

PD Modification Application: MM 24-0675

Zoning Hearing Master Date: May 19, 2025

BOCC LUM Meeting Date: July 22, 2025



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Energy Industrial Park LLC

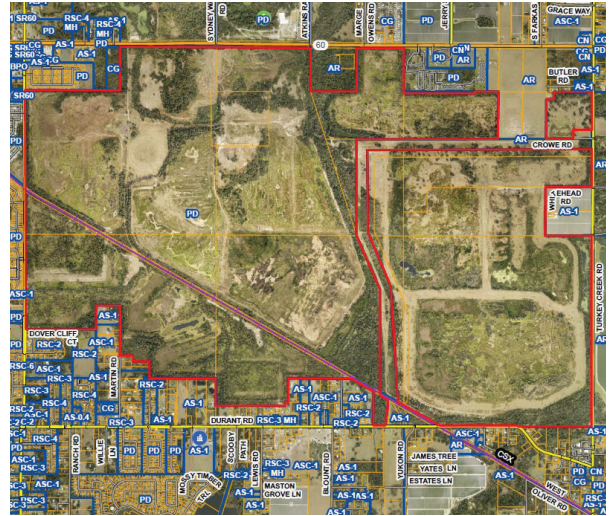
FLU Category: EIP

Service Area: Urban

Site Acreage: +/-2,978.04 acres

Community
Plan Area: None

Overlay: None



Introduction Summary:

PD 10-0692 rezoned the +/-2,978.04-acre subject property from Agricultural Rural (AR) Agricultural, Single Family (AS-1) to Planned Development located southwest of the intersection of E. State Road 60 and S. Dover Road and west of Turkey Creek Drive. The Planned Development (PD) was approved for an Energy Industrial Park (EIP), now known as Energy Innovation Park, as described in the Future Land Use Element of the Hillsborough Comprehensive Plan.

The main uses of the property are for the research and generation of renewable energy in any of its forms (such as solar panel farms, aquaculture, agriculture, biomass and research facilities) as well as allowing for other renewable energy generating technologies that are still being developed; and an area not to exceed 700 acres to be used for industrial/office/commercial park.

Proposed MM 24-0675: The proposed Major Modification requests to allow greater blending of the Energy Uses and Industrial uses within the PD to permit already allowed uses to be located within proposed sub-pockets and allow commercial uses in a 17-acre sub-pocket located along State Road 60. More specifically, the applicant proposes to amend the following:

- Allow proposed sub-pocket (H₁) comprising 119.37 acres to develop with Industrial, Research, Manufacturing, Warehousing and Distribution.
- Allow proposed sub-pocket (C₁) comprising 17 acres to develop with Ancillary Commercial and Office.
- Allow Industrial, Research, Manufacturing, Warehousing and Distribution Uses within Pocket G.
- Reduce the number of energy uses required from two uses to one energy use.
- Apportion the maximum of 7,350,000 square feet of building area between the Turkey Creek Preserve ("TCP") and University Energy Park ("UEP").

Associated **Comprehensive Plan** Amendment (HC/CPA 23-15) amended the text within the EIP element of the Hillsborough County Comprehensive Plan on April 10, 2025 BoCC hearing. In part, the CPA added language regarding when there is more than one owner within the Planned Development, the land area for the Energy Uses may be allocated between the property owners under Policy 59.1 #1 and amended Policy 59.1 #4 stipulating that when there is more than one owner within the PD zoning, the production output may be allocated between the property owners.

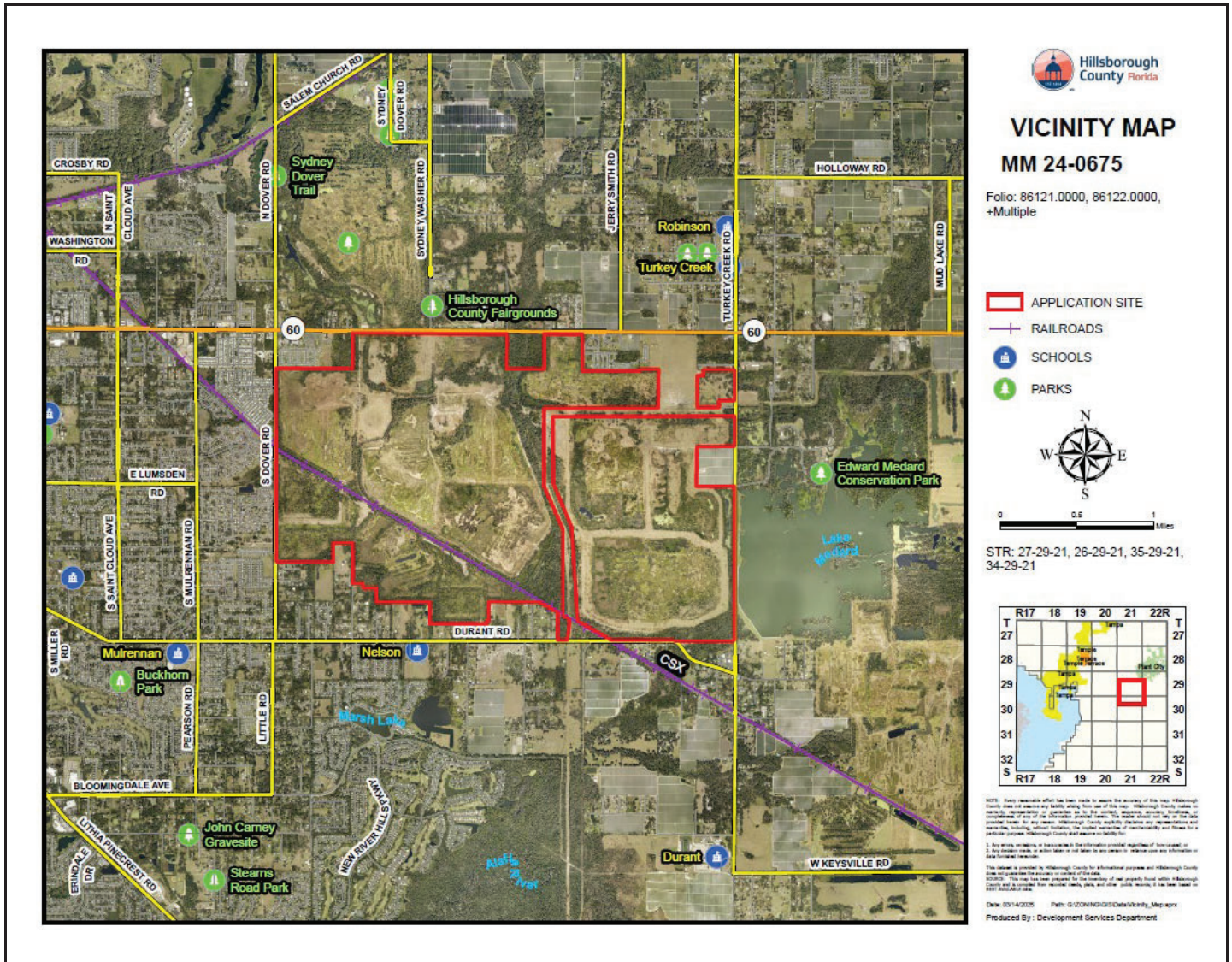
Existing Approval(s):	Proposed Modification(s):
<ol style="list-style-type: none"> 1. Pocket C allows Energy Uses including Renewable Alternative Energy, Resource Recovery (Biomass), Energy Research, and Agricultural. Industrial, Research, Manufacturing, Warehousing and Distribution are also allowed within Pocket C. 2. Pocket H allows Energy Uses including Renewable Alternative Energy, Resource Recovery (Biomass), Energy Research, and Agricultural. 3. Pocket G allows Energy Uses including Renewable Alternative Energy, Resource Recovery (Biomass), Energy Research, and Agricultural. 4. Two different energy uses are required for the overall Energy Industrial Park: wind, solar, biomass gasification, aquaculture, hydroponics, and algae systems. 5. No proportionate share. Energy uses required for the entire PD. 6. Minimum Energy Uses area is 40 percent. 	<ol style="list-style-type: none"> 1. Amend Pocket C by creating a subarea Pocket C₁ within Pocket C continuing the allowance of the current Energy uses. In addition to current Energy uses & Industrial, Research, Manufacturing, Warehousing and Distribution; new proposed uses include Commercial & Office Uses within proposed Pocket C₁ 2. Amend Pocket H by creating a subarea Pocket H₁ allowing current uses. In addition to current uses new proposed uses include Industrial, Research, Manufacturing, Warehousing and Distribution Uses within proposed Pocket H₁ 3. In addition to the Energy Uses, Pocket G is proposed to allow Industrial, Research, Manufacturing, Warehousing and Distribution Uses. 4. Reduce the number of energy uses required from two to one energy use type due to two property owners for the overall Energy Industrial Park: wind, solar, biomass gasification, aquaculture, hydroponics, and algae systems. 5. Apportion proportionate share of energy uses as 12% for Turkey Creek Preserve and 88% for University Energy Park based upon the Pocket Acreages for Energy Uses. 6. Decrease minimum Energy Uses area to 20 percent.

Additional Information:	
PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	None Requested.

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

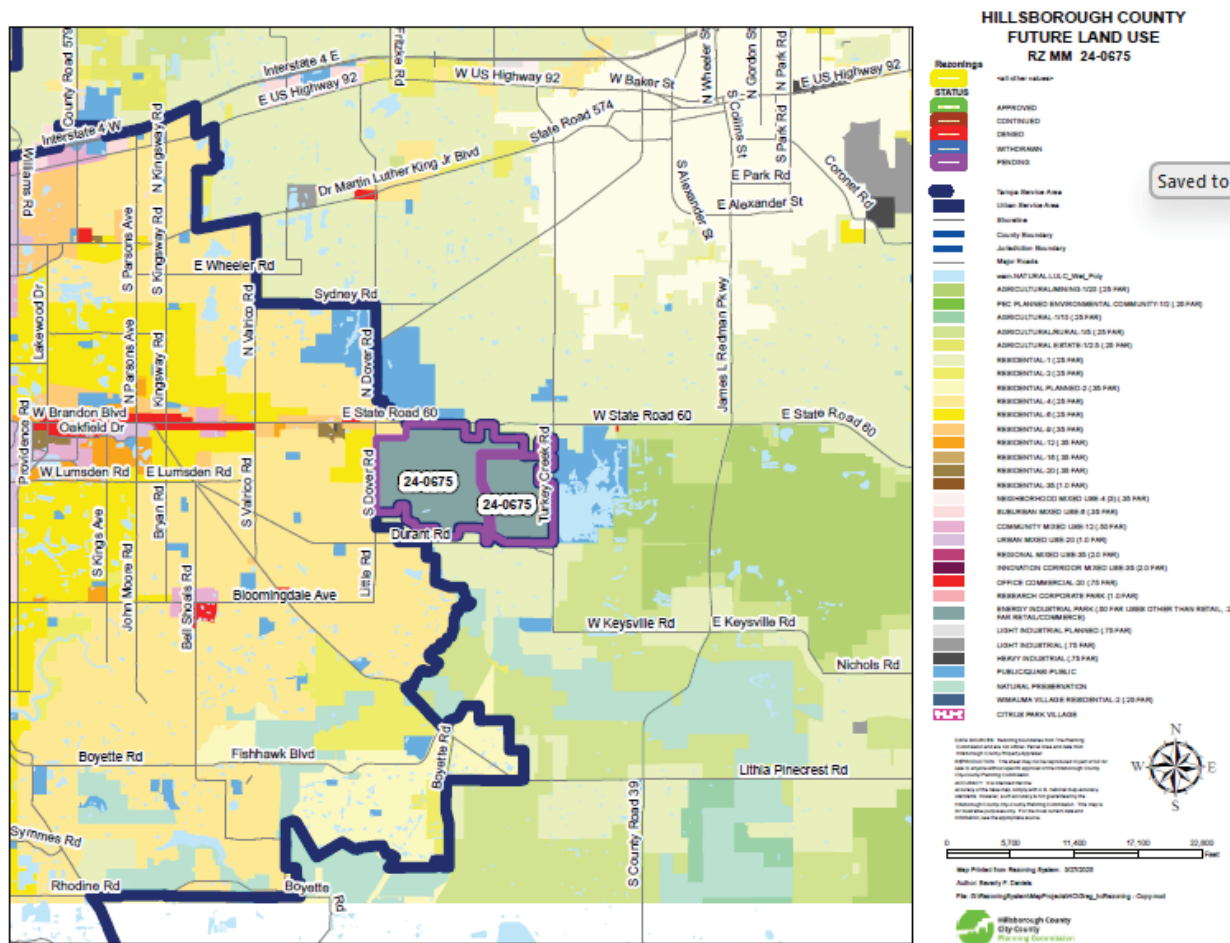
2.1 Vicinity Map



Context of Surrounding Area:

