 7.2.02.01.B. THE TYPE, LOCATION, SIZE AND NUMBER OF NEW SIGNS SHALL BE DETERMINED BY THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE (LDC) IN SERVING THE CONDOMINIUM PROJECT SHALL BE AS SET FORTH IN THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE (LDC) WITH THE FOLLOWING EXCEPTIONS:
 - a. SIGNAGE SHALL BE MONUMENT SIGNS.
 - b. BUILDINGS SHALL BE MONUMENT SIGNS.
 - c. SIGNAGE SHALL BE MONUMENT SIGNS AND BANERS SHALL BE PROHIBITED.
3. HEIGHT IS MEASURED FROM THE REQUIRED FINISHED FLOOR ELEVATION AND PUSANT TO THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE (LDC).
4. THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE (LDC), HOTEL USE CAN INCLUDE ADDITIONAL SERVICES AS DEFINED IN HOTEL SECTION 12.01 (HOTEL AND RESORTS) OF THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE (LDC).
5. REAR SETBACKS SHALL BE 50' FOR THE MAIN BUILDING AND 20' FOR THE ADJACENT COASTAL BUILDING.
6. THE GENERAL DESIGN, NUMBER AND LOCATION OF THE ACCESS DRIVE SHALL BE DETERMINED BY THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE (LDC) SECTION 6.04. THE DESIGN AND ACCESS MANAGEMENT REGULATIONS AS SET FORTH IN THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE (LDC) SHALL APPLY TO THE HILLSBOROUGH COUNTY PLANNING AND GROWTH MANAGEMENT COMMISSION FINAL DESIGN. IT IS APPROVED BY THE HILLSBOROUGH COUNTY COMMISSION THAT THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE (LDC) SHALL BE AMENDED TO INCLUDE, BUT NOT LIMITED TO, TURN LANE ACCESS, ACCELERATION LANE, AND TURN LANE LANEWAYS. ACCESS POINTS MAY BE RESTRICED TO THE TURN LANE LANEWAYS.

4	05/09/05	Edited per County comments for submittal.	MCC TM
3	04/08/05	Resubmitted to Hillsborough County P&EM	DAB TM
3	04/5/05	Revised per meeting with neighbors 3/20/05.	DAB TM
2	01/02/05	Revised per County Comments	DAB EH
1	07/30/04	Revised per County Comments	DAB TM
0	04/14/04	Original drawing creation date	DAB TM
	DATE		



RZ 04-0979

GENERAL DEVELOPMENT PI AN
HZ 04-0979

Kendar Development Corporation
Folio Number: 052078.0000
Section 17, Township 31 S, Range 19 E
Hillsborough County, Florida

RECEIVED

JUN 01 2005
PLANNING & GROWTH
MANAGEMENT

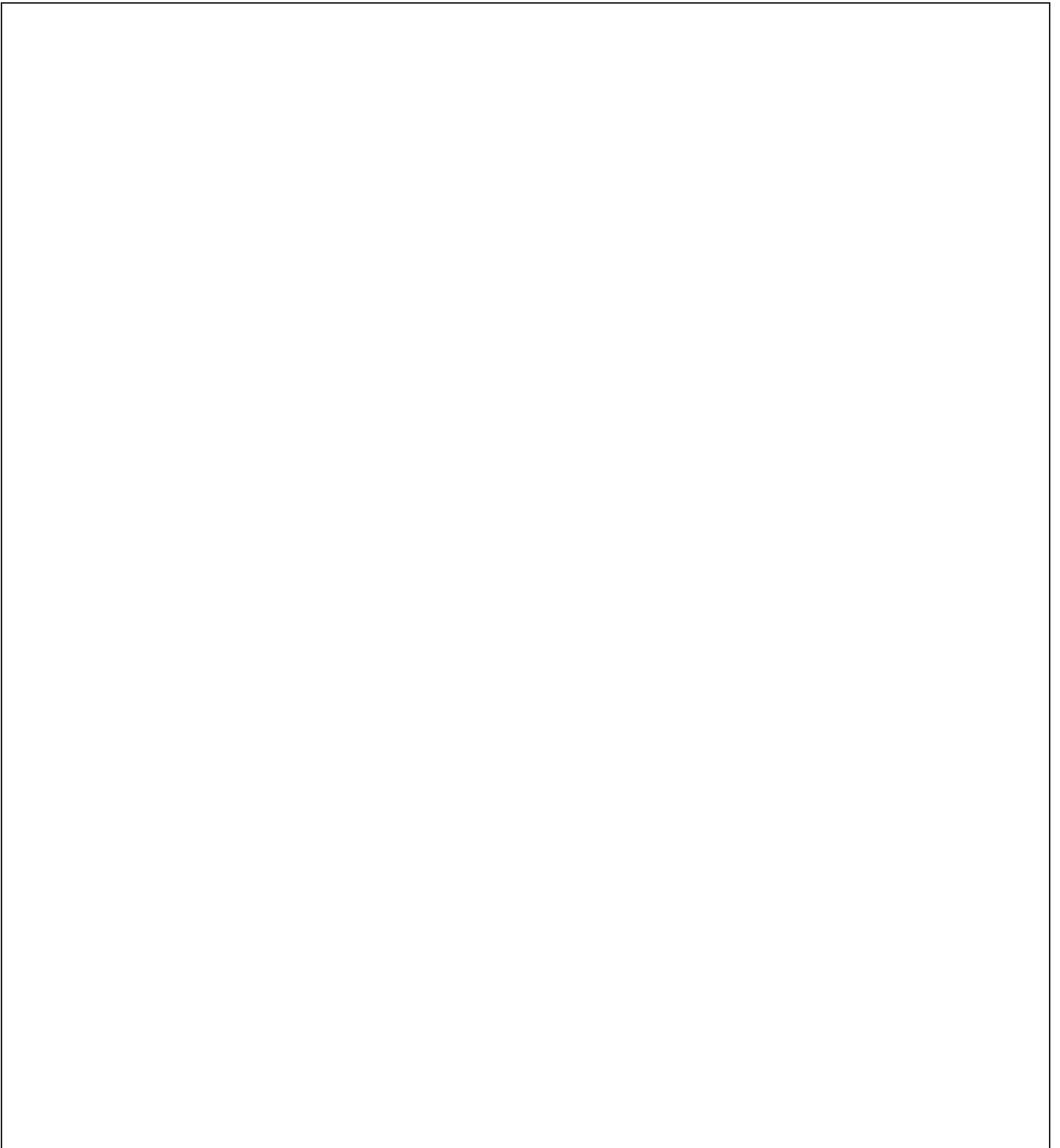
ANGELHARDT, HAMMER & ASSOCIATES
Planning • Engineering • Landscape Architecture
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8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/06/2025

REVIEWER: James Ratliff, AICP, PTP, Principal Planner AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: APB/ South

PETITION NO: MM 25-0648

☐

This agency has no comments.

☐

This agency has no objection.

☒

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

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This agency objects for the reasons set forth below.

NEW AND REVISED CONDITIONS OF APPROVAL

Revised Conditions

8. ~~The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department. Final design, if approved by Hillsborough County Planning and Growth Management Department may include, but is not limited too: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.~~ The project shall be served by (and limited to) two (2) vehicular access connections to Surfside Blvd. The easternmost connection shall be an ingress only connection. The westernmost connection shall permit full turning movements. Additionally:

- a. Turning movements may be restricted by the County in the future, if necessary, due to safety or operational considerations.
- b. Construction access shall be restricted to those vehicular access connections shown on PD site plan. The developer shall include a note in each site/construction plan submittal which indicates same.

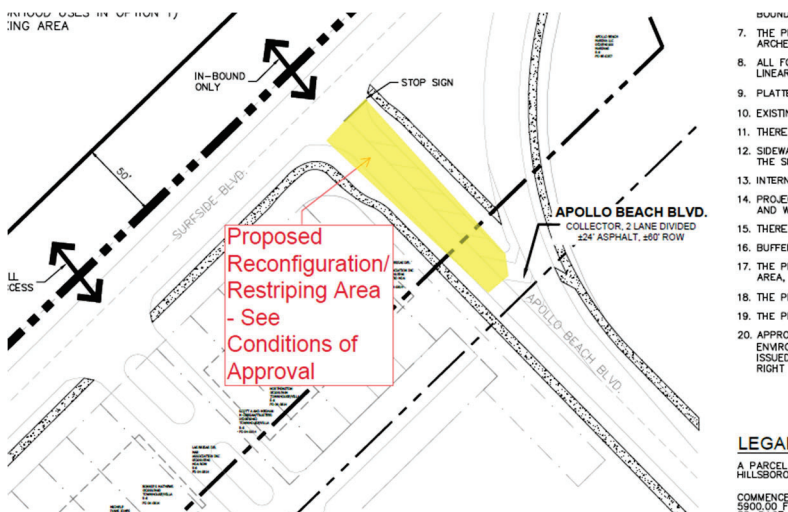
New Conditions

- Notwithstanding the land uses listed in **Condition 1**, no development of Commercial Neighborhood (CN) uses shall be permitted that causes cumulative development to exceed 268 gross average daily trips, 39 gross a.m. peak hour trips, or 64 gross p.m. peak hour trips. Additionally:
 - a. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

- Notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- Prior to or concurrent with the initial increment of development, the developer shall modify that portion of Apollo Beach Blvd. proximate to the easternmost access connection as follows:
 - a. With respect to the eastern lane, the developer shall remove the striping and add appropriate pavement markings and signage as needed to reopen the lane and permit through/right movements only; and,
 - b. With respect to the westernmost lane, the developer shall add appropriate pavement markings and signage as needed to convert the lane into a left only turn lane; and,
 - c. Mill and resurface as necessary to effectuate the above changes.
- Parking shall not be permitted along Surfside Blvd., nor shall any parking spaces be permitted to back into the roadway. As such, prior to or concurrent with the initial increment of development, the developer shall remove any excess pavement along Surfside Blvd., install any sidewalk as required per Sec. 6.03.02. of the LDC, and restore sod within the balance of the area.
- The developer shall be required to install a pedestrian crossing to connect the sidewalk to be constructed along the project's Surfside Blvd. frontage with the sidewalk stubout located along the east side of the Apollo Beach Blvd. The developer shall be required to install any signage, lighting, or other appurtenances necessary to facilitate such crossing. Such crossing shall be subject to review and approval by Hillsborough County Public Works.
- As Surfside Blvd. is a substandard collector roadway, the applicant will be required to approve the public roadway network (between the project access and nearest roadway meeting applicable standards) unless otherwise approved through the Sec. 6.04.02.B. Administrative Variance process. Deviations from Transportation Technical Manual (TTM) standards may be considered in accordance with Sec. 1.7 and other applicable sections of TTM.

Other Conditions

- Prior to PD site plan certification, the developer shall revise the PD site plan to:
 - Add shading to the area generally shown below and label as "Proposed Reconfiguration/Restriping Area - See Conditions of Approval"



SUMMARY OF REQUEST AND TRIP GENERATION

The applicant is requesting a Major Modification (MM) to previously approved Planned Development (PD) 04-0979. The PD is also located within the Apollo Beach Development of Regional Impact (DRI) #59. During a previous amendment (via Resolution R20-070) the DRI was amended to include a statement that “all remaining development will be mitigated through payment of mobility fees pursuant to the terms of the Hillsborough County Mobility Fee Ordinance, Ord. No. 16-8, as it may be amended.” No other transportation conditions exist within the DRI; however, staff notes that the applicant is entitled to seek land use exchanges, which would not be permitted to “result in directional trip generation which exceeds that projected.” (Reference Specific Condition IV.A.2.) Determinations as to whether land use exchanges are needed to support a project are made by the zoning review section.

The PD is approved for either a maximum of 53 single family attached condominium dwelling units or a 103-unit motel/hotel. The applicant is proposing to modify the uses to allow for two options:

- Option 1 would allow up to 52 single family attached condominium dwelling units and up to 2,500 s.f. of Commercial Neighborhood (CN) uses; or
- Option 2 would allow a 54 single family attached condominium dwelling units.

The option which permits hotel uses is proposed to be eliminated. As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project; however, the analysis does not represent a worst-case analysis which represents maximum potential trip impacts of the wide range of land uses proposed. Given this, and the sensitivity of the access and proximity to adjacent driveways, staff has included a condition restricting development to the number of trips studied in the applicant’s transportation analysis. This restriction will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 2,500 s.f. of certain CN uses, although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if a project consists of multiple parcels, or if a developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

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

Lastly, it should also be noted that while the trip cap will control the total number of trips within each analysis period (daily, a.m. peak, and p.m. peak), it was developed based on certain land uses assumed by the developer, and those land uses have a specific percentage split of trips within each peak period that are inbound and outbound trips, and those splits may or may not be similar to the inbound/outbound split of what uses are ultimately constructed by the developer. Staff notes that the trip cap does not provide for such granularity. Accordingly, whether or not turn lanes were identified as required during a zoning level analysis is in many cases immaterial to whether turn lanes may be required at the time of plat/site/construction plan review. Given that projects with a wide range of uses will have a variety of inbound and outbound splits during the a.m. and p.m. peak periods, it may be necessary in to reexamine whether additional Sec. 6.04.04.D. auxiliary turn lanes are warranted. The developer will be required to

construct all such site access improvements found to be warranted unless otherwise approved through the Sec. 6.04.02.B Administrative Variance process.