The +/-2,978.04-acre subject site is located on the south of State Road 60, east of South Dover Road, west of Turkey Creek Road and north of Durant Road. The immediate area is a mix of uses with the Hillsborough County Fairgrounds and an area designated Commercial General located to the north of State Road 60, Edward Medard Conservation Park located to the east across Turkey Creek Road, a CSX railroad right-of way bisecting and southeast of the subject site. Located to the west and south of the subject property is predominantly residential and undeveloped property.

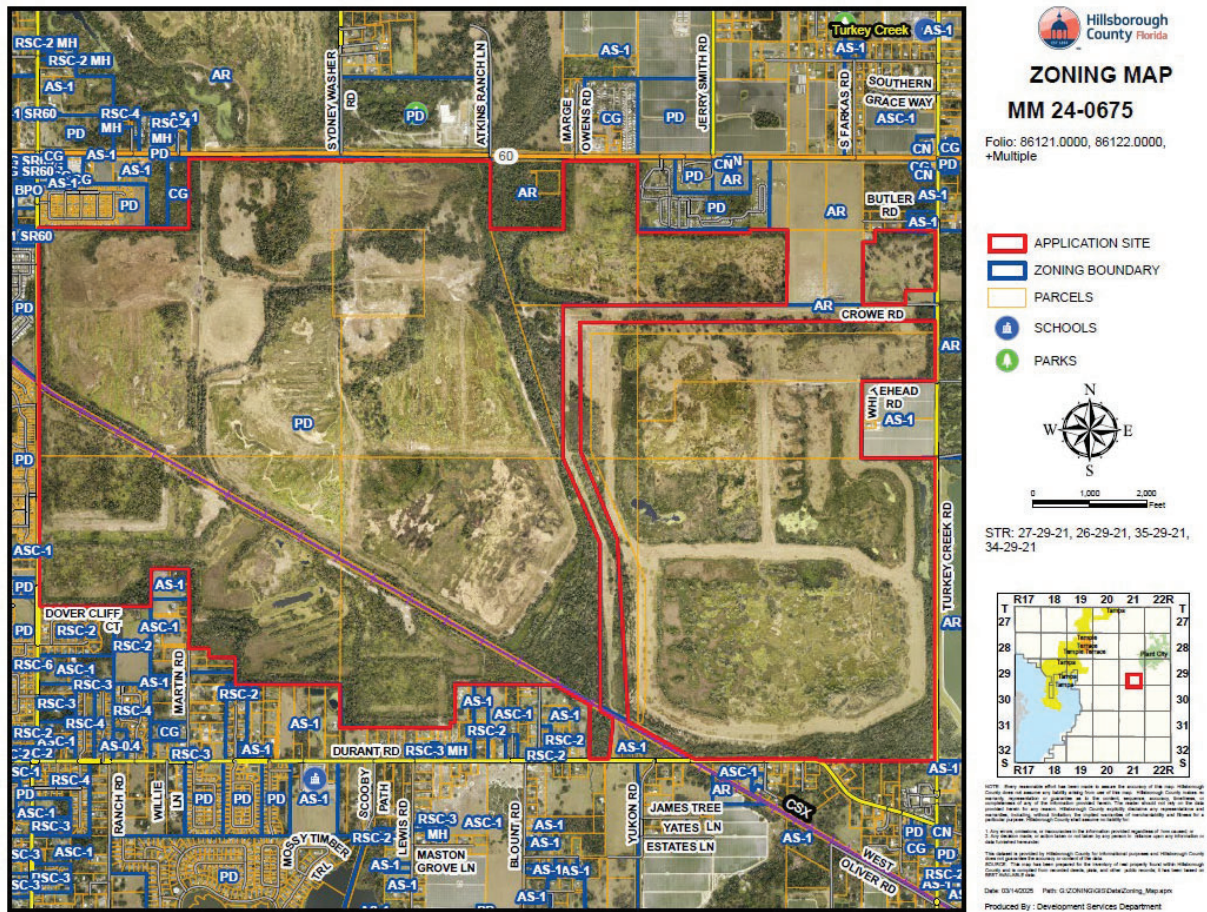
2.2 Future Land Use Map



Subject Site Future Land Use Category:	This FLU category was recently changed from Energy Industrial Park (EIP) to Energy Innovation Park (EIP) as part of text amendment HC/CPA 24-06.
Maximum Density/F.A.R.:	Energy Innovation Park 0.25 FAR – commercial/office/lodging/security housing uses. 0.50 FAR – energy uses; 0.75 FAR industrial uses.
Typical Uses:	Typical uses in the EIP category include industrial, manufacturing and processing, alternative renewable energy production, agricultural and residential.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



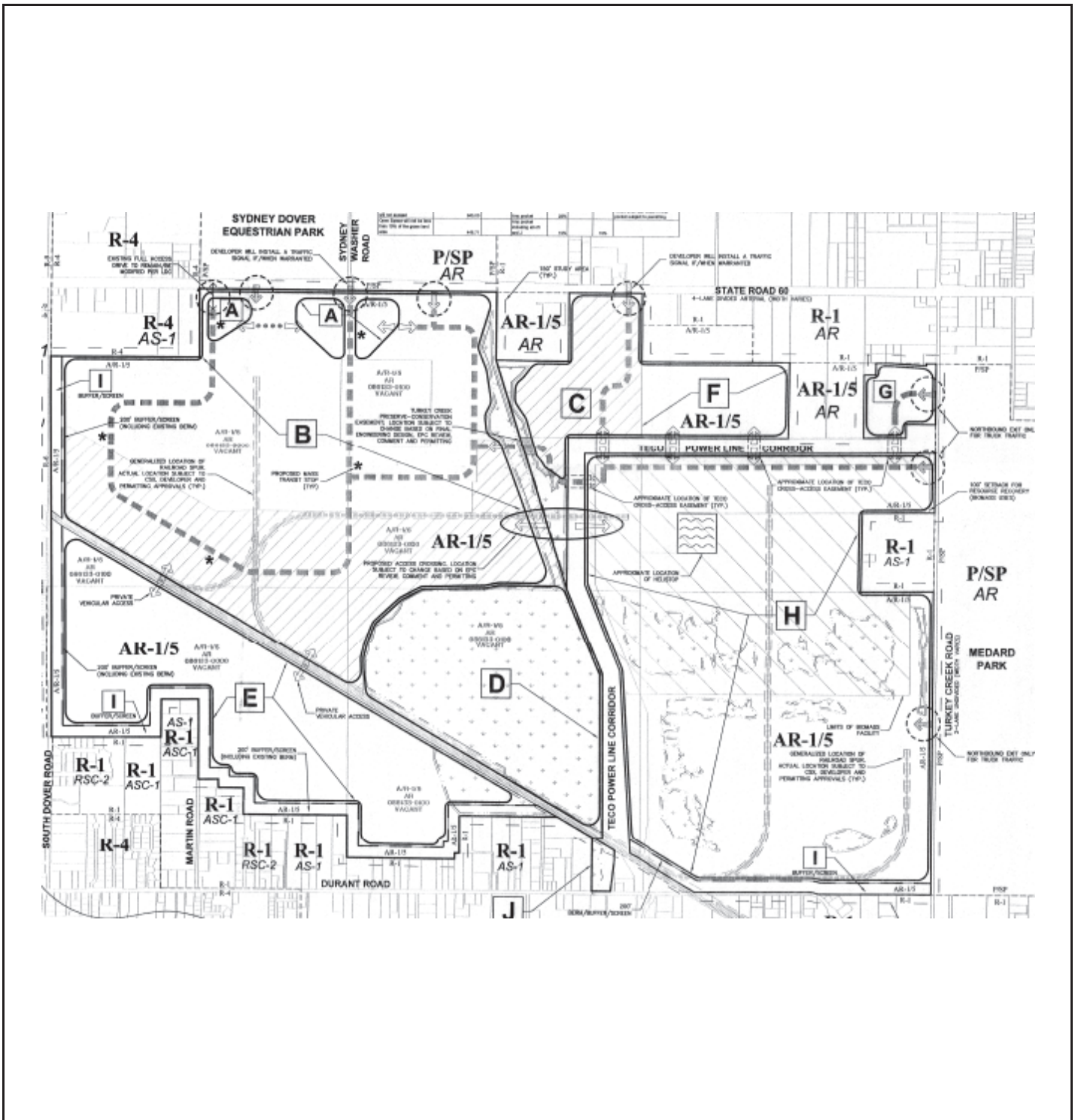
Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 10-0692 Pocket C1	State Road 60	Right of Way	Road
	PD 10-0692 Pocket H1	0.50 Max. FAR for Energy Uses 0.35 Max. FAR for Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Pocket G: Energy Uses including Renewable Alternative Energy, Resource Recovery (Biomass), Energy Research, Agricultural. New proposed uses include Industrial, Research, Manufacturing, Warehousing and Distribution Uses. TECO Power Line Corridor / Crowe Rd.	Vacant

	PD 10-0692 Pocket G	AR: 1 du/5 acres & Butler Rd. AS-1: 1 du/acre	AG and SF Residential	SF Residential and Vacant
South	PD 10-0692 Pocket C1	Pocket C: Energy Uses including Renewable Alternative Energy, Resource Recovery (Biomass), Energy Research, Agricultural.	State Road 60	State Road
	PD 10-0692 Pocket H1	Pocket H: 0.50 Max. FAR for Energy Uses 0.35 Max. FAR for Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Pocket H: Energy Uses including Renewable Alternative Energy, Resource Recovery (Biomass), Energy Research, Agricultural. Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Vacant
	PD 10-0692 Pocket G	0.50 Max. FAR for Energy Uses 0.35 Max. FAR for Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Pocket H: Energy Uses including Renewable Alternative Energy, Resource Recovery (Biomass), Energy Research, Agricultural. New proposed uses include Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Vacant
East	PD 10-0692 Pocket C1	PD 04-0466: 283 Recreational Vehicles	RV Park	Citrus Hills RV Park
	PD 10-0692 Pocket H1	AR: 1 du/5 acres & Butler Rd. AS-1: 1 du/acre	AG and Residential	AG, SF Residential, Vacant
	PD 10-0692 Pocket G	Turkey Creek Rd. and AR: 1 du/5 acres	AG and Residential	AG, SF Residential, Vacant
West	PD 10-0692 Pocket C1	AR: 1 du/5 acres	AG and Residential	Vacant
	PD 10-0692 Pocket H1	Pocket H: 0.50 Max. FAR for Energy Uses 0.35 Max. FAR for Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Pocket H: Energy Uses including Renewable Alternative Energy, Resource Recovery (Biomass), Energy Research, Agricultural.	Vacant
	PD 10-0692 Pocket G	AR: 1 du/5 acres	AG and SF Residential	SF Residential and Vacant

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)



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
SR 60	FDOT Principal Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD
Turkey Creek Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – ROW Dedication
	Choose an item.	Choose an item. 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
	Choose an item.	Choose an item. 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 Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	31,988	1,847	3,021
Proposed	42,433	1,917	3,595
Difference (+/-)	(+) 10,445	(+) 70	(+) 574

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

Connectivity and Cross Access ☐ Not applicable for this request

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

Notes:

Design Exception/Administrative Variance ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Turkey Creek Rd./ Substandard Road	Design Exception Requested	Approvable
	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	<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 checked="" type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other: _____										
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments						
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See "Transportation Agency Review Comment Sheet".						
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	See Water Resource Services Comment Sheet Water & Wastewater.						
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No							
Impact/Mobility Fees <table border="0"> <tr> <td>Retail - Shopping Center (Per 1,000 s.f.) Mobility: \$13,562.00 Fire: \$313.00</td> <td>Warehouse (Per 1,000 s.f.) Mobility: \$1,377.00 Fire: \$34.00</td> <td>Manufacturing (Per 1,000 s.f.) Mobility: \$3,315.00 Fire: \$57.00</td> </tr> <tr> <td>Light Industrial Mobility: \$4,230.00 Fire: \$57.00</td> <td>Utility Mobility: \$10,795.00 Fire: \$57.00</td> <td></td> </tr> </table> <p>Urban Mobility, Central Fire - various commercial and office uses, industrial, research, manufacturing, and distribution, utility uses.</p> <p>83121.0000; 86122.0000; 86128.0000; 86131.5000; 86131.7000</p>					Retail - Shopping Center (Per 1,000 s.f.) Mobility: \$13,562.00 Fire: \$313.00	Warehouse (Per 1,000 s.f.) Mobility: \$1,377.00 Fire: \$34.00	Manufacturing (Per 1,000 s.f.) Mobility: \$3,315.00 Fire: \$57.00	Light Industrial Mobility: \$4,230.00 Fire: \$57.00	Utility Mobility: \$10,795.00 Fire: \$57.00	
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Light Industrial Mobility: \$4,230.00 Fire: \$57.00	Utility Mobility: \$10,795.00 Fire: \$57.00									

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 checked="" type="checkbox"/> N/A <input type="checkbox"/> Density Bonus Requested <input checked="" type="checkbox"/> Consistent <input checked="" type="checkbox"/> Inconsistent	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See "Hillsborough County Planning Commission Review".

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject property is located on approximately 2,978.04-acres. located southwest of the intersection of E. State Road 60 and S. Dover Road and west of Turkey Creek Drive. The primary use approved for PD 10-0692 was for a Resource Recovery Facility as defined by the Land Development Code (LDC). Pursuant to the Comprehensive Plan EIP policy, Energy Uses are defined as alternative energy production, resource recovery facilities, agricultural, processing, research facilities supporting such uses or the manufacture and/or distribution of such technologies.

There is an associated but not concurrent comprehensive plan amendment (HC/CPA 23-15), amending the text of the Energy Innovation Park (EIP) as described in the Future Land Use Element of the Hillsborough Comprehensive Plan, approved for adoption at the April 10, 2025, BoCC meeting.

The Renewable Energy Producing Facilities, which may be chosen by the developer per PD 10-0692, included minimum amounts of the following:

Type	TCP (east)	UEP (west)
Wind	60 KW	440 KW
Solar	0.12 Megawatt	0.88 Megawatt
Biomass Gasification	3.6 Megawatts	26.4 Megawatts
Aquaculture	120,000 Pounds	880,000 Pounds
Hydroponics	24,000 Pounds	176,000 Pounds
Algae Systems	1.8 Acres	13.2 Acres
Wind	60 KW	440 KW

The request apportions the energy use requirements between the two property owners of the EIP. Additionally, the applicant proposes flexibility to construct the energy use within the overall PD; whereas the current PD requires a minimum of two different energy uses. The applicant also requests to allow greater blending of the Energy Uses and Industrial uses within the PD to permit already allowed uses to be located within proposed sub-pockets and allow commercial uses in a 17-acre sub-pocket located along State Road 60. The proposed use expansions are predominantly via the creation of sub-pockets with the exception of Pocket G which currently only permits Energy Uses and the applicant proposes to allow Industrial, Research, Manufacturing, Warehousing and Distribution Uses.

The applicant does not propose expanding the maximum square feet of any uses and only allows an overall expansion of uses already allowed within the overall PD to additional Pockets for a more synergistic development.

The applicant has not requested any variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; 6.06.00, Landscaping, Irrigation and Buffering Requirements; or 6.07.00, Fences and Walls of the Land Development Code. The application shall be required to be in compliance with all other requirements of the Hillsborough County Land Development Code.

Planning Commission staff finds the proposed Major Modification CONSISTENT with the Unincorporated Hillsborough County Comprehensive Plan.

Transportation staff has found the request approvable, subject to conditions.

5.2 Recommendation

Based upon the above considerations, staff finds the request **is APPROVABLE, subject to conditions**

Prior to Site Plan Certification the following shall be amended:

- Add zoning district to the northeast of Pocket G above Butler Rd. to AS-1.
- Revise TCP Pocket Detail, Pocket C₁ Max. FAR from 0.35 to 0.25 Max. FAR.
- Revise the “Flexible Zone” to include “Commercial”.
- Add Security housing or lodging “other related housing” to Development Standards Item 5, add 0.25 FAR.
- Under “TCP Pocket Detail” revise “B. Use 3 – Maximum Build Out 883,681 sf” to “B. Use 3 – Maximum Build Out 733,681 sf”.
- Under “TCP Pocket Detail” Remove “Ancillary” under note #4 and Add “Max. FAR 0.25)
- Under “TCP Pocket Detail” Add “ Use 3 Max. FAR = 0.35; Use 4 Max. FAR = 0.25; Add subscript to MAX. FAR Pocket C₁ referencing footnote. Revise Max. FAR for Pocket F to 0.35.
- Under “TCP Pocket Detail”, Use Key, Add “Max. FAR 0.35) in parenthesis for Item #3.
- Restore the vehicular cross connection between the eastern and western portions of the project.

Staff finds the request approvable, subject to the following conditions listed below, and based on the general site plan submitted April 30, 2025.

1. The Planned Development (PD) is approved for an Energy ~~Industrial~~ Innovation Park (EIP) as described in the Future Land Use Element of the Hillsborough Comprehensive Plan. The primary use is for a Resource Recovery Facility as defined by the Land Development Code (LDC). As stated in the Comprehensive Plan EIP policy, Energy Uses are defined as alternative energy production. Renewable alternative energy production or research includes but is not limited to the following uses: agriculture, aquaculture, solar technology, windmills or similar machines designed for the capture of wind power, resource recovery facilities, agricultural processing, renewable energy research facilities supporting such uses facilities and supporting structures and facilities such as greenhouses, silos, barns, warehouses, classrooms, research laboratories, or the manufacture and/or distribution of such technologies. Other renewable alternative energy technologies may be considered with a modification to the Renewable Energy Producing Facilities pursuant to a minor modification. A minimum of ~~40~~ 20 percent of the gross ~~PD~~ land area shall be developed with Energy Uses.

The project shall be phased such that ~~no less than two of~~ the Energy Use(s), are constructed and are ready to operate in accordance with Hillsborough County Building Department permits before a Certificate of Occupancy can be issued for any non-renewable energy oriented Industrial, Research, Manufacturing, Institutional, Warehousing, and Distribution use or Retail/Commercial use. ~~Further, all of the public improvement facilities required pursuant to the Energy Use Building Department Permits must be accepted for maintenance, and all of the private Improvement Facilities completed and inspected, as required herein; or alternatively, construction plans for all Improvement Facilities must be approved by the County, and a Financial Guarantee in the amount of 125 percent of the cost to construct the remaining Improvement Facilities is in proper order.~~ *Each developer’s responsible portion of the required Renewable Energy Producing Facilities is as follows:

- Turkey Creek Preserve (TCP)—12 percent of Production Outputs for renewable energy production.
- University Energy Park (UEP) —88 percent of Production Outputs for renewable energy production.

Each developer shall construct their proportionate share of either (i) two (2) Renewable Energy Producing Facilities with the proportioned stated production outputs, or (ii) one (1) Renewable Producing Facility with double the production portioned output stated therein. The election of either Option i or ii shall be determined at the time of the first increment of development for its proportionate share of the renewable energy production.

Further, all of the public improvement facilities required pursuant to the Energy Use Building Department Permits must be accepted for maintenance, and all of the private Improvement Facilities completed and inspected, as required herein; or alternatively, construction plans for all Improvement Facilities must be approved by the County, and a Financial Guarantee in the amount of 125 percent of the cost to construct the remaining Improvement Facilities is in proper order.*

Any building permits for restricted uses filed prior to two Energy Uses being in compliance with the above requirements shall include documentation from the permit applicant acknowledging that final permit approvals (i.e., Certificates of Occupancy) from the County will not be issued until such time that the above requirements for the ~~two~~ Energy Uses are satisfied. If applicable, said documentation shall also include verification that third party end users of the building(s) have been notified of the above permit restrictions. Commercial and Office uses shall not exceed 10 percent of the gross land area.

Once a developer completes their portion of the Renewable Energy Producing Facilities, that developer's allocation of non-renewable oriented Industrial, Research, Manufacturing, Institutional, Warehousing, and Distribution use or Commercial and Office use shall be able to obtain a Certificate of Occupancy for any other use.

The Renewable Energy Producing Facilities, which may be chosen by the developer, by type, are:

TYPE	MINIMUM PRODUCTION OUTPUTS		
	<u>TCP (east)</u>	<u>UEP (west)</u>	<u>Total</u>
<u>Wind</u>	<u>60 KW</u>	<u>440 KW</u>	500 KW
<u>Solar</u>	<u>0.12 Megawatt</u>	<u>0.88 Megawatt</u>	1 Megawatt
<u>Biomass Gasification</u>	<u>3.6 Megawatts</u>	<u>26.4 Megawatts</u>	30 Megawatts
<u>Aquaculture</u>	<u>120,000 Pounds</u>	<u>880,000 Pounds</u>	1,000,000 Pounds
<u>Hydroponics</u>	<u>24,000 Pounds</u>	<u>176,000 Pounds</u>	200,000 Pounds
<u>Algae Systems</u>	<u>1.8 Acres</u>	<u>13.2 Acres</u>	15 Acres
<u>Wind</u>	<u>60 KW</u>	<u>440 KW</u>	500 KW

The applicant will submit documentation certifying that these minimum standards have been met.

The approved uses for each pocket are as follows:

- Pockets A, B, C, C₁, G, and H₁ (limited to a total of 700 gross acres identified within these ~~3~~ 6 Pockets) Industrial, Research, Manufacturing, Warehousing and Distribution, ~~and Ancillary~~ Commercial and Office Uses or Energy Uses;

Maximum of 7,350,000 square feet of building area at build out.