Staff has prepared a comparison of the potential number of peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario (highest trip generating option) for existing zoning impacts. Data for the proposed project is based upon the transportation impacts identified in the transportation analysis, which forms the basis of the trip cap. Data shown below is based on the 11th Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Approved Zoning (Worst-case Scenario):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
103 Room Hotel (ITE LUC 310)	823	44	48

Proposed Zoning (Worst-case Scenario):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
52 Single-Family Condominium Units (ITE LUC 215)	408	39	64
Uses Limited by Trip Cap	268	24	23
Subtotal:	676	63	87

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(-) 147	(+) 19	(+) 39

INFRASTRUCURE SERVING THE SITE

Surfside Blvd. is a substandard, publicly maintained collector roadway. The roadway is characterized by +/- 28-30 feet of pavement in average condition. The roadway lies within a +/- 60-foot-wide right-of-way. There are +/- 5-foot-wide sidewalks along portions of the roadway (on both sides). There are no bicycle facilities present along the roadway in the vicinity of the project.

Apollo Beach Blvd. is a substandard, publicly maintained collector roadway. The roadway is characterized by +/- 21-24 feet of pavement in average condition. The roadway lies within a variable width right-of-way. For the last +/- 1,800 ft. of Apollo Beach Blvd., the roadway splits into two distinct one-way segments. The westbound segment terminates in front of the project site. The site is located immediately north/east of the eastbound segment terminus. There are +/- 5-foot-wide sidewalks along portions of the roadway (on both sides) in the vicinity of the proposed project. There are no bicycle facilities present along the roadway in the vicinity of the project.

SUBSTANDARD ROAD – SURFSIDE BLVD.

The applicant did not submit a Design Exception or Administrative Variance request to address this issue. As such, the extent to which improvements may be required to the public roadway network will be deferred to the site/subdivision stage in accordance with recent changes to policy/procedure.

SITE ACCESS AND SITE ACCESS IMPROVEMENTS

The existing zoning permits two (2) access connections to Surfside Blvd. The applicant is proposing to modify the existing access to make the easternmost access an ingress only connection. The westernmost project access will remain a full access connection.

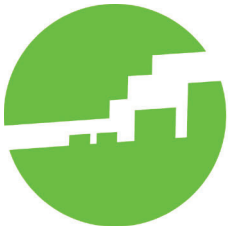
As shown in the image below, the applicant will be required to modify the roadway configuration/striping and install any signage necessary to convert the rightmost lane of Apollo Beach Blvd. (highlighted in yellow below) a through/right only turn lane. The left most lane will be converted into a left turn only lane.



ROADWAY LEVELS OF SERVICE (LOS) INFORMATION

Roadway	From	To	LOS Standard	Peak Hour LOS
Apollo Beach Blvd.	Surfside Blvd.	US 41	D	C

Source: 2024 Hillsborough County Level of Service (LOS) Report.



**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: November 17, 2025 Report Prepared: November 6, 2025	Case Number: MM 25-0648 Folio(s): 52078.0000 General Location: East of Bright Bay Court and northwest of South Apollo Beach Boulevard and Surfside Boulevard
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Office Commercial-20 (20 du/ga; 0.75 FAR)
Service Area	Urban
Community Plan(s)	Apollo Beach + SouthShore Areawide Systems
Rezoning Request	Major Modification (MM) to Planned Development (PD) 04-0979 to allow to development options: (1) 52 condominium units and 2,500 square feet of commercial neighborhood (CN) uses; or (2) 54 condominium units
Parcel Size	2.71 ± acres
Street Functional Classification	Bright Bay Court – Local South Apollo Beach Boulevard – County Collector Surfside Boulevard – County Collector
Commercial Locational Criteria	N/A