~~Maximum of 2,550,000 square feet of building area allowed in Phase 1 (only applies to non-Energy Uses), subject to the following:~~

- ~~1,250,000 square feet of Industrial,~~
- ~~1,250,000 square feet of warehousing,~~
- ~~50,000 square feet of commercial/office~~

Turkey Creek Preserve (TCP)

Pockets C₁, G, H₁, are limited to 83.3 acres of the 700 gross acres, and 883,681 square feet of building area subject to the following:

- Maximum of 883,681 square feet of Industrial, Research, Manufacturing, Institutional, Warehousing, and Distribution of which a maximum of 150,000 square feet may be Commercial and Office.

University Energy Park (UEP)

Pockets A and B are limited to 616.7 acres of the 700 gross acres, and 6,466,319 square feet of building are subject to the following:

- Maximum of 6,466,319 square feet of industrial/warehouse, of which a maximum of 350,000 square feet may be commercial/office.

~~Phase 2 shall not occur until after January 1, 2016;~~

~~2,550,001 – 7,350,000 square feet~~

~~Prior to any Phase 2 development approvals, the developer shall submit a request to the Florida Department of Community Affairs (DCA) for a determination as to whether or not development must undergo Development of Regional Impact (DRI) review. If DCA determines that the project is a DRI, then the developer shall submit an Application for Development Approval (DRI review) within 12 months of the determination by DCA. In lieu of seeking a determination from DCA, the Developer can submit an Application for Development Approval for Phase 2.~~

- Pockets D, F, G, H, H₁, and parts of B and C - Energy Uses as defined herein and one Helistop;

Resource Recovery (Biomass) Facilities and Helistop shall only be permitted in Pockets H and H₁ shall not be permitted within 1,200 feet of the southern property boundary;

~~Two Energy Uses shall be built subject to the above regulation;*~~

These uses shall occur on a minimum of ~~40~~ 20 percent of total gross land area of the PD;

- Pocket E – Renewable Alternative Energy, Energy Research, Agricultural uses;
- Pockets I and J – Exterior Buffers;
- Open Space shall represent a minimum of 15 percent of the total acreage of the PD, as described by the EIP Comprehensive Plan policy;
- Research personnel lodging qualifies as student housing and is ancillary to research, energy and education functions and is a permitted use. Up to 200 units shall be permitted;
- ~~Ancillary~~ Commercial and Office uses are those permitted in the Commercial, General (CG), unless otherwise prohibited herein;
- Open storage shall be permitted as accessory to the primary use only; open storage shall not be permitted for commercial and/or office use;
- Communication Facilities, Wireless;
- Agricultural use shall be permitted in all Pockets and are those uses permitted in the AR zoning district;

- Industrial/Manufacturing/Warehousing/Distribution uses are those permitted in the M zoning district, including the emergency temporary storage of debris, unless otherwise referenced herein. Emergency temporary storage of debris is permitted in Pocket H and Pocket H₁;
 - The following uses are prohibited: Hotels and motels, junkyards, and temporary labor pools.
2. A Site Data Table shall be included with each Land Development Code (LDC) Site Development permit application submittal. The table shall document compliance with the percentages of uses and the locations and restrictions as outlined in Condition 1.
3. The development standards shall be as follows, unless otherwise referenced herein;
- Floor Area Ratio (FAR)
 - 0.25 percent commercial/office
 - 0.35 percent for non-energy uses
 - 0.50 percent for all other uses
 - Resource Recovery Facility
 - LDC Section 6.11.84 regulations
 - Helistop, Private Use
 - LDC Section 6.11.47 regulations
 - Communication Facilities, Wireless
 - LDC Section 6.11.29 regulations, except as referenced herein
 - Agricultural uses
 - AR zoning district standards
 - Commercial/Office uses/Lodging
 - CG zoning district standards
 - Industrial/Manufacturing/Warehousing /Distribution
 - M zoning district standards,
Unless otherwise referenced herein
 - Commercial/office/lodging structures with a permitted height greater than 20 feet shall be setback an additional two feet for every one foot of structure height over 20 feet, except as referenced herein with a maximum of 50 feet.
 - For M uses and the Energy Production Facilities in Parcels B and D, the 2-to-1 ratio shall apply up to 50 feet, over 50 feet in height, the setback shall be 4 feet for every 1 foot of structure height over 50 feet adjacent to a property line containing a residential use, otherwise the 2-to-1 ratio applies. For Energy Production Facilities located in Parcel H and H₁, the 2-foot setback for every 1-foot of structure height will be measured from Buffer I and not the property line, as long as it does not conflict with the following 1,200 foot setback. The two to one setback does not apply adjacent to interior property lines or the TECO power line corridor.
 - The Resource Recovery (Biomass) Facility and the Helistop (in the location identified on the site plan) shall only be permitted in Pocket H and H₁.
 - The Resource Recovery (Biomass) Facility shall not be permitted within 1,200 feet of the southern property boundary in Pocket H
 - The existing berms located along the western and southern property boundaries shall remain and are subject to the EIP Comprehensive Plan policy

- A 200-foot buffer/screen that includes the existing berm identified as Pockets I and J shall not be removed and be maintained as open space as described in the EIP Comprehensive Plan policy
- Communication towers, windmills, and solar trees may be up to 300 feet high; setback 2 feet for every 1 foot of structure height.; the structures cannot be placed in the buffer of Pockets B, E, or I and the setback is measured from the buffer line and not the property line. These uses shall not be permitted in Pockets C, F, G and J. These uses shall not be located within 600 feet from the property line where a residence is located. This setback does not apply when adjacent to interior property lines or the TECO power line corridor.
- Security housing or lodging to research, energy, and education functions of the project is allowed and shall be subject to an FAR of 0.25 and shall not be subject to residential dwelling unit criteria.

4. To implement FLU Policy 4.16.3 which states, "Enhanced buffering is required where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Where adjacent to single-family residential uses or zoning outside the EIP, a minimum buffer greater than that required by the Land Development Code shall be provided. The width and type shall be determined within the applicable Planned Development (PD) zoning". The following enhanced buffering and screening are required.

- A 20-foot vegetated Buffer in compliance with Type "B" screening per LDC Section 6.06.06, shall be required along Turkey Creek Road frontage adjacent to the Industrial, Research, Manufacturing, Warehousing and Distribution uses (Pockets G and H1).
- A 40-foot wide buffer with Type "C" screening shall be provided along the north and west boundaries of Pockets G adjacent to the residentially developed or zoned property.

~~Prior to using Turkey Creek Road for hauling, contact the Hillsborough County Public Works Department to determine the condition and maintenance of Turkey Creek Road. If the County portion of the Turkey Creek Road haul route falls below acceptable standards, as determined by the Hillsborough County Public Works Department all hauling on Turkey Creek Road shall cease. Prior to resuming hauling on Turkey Creek Road, the haul route shall be repaired to Hillsborough County Public Works Department acceptable standards.~~

5. Development and operation of the EIP shall be coordinated with all appropriate Federal, State, regional and local agency regulations, including but not limited to the U.S. Army Corps of Engineers, Department of Environmental Protection, Department of Natural Resources, and Southwest Florida Water Management District. Further, the property owner and/or future developer of the land subject to the superfund site will continue to cooperate and coordinate with the U.S. Environmental Protection Agency, the Department of Environmental Protection and Hillsborough County (the "Agencies") in connection with the Agencies' obligations related to the superfund site. All restrictions set forth by the Agencies at the time of development will be adhered to by the property owners and/or developers. ~~Truck traffic is subject to compliance with the County Truck Route Plan. Trucks leaving the site on Turkey Creek Road shall only proceed to the north.~~

6. The EIP shall be served by public water and wastewater services and by reclaimed water services, as may be available. ~~Per the EIP Comprehensive Plan policy, all non-secured facilities shall demonstrate vehicular and pedestrian connectivity between uses and pockets throughout the PD as Site Development plans are submitted.~~
7. All capital improvement costs associated with the provision of public facilities and services as determined by the appropriate regulatory agency or public service provider, including, but not limited to, public water and wastewater shall be responsibility of the developer of the EIP and not the responsibility of Hillsborough County. Should there be more than one developer associated with the EIP, each developer will be responsible for its public facilities and services. This does not preclude the potential opportunities of public/private options, obtaining of grants or alternative funding. All necessary public facilities and services shall be provided concurrent with the development. ~~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.~~
8. Prior to using Turkey Creek Road for hauling, contact the Hillsborough County Public Works Department to determine the condition and maintenance of Turkey Creek Road. If the County portion of the Turkey Creek Road haul route falls below acceptable standards, as determined by the Hillsborough County Public Works Department all hauling on Turkey Creek Road shall cease. Prior to resuming hauling on Turkey Creek Road, the haul route shall be repaired to Hillsborough County Public Works Department acceptable standards. ~~The applicant may be required to improve/widen Turkey Creek Road adjacent to the site to Hillsborough County Transportation Technical Manual standards. If the Developer can provide signed and sealed documentation that the current pavement and right-of-way width on Turkey Creek Road meets the current standards for a two lane rural collector roadway, the Developer may not be required to dedicate right-of-way or widen the roadway.~~
9. The Developer shall provide vehicular and pedestrian internal cross-access to all parcels within the site. ~~Truck traffic is subject to compliance with the County Truck Route Plan. Trucks leaving the site on Turkey Creek Road shall only proceed to the north. All pedestrian cross-access shall be paved to the project boundary and designed to County standards and be identified on the preliminary site plan, except for secured parcels.~~
10. Per the EIP Comprehensive Plan policy, all non-secured facilities shall demonstrate vehicular and pedestrian connectivity between uses and pockets throughout the PD as Site Development plans are submitted. ~~The Developer shall provide for vehicular cross-access from Parcel A to the adjacent western commercial property.~~
11. 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. ~~Prior to preliminary site plan approval, Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic at the project driveways. The access related turn lanes shall be constructed to FDOT and/or Hillsborough County standards. The Developer shall be required to construct the following improvements:~~

- a. ~~Driveway A - Construct/Extend Eastbound right lane and westbound left turn lane on SR 60.~~
- b. ~~Driveway B - Construct/Extend Eastbound right lane and westbound left turn lane on SR 60.~~
- c. ~~Driveway C - Construct/Extend Eastbound right lane and westbound left turn lane on SR 60.~~
- d. ~~Driveway D - Construct/Extend Eastbound right lane and westbound left turn lane on SR 60.~~
- e. ~~Driveway G - Construct/Extend Northbound left turn lane on SR 60.~~

12. The applicant may be required to improve/widen Turkey Creek Road adjacent to the site to Hillsborough County Transportation Technical Manual standards. If the Developer can provide signed and sealed documentation that the current pavement and right-of-way width on Turkey Creek Road meets the current standards for a two lane rural collector roadway, the Developer may not be required to dedicate right-of-way or widen the roadway. If warranted and approved by FDOT, the developer shall install a traffic signal at the intersection of SR 60 and Driveway A and Driveway C.
13. The Developer shall provide vehicular and pedestrian internal cross-access to all parcels within the site. All pedestrian cross-access shall be paved to the project boundary and designed to County standards and be identified on the preliminary site plan, except for secured parcels. Prior to LDC Site Development submittal, the developer shall meet with HART staff regarding the specifics of the transit vehicle circulation system, the location for a transit vehicle staging area, the two bus stop locations within the development, installation of a shelter and other required transit amenities, and the necessary easements.
14. The Developer shall provide for vehicular cross-access from Parcel A to the adjacent western commercial property. An evaluation of the property supports the presumption that listed animal species may occur or have restricted activity zones throughout the property. Pursuant to the Land Development Code (LDC), a wildlife survey of any endangered, threatened or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. This survey information must be provided upon submittal of the preliminary plans through the Land Development Code's Site Development or Subdivision process. Essential Wildlife Habitat as defined by the LDC must be addressed, if applicable, in consideration of the Site Plan and area of influence being reviewed.
15. Concurrent with each increment of development, the developer shall provide a traffic analysis, signed by a Professional Engineer, which analyzes whether turn lanes are required pursuant to Sec. 6.04.04.D. of the LDC and/or pursuant to Florida Department of Transportation (FDOT) criteria, as

applicable, and which shows the length of the left and right turn lanes needed to serve development traffic at the project driveways. The access related turn lanes shall be constructed to FDOT and/or Hillsborough County standards. At a minimum, and unless otherwise approved by FDOT for access connections along SR 60, the Developer shall be required to construct any turn lane found to be warranted, and at a minimum shall construct the following improvements:

- a. UEP Driveway A - Construct/Extend Eastbound right lane and westbound left turn lane on SR 60.
- b. UEP Driveway B - Construct/Extend Eastbound right lane and westbound left turn lane on SR 60.
- c. UEP Driveway C - Construct/Extend Eastbound right lane and westbound left turn lane on SR 60.
- d. UEP Driveway D - Construct/Extend Eastbound right lane and westbound left turn lane on SR 60.
- e. TCP Driveway B - Construct/Extend Northbound left turn lane on Turkey Creek Dr.
- f. TCP Commercial Driveway – Construct/Extend Eastbound right turn lane and westbound left turn lane on SR 60.

~~Natural Resources staff identified a number of significant trees, including Grand Oaks on the site. The developer shall meet with staff prior to submittal of preliminary site plans to design (or mitigate) for these trees.~~

16. At the request of Hillsborough County or the Florida Department of Transportation (FDOT), the developer shall conduct a signal warrant analysis for any project driveway along SR 60 and/or Turkey Creek Rd. The developer shall install all traffic signals found meet warrants .~~The post-development condition depicted in the proposed zoning plan depicts wetland impacts that have not been authorized by the Executive Director of the EPC. Approval of a site plan that depicts wetland impacts does not provide reliance that any wetland impacts, depicted or otherwise, will be authorized. Likewise, any proposed alteration to existing approved wetland mitigation on the site must be approved via submittal of a revised mitigation plan for approval by EPC staff and signature of a new mitigation agreement by the owner/applicant and the Executive Director. No reliance is provided through the zoning review process that the revised mitigation plan will be approved.~~
17. Prior to LDC Site Development submittal, the developer shall meet with HART staff regarding the specifics of the transit vehicle circulation system, the location for a transit vehicle staging area, the two bus stop locations within the development, installation of a shelter and other required transit amenities, and the necessary easements. ~~Wetland limits shown are to be considered as conceptual only. Wetlands that are not depicted exist within the project boundary.~~
18. An evaluation of the property supports the presumption that listed animal species may occur or have restricted activity zones throughout the property. Pursuant to the Land Development Code (LDC), a wildlife survey of any endangered, threatened or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. This survey information must be provided upon submittal of the preliminary plans through the Land

Development Code's Site Development or Subdivision process. Essential Wildlife Habitat as defined by the LDC must be addressed, if applicable, in consideration of the Site Plan and area of influence being reviewed. ~~Please note that informational comments offered by EPC staff dated July 8, 2010 are still applicable to the revised site plan submitted to PGM on July 30, 2010.~~

19. The applicant has adjusted the location of the northern proposed crossing of Turkey Creek to avoid areas currently designated as wetland mitigation for wetland impacts associated with Turkey Creek Preserve. A conservation easement has not yet been recorded but is required over wetland mitigation areas; however, the potential exists for revising the mitigation plan and relocating the wetland mitigation such that the areas along Turkey Creek would no longer be designated as mitigation. In this case, those areas would no longer be required to be under conservation easement. As noted in the recommended condition above, there is no reliance that revisions to the existing mitigation plan will be approved.

20. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries. ~~Be advised that in accordance with Chapter 1-10 the Air Division does not regulate aircraft noise, nor do our comments take into account the provisions detailed in the Hillsborough County Land Development Code or the perspectives of nearby property owners. Please consider the comments below as suggestions that may minimize sound levels received by the nearby residential and commercial properties:~~
 - a. ~~_____ If the helicopter has not yet been purchased, limit the request to a model or type of helicopter that is considered to be less noisy by industry standards.~~
 - b. ~~_____ Limit the helicopter's direction of departure and approach to avoid noise-sensitive areas.~~
 - c. ~~_____ Equip the aircraft with sound-suppressing devices, if available.~~
 - d. ~~_____ Limit the amount of time the aircraft is on the ground with the rotor turning.~~
 - e. ~~_____ Require that the helicopter operate only during daytime hours.~~
 - f. ~~Because residential land uses are located within approximately one-half mile of the proposed helipad site on the northern and eastern boundaries, the applicant should consider relocating the helipad site to an optimal area, farthest away from all surrounding residences.~~

21. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same. ~~Be advised that the applicant must conform to the Rules of the EPC during helipad construction and site preparation.~~
 - a. ~~_____ All open burning for initial land clearing for commercial development is prohibited unless approved and authorized by EPC.~~
 - b. ~~_____ Construction activities occurring between the hours of 7 a.m. and 6 p.m. Monday through Friday, 8 a.m. and 6 p.m. Saturday, and 10 a.m. and 6 p.m. Sunday are exempt if reasonable precautions are taken to abate the noise from those activities. Reasonable precautions shall include but not be limited to noise abatement measures such as enclosure of the noise source, use of acoustical blankets, and change in work practice. Construction activities occurring at all other times shall be subject to the Rules.~~

~~c. The Applicant must use reasonable precautions to control dust emissions during construction. They may include, but are not limited to: application of water or dust suppressants, curtailing activities during high winds, limiting speed or vehicle travel on exposed soils.~~

22. Notwithstanding anything herein these conditions or on the PD site plan to contrary, no development shall be permitted within the TCP parcels that cause cumulative development within the TCP parcels to exceed 12,576 gross average daily trips, 260 gross a.m. peak hour trips, or 779 gross p.m. peak hour trips, nor shall development be permitted which exceeds 312 net new p.m. peak hour trips. Additionally:


22.1 Concurrent with each increment of development within the TCP parcels , the developer shall provide a list of existing and previously approved uses within the TCP parcels. 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. The above Air Management Division comments are not all-inclusive and could be amended based on additional data or further review. Please be advised, these comments do not exempt the applicant from any permitting or notification requirements. It is the responsibility of the applicant to know and comply with all applicable rules and regulations on a continuing basis.

23. If MM 25-0675 is approved, the County Engineer will approve a Design Exception request (dated April 5, 2025) which was found approvable by the County Engineer (on April 30, 2025) for the Symmes Rd. substandard road improvements. As Turkey Creek Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Turkey Creek Rd. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct certain improvements and dedicate and convey additional right-of-way, as further described in the Design Exception request. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits 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 right to environmental approvals.

24. 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. 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.

25. 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). ~~The 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.~~
26. 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. ~~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 at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.~~
27. The applicant may request the County to amend the SWPRA map for the properties if a Letter of Map Amendment ("LOMA") and/or Letter of Map Revision ("LOMR") application is filed with and approved by FEMA, and a copy of the updated FEMA 100-year flood map(s) of the properties are submitted to the County for approval.
28. Natural Resources staff identified a number of significant trees on the site, including Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal.
29. The above Air Management Division comments are not all-inclusive and could be amended based on additional data or further review. Please be advised, these comments do not exempt the applicant from any permitting or notification requirements. It is the responsibility of the applicant to know and comply with all applicable rules and regulations on a continuing basis.
30. Approval of this rezoning 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 impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
31. Portions of the properties are located within the Surface Water Resource Protection Area (SWRPA) and Activities within the SWRPA are subject to the Prohibitions and Restrictions of Part 3.05.00 of the Hillsborough County Land Development Code.
27. 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.
29. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal

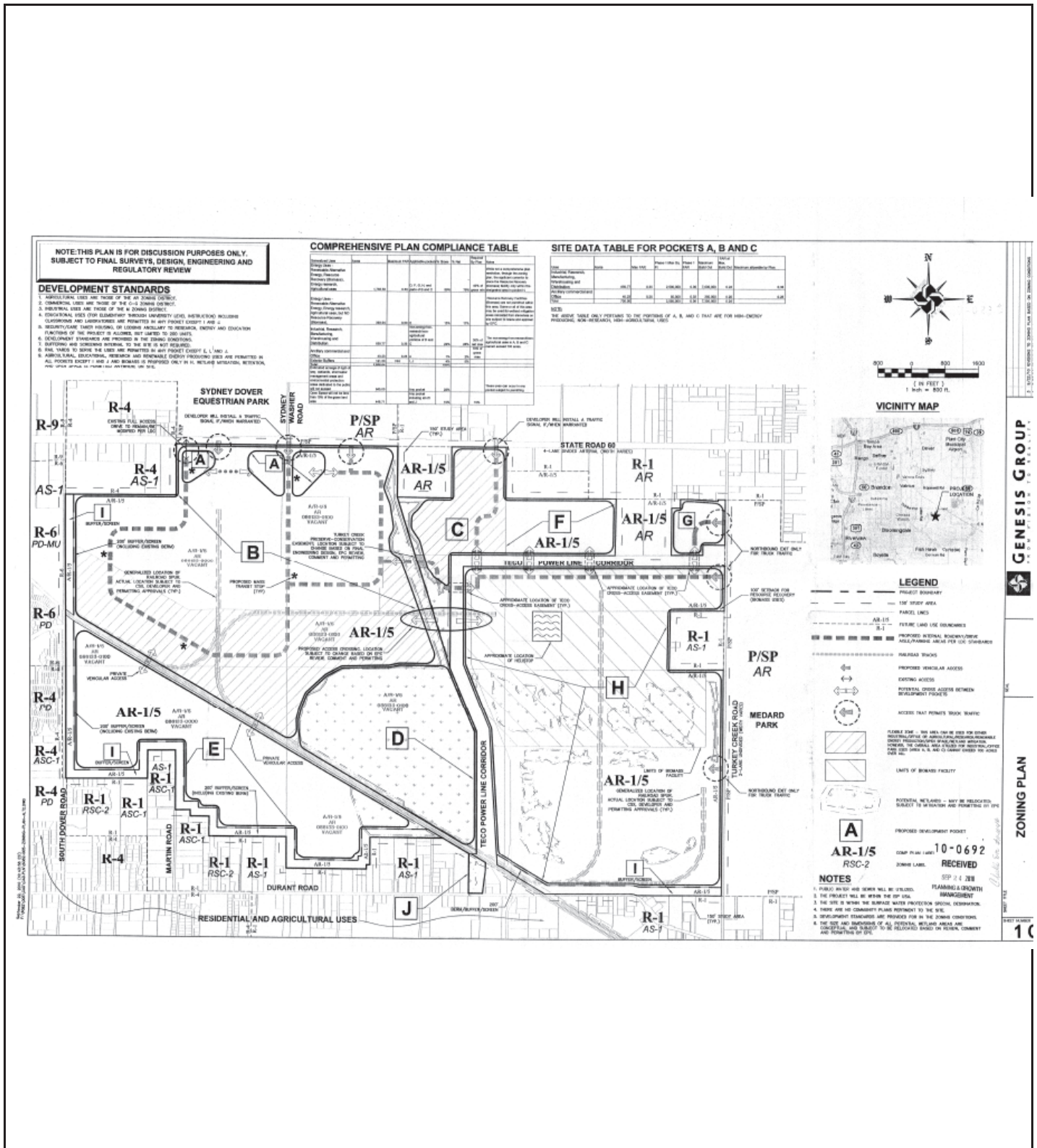
transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C