Evacuation Area	A

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Office Commercial-20	PD 04-0979	Vacant Land
North	N/A	N/A	Submerged Land
South	Residential-6	PD + CN	Single Family Residential + HOA Property + Vacant Land + Light Commercial + Public Communications/Utilities
East	Office Commercial-20	PD	Single Family Residential + HOA Property + Vacant Land
West	Office Commercial-20 + Residential-6	PD	Single Family Residential + HOA Property + Vacant Land

Staff Analysis of Goals, Objectives and Policies:

The 2.71 ± acre subject site is located east of Bright Bay Court and northwest of South Apollo Beach Boulevard and Surfside Boulevard. The subject site is in the Urban Service Area and is within the limits of the Apollo Beach Community Plan and the SouthShore Areawide Systems Plan. The applicant requests a Major Modification (MM) to Planned Development (PD) 04-0979. The request is for two options:

1. 52 attached condominium units and 2,500 square feet of commercial neighborhood (CN) uses; or
2. 54 attached condominium units.

A parking area will be provided on the ground floor, with the CN uses (Option 1 only) and private amenities on the first floor and residential units on floors two to four. The 2.71 ± acre subject site is dedicating 2.5 acres for residential development and 0.21 acres for the commercial/retail portion.

The subject site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county's growth is to be directed. Policy 3.1.3 requires all new

developments to be compatible with the surrounding area, noting that “compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” Vacant land is currently on the subject site. Vacant land is also to the south, east and west of the subject property. There are single-family uses and Home Owners Association (HOA) property to the south, east and west as well. Light commercial and public communications/utilities are to the south of the site. The proposal meets the intent of FLUS Objective 1.1 and FLUS Policy 3.1.3, as the request is to develop residential units in both options, which is in line with the surrounding development pattern. The CN uses in Option 1 are also complementary to the surrounding residential uses, as the proposed 2,500 square feet of CN uses are in scale with the surrounding land use pattern. In addition, there are light commercial uses located to the south of the subject property.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density and range of permitted land uses allowed in each category. Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The subject site is in the Office Commercial-20 (OC-20) Future Land Use category. The intent of the OC-20 Future Land Use category is to provide for future development of commercial and office centers. As one of the most intensive Future Land Use categories on the Future Land Use Map (FLUIM), the OC-20 category may be considered for a maximum density of 20 dwelling units per gross acre or a maximum intensity of 0.75 Floor Area Ratio (FAR). OC-20 allows for the consideration of agricultural, community commercial type uses, office uses, mixed-use developments and compatible residential uses. According to the revised site plan, for Option 1, 0.21 acres will be utilized for 2,500 square feet of CN uses. With the 0.21 acres, the subject site could consider up to 6,860.7 square feet for non-residential uses (0.21 acres x 43,560 square feet x 0.75 FAR). The remaining 2.5 acres would allow for the proposed 52 condominium units under Option 1 (2.5 acres x 20 du/ga).

The site is located within the Coastal High Hazard Area (CHHA). Per FLUS Policy 2.3.5, density bonuses are not applicable to properties within the CHHA. The applicant is not requesting a density bonus and is therefore consistent with this policy direction. With 2.71 acres, the site could be considered for up to 54 dwelling units, which is consistent with 20 du/ga in the OC-20 Future Land Use category. FLUS Objective 6.2 which states that new development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Environmental and Sustainability Section and the Coastal Management Section of the Comprehensive Plan.

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

The proposal meets the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1 that require new development to be compatible to the surrounding neighborhood. In this case, the surrounding land use pattern is comprised mostly of vacant land and single-family uses, with light commercial uses further south of South Apollo Beach Boulevard. FLUS Policy 4.4.1 states that any density or intensity increases shall be compatible with existing, proposed or planned surrounding development. Development and redevelopment shall be integrated with the adjacent land uses through the creation of like uses, the creation of complementary uses, mitigation of adverse impacts, transportation/pedestrian connections and gradual transition of intensity. According to the revised request, which was uploaded into Optix on November 3, 2025, the maximum height proposed is 60 feet with a 50-foot front and rear setback (along the Boulevard and the beach shore), a 20-foot northern setback and 30-foot southern setback. The project will also be meeting the required 2:1 setback, which is consistent with the aforementioned policy direction relating to compatibility. With the subject site being in the Office Commercial-20 designation, which is a more

intensive Future Land Use category, along with the surrounding uses, the proposal for condominium units and/or with CN uses, the request meets the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1.