Zoning Administrator Sign Off:	
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)

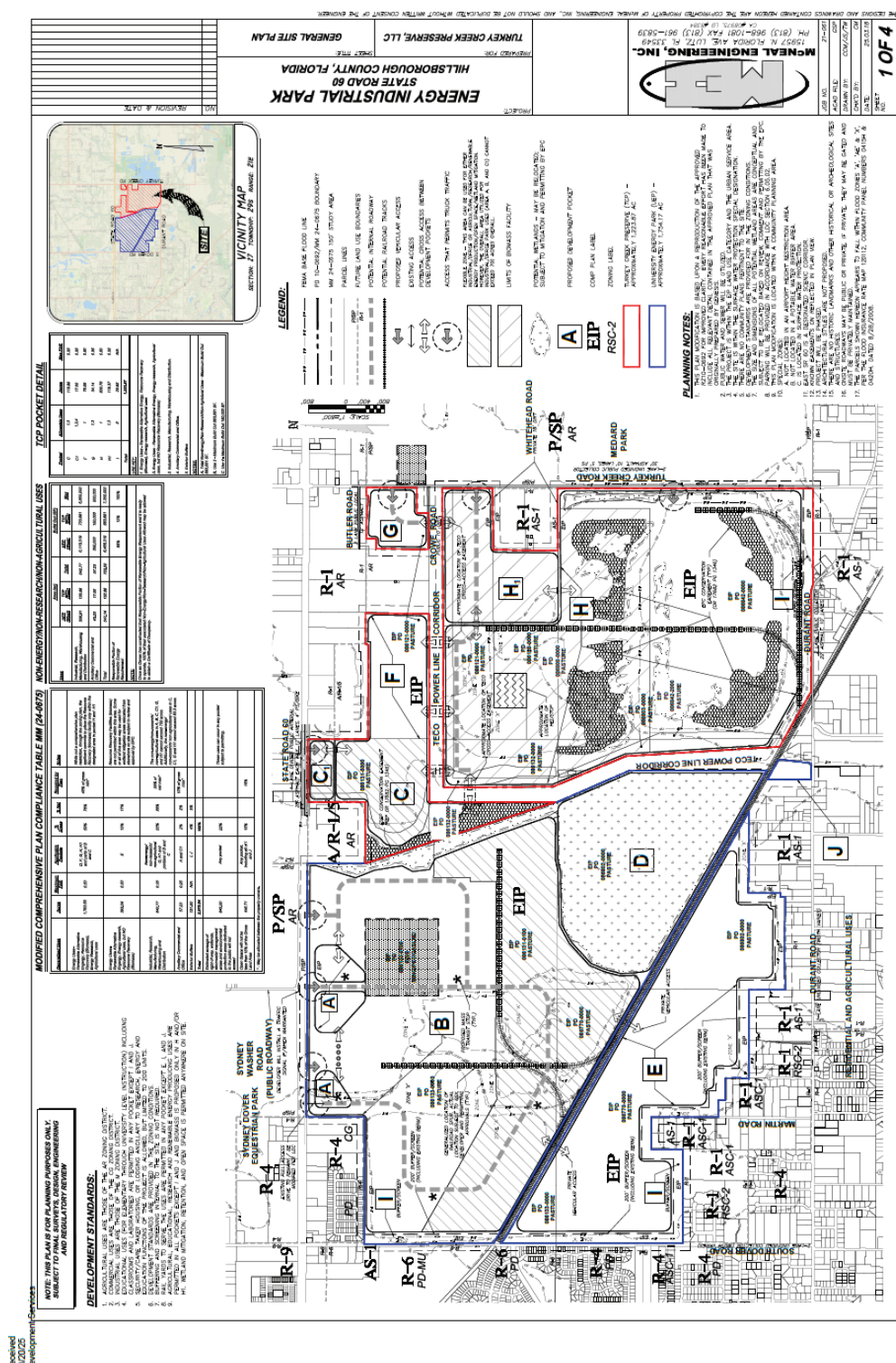
8.1 Approved Site Plan (Full) (Page 1 of 2)



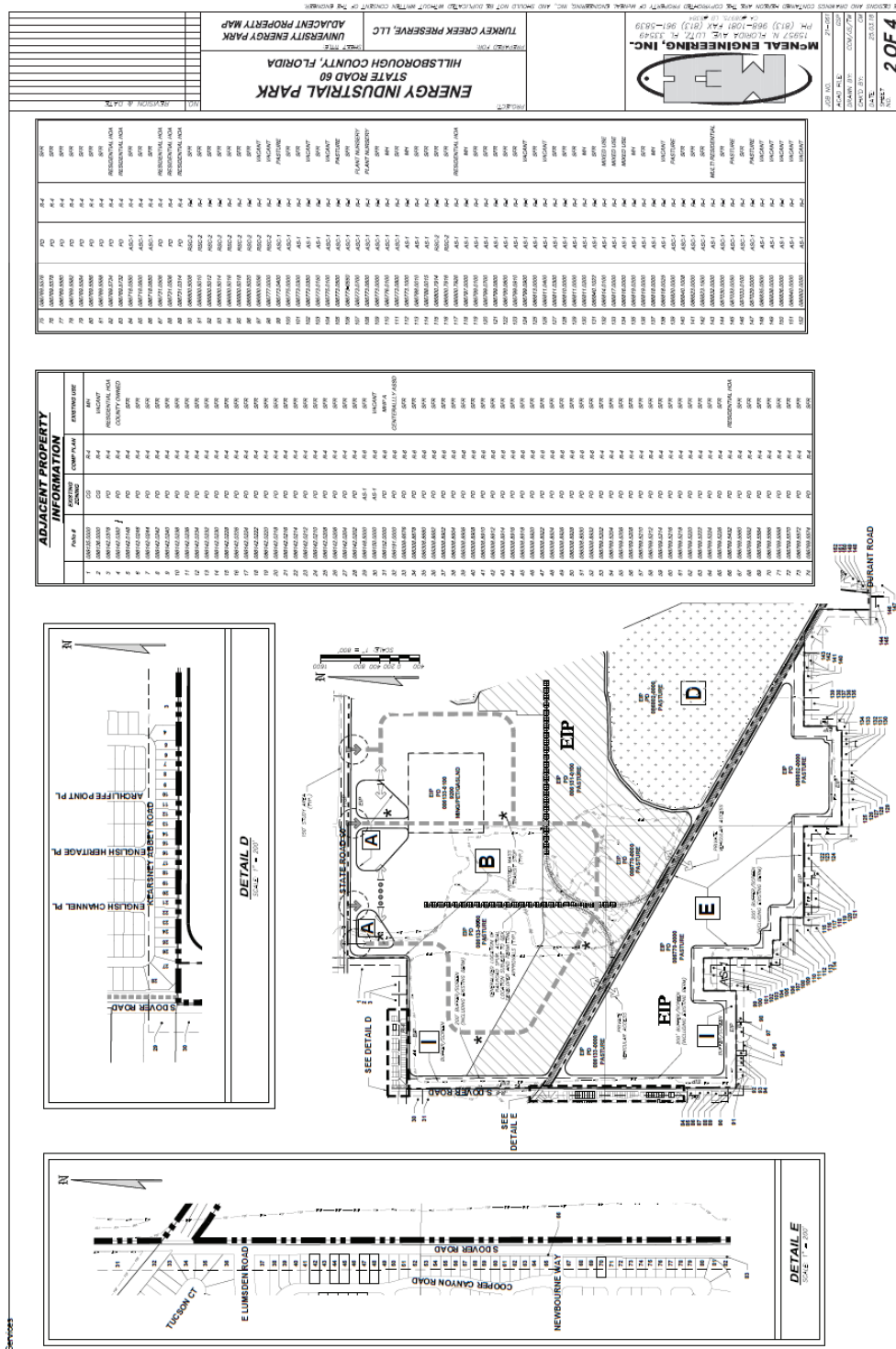
8.1 Approved Site Plan (Full) (Page 2 of 2)

[illegible]

8.2 Proposed Site Plan (page 1 of 4)



8.2 Proposed Site Plan (page 2 of 4)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 05/13/2025

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: South/ RV

PETITION NO: MM 25-0243

- ☐ This agency has no comments.
- ☐ This agency has no objection.
- ☒ This agency has no objection, subject to listed or attached conditions.
- ☐ This agency objects, based on the listed or attached grounds.

NEW AND REVISED CONDITIONS OF APPROVAL

Revised Conditions

11. ~~Prior to preliminary site plan approval~~ Concurrent with each increment of development, the Developer shall provide a traffic analysis, signed by a Professional Engineer, which analyzes whether turn lanes are required pursuant to Sec. 6.04.04.D. of the LDC and/or pursuant to Florida Department of Transportation (FDOT) criteria, as applicable, and which showing shows the length of the left and right turn lanes needed to serve development traffic at the project driveways. The access related turn lanes shall be constructed to FDOT and/or Hillsborough County standards. At a minimum, and unless otherwise approved by FDOT for access connections along SR 60, the Developer shall be required to construct any turn lane found to be warranted, and at a minimum shall ~~to~~ construct the following improvements:
- a. UEP Driveway A - Construct/Extend Eastbound right lane and westbound left turn lane on SR 60.
 - b. UEP Driveway B - Construct/Extend Eastbound right lane and westbound left turn lane on SR 60.
 - c. UEP Driveway C - Construct/Extend Eastbound right lane and westbound left turn lane on SR 60.
 - d. UEP Driveway D - Construct/Extend Eastbound right lane and westbound left turn lane on SR 60.
 - e. TCP Driveway ~~G-B~~ - Construct/Extend Northbound left turn lane on ~~SR-60~~ Turkey Creek Dr.
 - f. TCP Commercial Driveway – Construct/Extend Eastbound right turn lane and westbound left turn lane on SR 60.

[Transportation Review Section staff recommends modification of this condition. Given the high level of flexibility and broad range of uses within the site, it is impossible to conduct an accurate trip generation and site access analysis for the purpose of determining whether site access improvements and traffic signals may be warranted. In an abundance of caution, staff is proposing to modify the conditions to make it clear that

development-drive traffic signals and site access improvements may be necessary at various access locations and, if so, such signal infrastructure and site access improvements shall be constructed by the developer. Staff has retained previous locations where certain improvements have been determined to be warranted, and added language which allows for FDOT modification at its access connections, consistent with current policy direction.]

12. ~~If warranted and approved by FDOT~~ At the request of Hillsborough County or the Florida Department of Transportation (FDOT), the developer shall conduct a signal warrant analysis for any project driveway along SR 60 and/or Turkey Creek Rd. the ~~The~~ developer shall install all traffic signals found meet warrants ~~at the intersection of SR 60 and Driveway A and Driveway C.~~

[Transportation Review Section staff recommends modification of this condition. Given the high level of flexibility and broad range of uses within the site, it is impossible to conduct an accurate trip generation and site access analysis for the purpose of determining whether site access improvements and traffic signals may be warranted. In an abundance of caution, staff is proposing to modify the conditions to make it clear that development-drive traffic signals and site access improvements may be necessary at various access locations and, if so, such signal infrastructure and site access improvements shall be constructed by the developer. Staff has retained previous locations where certain improvements have been determined to be warranted, and added language which allows for FDOT modification at its access connections, consistent with current policy direction.]