The subject site is within the limits of the Apollo Beach Community Plan and SouthShore Areawide Systems Plan. Strategy 2 under the Apollo Beach Community Plan is to ensure quality land use and design. The Plan created a special district for the commercial node at Apollo Beach Boulevard west of U.S. Highway 41 that requires new construction to meet design guidelines that further the town center concept. While the subject site is in the Office Commercial-20 Future Land Use designation, the plan discourages development of over 50 feet in height in residentially zoned areas. The applicant is proposing a building height of 60 feet. Though the proposed height is over the encouraged 50 feet building height in Apollo Beach, the site is also located within one of the most intensive Future Land Use categories. The applicant had previously proposed a building 70 feet in height that did not meet the 2:1 setback requirements in the Land Development Code. With the latest revisions, the applicant has reduced the height to 60 feet and is now meeting the 2:1 setback requirement. As such, the building height of 60 feet strikes a balance between the Community Plan language, which is an encouragement, rather than an outright prohibition.

Single-family uses are to the east, west and south across Surfside Boulevard. Public communications/utilities are also to the south across Surfside Boulevard. Light Commercial uses are further south along South Apollo Beach Boulevard. Goal 1 under the Cultural/Historic Objective is to promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability. Goal 1.a. under the Economic Objective within the SouthShore Areawide Systems Plan is to analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.) Goal 1.b. is to recognize preferred development patterns as described in individual community plans, and implement the communities' desires to the greatest extent possible (including codification into the Land Development Code). i.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity. The proposed CN uses would bring an economic component to the surrounding area, the proposed building height is above what is envisioned in the Apollo Beach Community Plan, however, since the policy states it discourages rather than prohibits, and the site is in the rather intensive OC-20 Future Land Use category, this request is consistent with the policy direction in both the Apollo Beach Community Plan and SouthShore Areawide Systems Plan in the Livable Communities Element.

Overall, staff finds that the proposed Major Modification is compatible with the existing development pattern found within the surrounding area and does support the vision of the Apollo Beach Community Plan and the SouthShore Areawide Systems Plan. The proposed Major Modification would allow for development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

FUTURE LAND USE SECTION

Urban Service Area

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

Land Use Categories

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

Policy 2.2.1: The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.

Density and Intensity Bonuses

Objective 2.3: Utilize density and intensity requirements to encourage growth in efficient and predictable patterns throughout Hillsborough County

Policy 2.3.5 : Alternative Calculations and Bonuses

Density bonuses outlined in the Comprehensive Plan shall not be applicable to properties within the Coastal High Hazard Area.

Compatibility

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

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

Relationship to Land Development Regulations

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

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

Policy 4.1.1: *Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.*

Policy 4.1.2: *Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.*

Neighborhood/Community Development

Objective 4.4: Neighborhood Protection – *The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.*

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

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

Environmental Considerations

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

LIVABLE COMMUNITIES ELEMENT: APOLLO BEACH COMMUNITY PLAN

V. Strategies:

2. Ensure Quality Land Use and Design

- *Create a special district for the commercial node at Apollo Beach Boulevard west of U.S. Highway 41 that requires new construction to meet design guidelines that further the town center concept.*
- *Create a special district containing design guidelines for the Apollo Beach Boulevard corridor west of the commercial node at U.S. Highway 41.*
- *Discourage development of over 50 feet in height in residentially zoned areas.*

LIVABLE COMMUNITIES ELEMENT: SOUTHSORE AREAWIDE SYSTEMS PLAN

Cultural/Historic Objective

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

The community desires to:

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

Economic Development Objective

The SouthShore community encourages activities that benefit residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life.

The community desires to pursue economic development activities in the following areas:

1. *Land Use/Transportation*
 - a. *Analyze, identify and market lands that are available for economic development, including: residential commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)*
 - b. *Recognize preferred development patterns as described in individual community plans, and implement the communities' desires to the greatest extent possible (including codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.*

HILLSBOROUGH COUNTY
FUTURE LAND USE

RZ PD 25-0648

<all other values>

Rezonings

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

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

- wam NATURAL LULC_Wet_Poly
- AGRICULTURAL/MINING-1/20 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASI-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE



Map Printed from Rezoning System: 4/21/2025
Author: Beverly F. Daniels
File: G:\Rezoning\System\Map\Projects\H\City\G\Reg_h\Rezoning - Copy.mxd