19. The applicant has adjusted the location of the northern proposed crossing of Turkey Creek to avoid areas currently designated as wetland mitigation for wetland impacts associated with Turkey Creek Preserve. A conservation easement has not yet been recorded but is required over wetland mitigation areas; however, the potential exists for revising the mitigation plan and relocating the wetland mitigation such that the areas along Turkey Creek would no longer be designated as mitigation. In this case, those areas would no longer be required to be under conservation easement. As noted in the recommended condition above, there is no reliance that revisions to the existing mitigation plan will be approved.

[Transportation Review Section staff does not support the applicant's request to delete the above condition. The above condition appears to contemplate modification of the wetland mitigation plan to facilitate connectivity between the two areas of the project, as shown on the PD site plan. Staff notes that the Wetland Impact Approval and Mitigation Agreement (reference Official Records Instrument No. 2022021032) and Deed of Conservation Easement (reference Official Records Instrument No. 2021455815) allow the potential modification of the easement and agreement. Given that the proposed change will lead to a significant increase in trips on SR 60 and potentially Turkey Creek Rd. that could otherwise be avoided if the connectivity is retained, staff requested the applicant provide justification for why such removal should be supported. No response to these requests were received. Given this, staff cannot support the request.]

New Conditions

- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.

- Notwithstanding anything herein these conditions or on the PD site plan to contrary, no development shall be permitted within the TCP parcels that cause cumulative development within the TCP parcels to exceed 12,576 gross average daily trips, 260 gross a.m. peak hour trips, or 779 gross p.m. peak hour trips, nor shall development be permitted which exceeds 312 net new p.m. peak hour trips. Additionally:
 - Concurrent with each increment of development within the TCP parcels , the developer shall provide a list of existing and previously approved uses within the TCP parcels. 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.
- If MM 25-0675 is approved, the County Engineer will approve a Design Exception request (dated April 5, 2025) which was found approvable by the County Engineer (on April 30, 2025) for the Symmes Rd. substandard road improvements. As Turkey Creek Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Turkey Creek Rd. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct certain improvements and dedicate and convey additional right-of-way, as further described in the Design Exception request.

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the Site Plan to:
 - Restore the vehicular cross connection between the eastern and western portions of the project.

PROJECT OVERVIEW AND TRIP GENERATION

The applicant is requesting a Major Modification to +/- 2,978.04 ac. Planned Development (PD) #10-0675. The existing PD is approved for a variety of uses as further explained in the zoning staff report. The applicant is proposing to modify the uses to split entitlements between eastern (TCP) and western (UEP) project areas, as well as increase entitlements within the eastern project area by removing 17 acres of Industrial, Research, Manufacturing, Warehousing and Distribution (IRMWD) uses and adding 17 acres to the Ancillary Commercial and Office (ACO) uses. Concurrent with this change, the applicant is proposing to increase commercial entitlements within the eastern area by removing 150,000 g.s.f. (for a new total of 733,681 s.f. of IRMWD uses within the eastern area), and creating 150,000 s.f. of ACO uses within the eastern area. While overall square-footage remains unchanged, the intensity of uses proposed has increased.

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, staff has included a condition restricting development within the eastern project area 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. 150,000 s.f. of certain CG 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 that was based on the 10-1707 PD site plan in the case of 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. It should be noted that since the applicant also analyzed external impacts based on allowances for pass-by reductions, staff also included a second element to the trip generation cap which requires the applicant to not exceed the number of net new trips studied in their analysis. Data shown below is based on the 11th Edition of the Institute of Transportation Engineer's Trip Generation Manual, except for the trip generation estimates for the energy facilities, which was taken from the 2010 analysis. Land use code assumptions and code distributions for the western portion of the project was taken from the 2010 analysis and updated to 11th Edition values. Staff notes that while these were previously approved, they do not likely represent a worst-case scenario of development within the western portion of the project.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Energy Park*	2,110	20	90
Shopping Center (West) 350,000 s.f. (LUC 820)	15,002	340	1,391

Industrial Park (West) 1,750,000 s.f. (LUC 130)	5,898	595	595
Warehousing (West) 5,250,000 s.f. (LUC 150)	8,978	892	945
Subtotal:	31,988	1,847	3,021

**Based on 100% of 2010 Energy Park Trip Generation*

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Eastern Development per Trip Cap	12,576	260	779
Energy Park West*	1,857	18	79
Shopping Center (West) 350,000 s.f. (LUC 820)	15,002	340	1,391
Industrial Park (West) 1,529,080 s.f. (LUC 130)	5,154	520	520
Warehousing (West) 4,587,239 s.f. (LUC 150)	7,844	779	826
Subtotal:	42,433	1,917	3,595

**Based on 88% of 2010 Energy Park Trip Generation*

Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
	(+) 10,445	(+) 70	(+) 574

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

SR 60 is a 4-lane, divided, publicly maintained (by FDOT), principal arterial roadway. The roadway is characterized by 12-foot-wide travel lanes in average condition. The roadway lies within a variable width right-of-way (between +/- 155-feet and +/- 180-feet in width) in the vicinity of the proposed project. There are +/- 5-foot-wide sidewalks along portions of the south side of SR 60 west of the proposed project. There are no bicycle facilities present in the vicinity of the proposed project.

The roadway is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway, which requires a minimum of 121 feet (for an urban section) or 170 feet (for a rural typical section). FDOT was provided an opportunity to comment on right-o-way needs; however, no additional needs were identified. As such, no additional right-of-way is needed from the subject property at this time.

Turkey Creek is a 2-lane, undivided, publicly maintained, substandard, collector roadway. The roadway is characterized by +/- 10-foot-wide travel lanes in average condition. There are no sidewalks in the vicinity of the proposed project. There are +/- 5-foot-wide bicycle lanes (on paved shoulders) along the roadway in

the vicinity of the proposed project.

SITE ACCESS AND CIRCULATION

No changes in site access are proposed. The applicant has proposed to remove internal connectivity between the east and west portions of the project which is not supported by staff as further explained hereinabove.

DESIGN EXCEPTION REQUEST – TURKEY CREEK - SUBSTANDARD ROAD

If MM 25-0675 is approved, the County Engineer will approve a Design Exception request (dated April 5, 2025) which was found approvable by the County Engineer (on April 30, 2025) for the Symmes Rd. substandard road improvements. As Turkey Creek Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Turkey Creek Rd. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct certain improvements and dedicate and convey additional right-of-way, as further described in the Design Exception request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

LOS information for adjacent roadway segments are provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Turkey Creek Rd.	SR 60	Trapnell Rd.	C	C
SR 60	Dover Rd.	Turkey Creek Rd.	D	C
SR 60	Turkey Creek Rd.	CR 39	D	C

Source: Hillsborough County 2020 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Wednesday, April 30, 2025 5:30 PM
To: McNeal, Christopher
Cc: csansone@mcnealengineering.com; Lampkin, Timothy; Ratliff, James; Drapach, Alan; Tirado, Sheida; PW-CEIntake; De Leon, Eleonor
Subject: FW: MM 24-0675 - Design Exception Review
Attachments: 24-0675 DEAd 04-07-25.pdf

Importance: High

Chris,

I have found the attached Design Exception (DE) for PD 24-0675 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HCFL.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Tuesday, April 29, 2025 9:19 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: MM 24-0675 - Design Exception Review
Importance: High

Hello Mike,

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

cmcneal@mcnealengineering.com
csansone@mcnealengineering.com
lampkint@hcfl.gov
ratliffja@hcfl.gov
drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services Department
E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602
[HCFL.gov](#)

Hillsborough County Florida

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



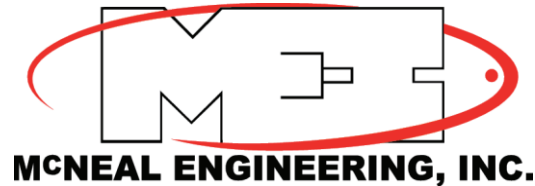
**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. Substandard Rd Turkey Creek Rd <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. Substandard Rd Turkey Creek Rd <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
Project Name/ Phase	Energy Industrial Park
Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.	
Folio Number(s)	086121-0000; 086122-0000, 086128-0000; 086131-5000; 86131-7000 + <input checked="" type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	McNeal Engineering c/o Christopher S. McNeal
Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.	
Current Property Zoning Designation	PD
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number	MM 24-0675
Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



Hillsborough County
Development Services
601 E Kennedy Blvd 20th Floor
Tampa, FL 33602

Re: **ENERGY INDUSTRIAL PARK**
SW Quad Turkey Creek Rd & SR 60, Dover
Hillsborough County
Folio #86121.0000, 86122.0000, 86128.0000,
86131.5000, 86131.7000, 86132.0000,
86803.0000, 86808.0000, 86842.0000,
86842.2000, 86131.0000, 86133.0000,
86133.0100, 86770.0000, & 86802.0000
MM 24-0675

Attn: Mr. Michael J. Williams, PE
County Engineer/Director

MEI File # 21-061
April 5, 2025

REQUEST FOR DESIGN EXCEPTION – TURKEY CREEK ROAD

Mr. Williams,

This letter documents a request for a Design Exception per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with the ENERGY INDUSTRIAL PARK (MM 24-0675). Please reference the General Site Plan, [Exhibit A](#).

Introduction

The aforementioned project is bordered by SR 60 to the north, Turkey Creek Road to the east, and undeveloped parcels to the west, with some residential. The surrounding land use is mostly Agricultural, with some Commercial, and Residential. Turkey Creek Road is currently a 2-lane Rural Roadway in good condition that is considered Sub-standard.

Per Hillsborough County 2022 Multimodal LOS report, Turkey Creek Road is a collector roadway. A Design Exception is requested for relief from the two-lane undivided collector roadway (C1&C2-2U) as a condition of approval for the project site; where in lieu of meeting the full (C1&C2-2U) Typical Section, alternative improvements are proposed. The County typical section for a two-lane undivided local urban collector roadway (C1&C2-2U) is provided as [Exhibit B](#).

Roadway Characteristics

Right-of-Way – The existing Right-of-Way width is +/-60 feet. The (C1&C2-2U) Typical Section requires a minimum Right-of-Way width of 154 feet. An additional 25 feet of Right-of-Way is proposed to be dedicated to the County, so the resultant Right-of-Way width would be +/-85 feet within the area to be improved.

Pavement Condition - The referenced segment of Turkey Creek Road was found to have good to fair pavement condition, without cracking or rutting that would be indicative of structural failure. It is noted that pavement conditions are not included as part of the (C1&C2-2U) typical section.

Lane Width – Turkey Creek Road is +/-20 feet in width, as surveyed. The existing lanes are approximately 10-feet in width. The proposed widening (includes an 11-foot SBRT lane a 5-foot bike lane and an 11-foot SB thru lane) within the project widening area (~235 feet, 185-foot SBRT lane

Mr. Michael J. Williams, PE
ENERGY INDUSTRIAL PARK (MM 24-0675)
MEI File # 21-061
April 5, 2025
Page 2 of 3

includes 50-foot approach taper + 50-foot (min) return taper) to meet intent of the (C1&C2-2U) typical section, i.e. 11 feet. The widening from the existing 10-foot lane to the proposed 11-foot lane will be provided through the 50-foot turn lane taper ($L = WS = 50$ feet). The return from the proposed 11-foot lane to the existing 10-foot lane will be provided in the 50 feet (min) following the turn lane across the proposed driveway's intersection.

Bicycle Lanes – There are no existing marked bicycle lanes, but there are an existing 5-foot paved shoulders on both sides of the roadway. A 5-foot SB bike lane is proposed between the SBRT lane and the SB thru lane within the project limits, as well as reconstructing the SB paved shoulder. Paved shoulders are proposed for both sides of the roadway within the widened area to resemble more closely the (C1&C2-2U) typical section.

Shoulders – There are existing 8-foot shoulders, with 5-feet of such paved in the existing rural condition; 8-foot shoulders with 5-foot of it paved are proposed within the widened area, a slight deviation from the (C1&C2-2U) typical section.

Swales – There are existing ditches and swales on both sides of Turkey Creek Road; ditches and swales are proposed in the widened area as depicted in the (C1&C2-2U) typical section.

Sidewalk – There are no sidewalks on Turkey Creek Road adjacent to the project site. A 5-foot sidewalk is proposed on the west sides of the Right-of-Way, within the widened area, as per the (C1&C2-2U) typical section.

Speed Limit – The posted speed is 45 MPH.

Alternate Improvements:

A Design Exception is requested:

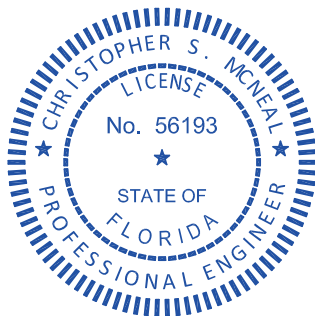
To provide a 5-foot sidewalk on the west side of the road only, within the widened area. Turkey Creek Road has minimal pedestrian traffic, the use of a 5-foot sidewalk on the west side of the road in this area would currently be the best option from a maintenance perspective for this un-developed area.

To use an 11-foot SBRT lane, a 5-foot SB bike lane, and an 11-foot SB thru lane, while still utilizing the existing 10-foot NB thru lane, and thus avoid an unsafe jog in the roadway.

Right-of-Way is to be dedicated (25 feet) in addition to the existing Right-of-Way (60 feet) to provide a total of (85 feet) of Right-of-Way, allowing room for the addition of a SBRT lane and a bike lane on the west side of Turkey Creek Road, and restoring the remainder of the roadway section to is near original condition. The proposed Turkey Creek Road Typical Section is provided in [Exhibit C](#).

Mr. Michael J. Williams, PE
ENERGY INDUSTRIAL PARK (MM 24-0675)
MEI File # 21-061
April 5, 2025
Page 3 of 3

If you have questions, or need additional information, please feel free to contact our office at the website or phone number listed. Thank you very much for your assistance.



Digitally signed by Christopher S McNeal
DN: CN=Christopher S McNeal,
dnQualifier=A01410C00000180D8F65FF8000C722C,
O=McNeal Engineering Inc, C=US
Date: 2025.04.05 23:07:38-04'00'

Sincerely,

A handwritten signature in black ink, appearing to read "Chris McNeal", with a long horizontal stroke extending to the right.

Christopher S. McNeal, PE
MCNEALENGINEERING, INC.

c: Turkey Creek Preserve LLC c/o Dennis Carlton, Jr *via* email

*Christopher S. McNeal,
State of Florida,
Professional Engineer,
License No. 56193*

*This item has been digitally
signed and sealed by
Christopher S. McNeal, PE on
04/05/2025.*

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

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

_____ Approved

_____ Approved with Conditions

_____ Disapproved

Michael J. Williams, PE, County Engineer
Hillsborough County Development Review Division

EXHIBIT A

GENERAL SITE PLAN

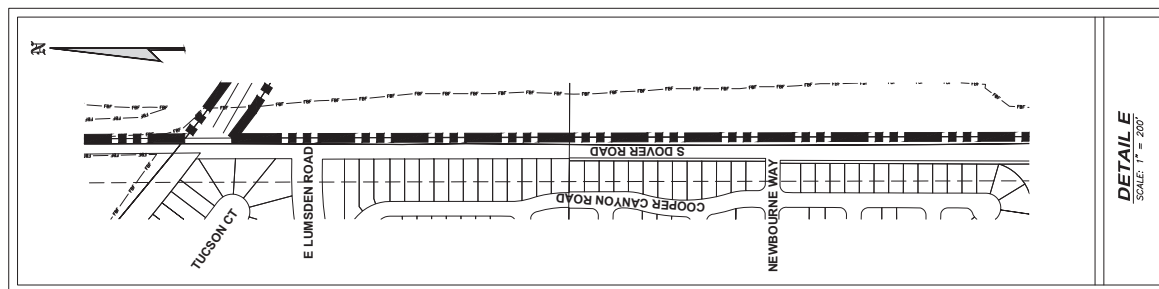
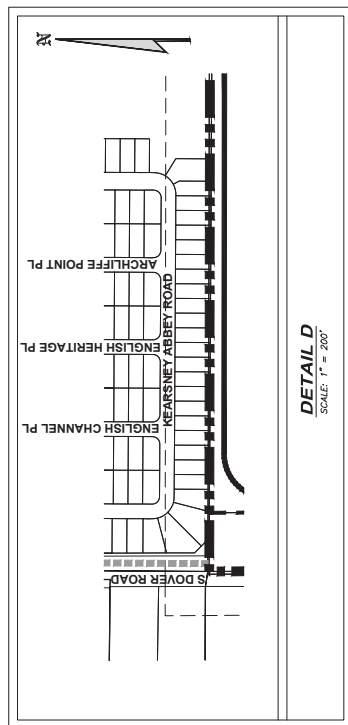
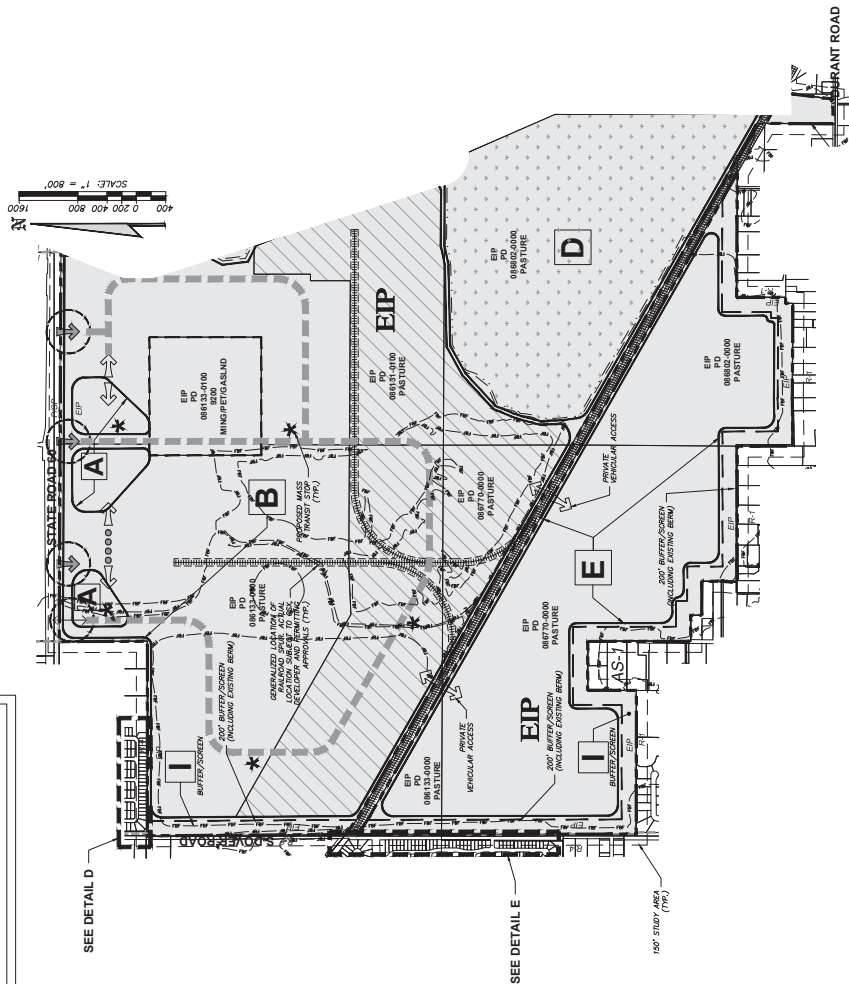
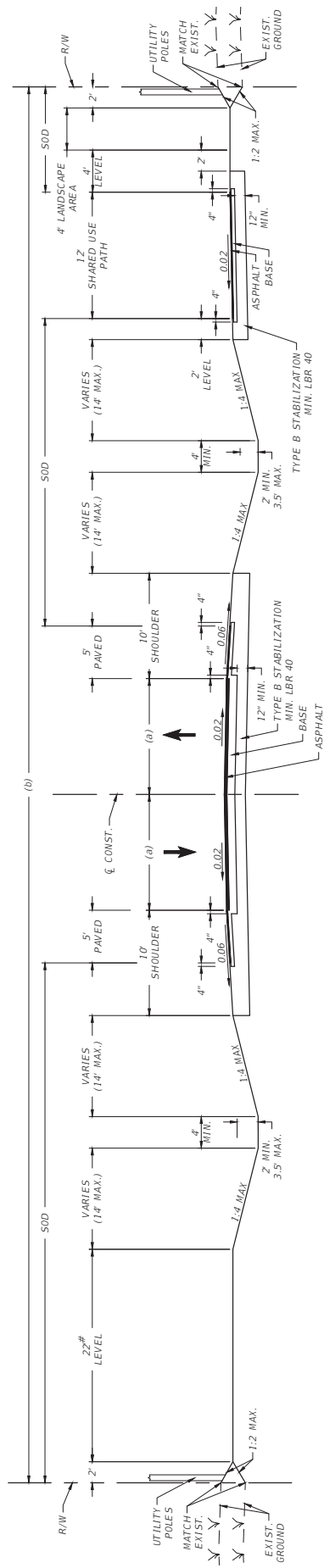


EXHIBIT B

TYPICAL SECTION

C1&C2-2U



DIMENSION LEGEND

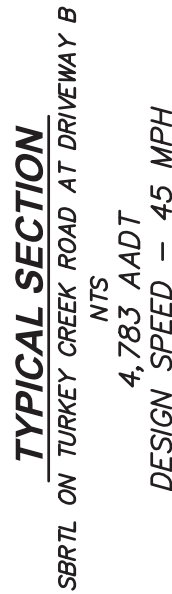
DESIGN SPEED ⁺	LANE WIDTH (a)	RIGHT OF WAY WIDTH (b)
25-45 MPH	11'-6"	15'-4"
50 MPH	12'	15'-6"

NOTES:
+DESIGN SPEED = POSTED SPEED
*10' LANES CAN BE PROVIDED FOR DESIGN SPEEDS OF 25 - 35 MPH UNLESS TRANSIT IS PRESENT OR TRUCK VOLUME EXCEEDS 10%.
WITHIN ONE MILE OF THE URBAN SERVICE BOUNDARY OR WHERE THERE IS DEMAND (EX: 2 MILES FROM AN EDUCATION FACILITY), A SIDEWALK OR SHARED USE PATH MUST BE PROVIDED ON THE OPPOSITE SIDE OF THE SHARED USE PATH.

REVISION DATE	TRANSPORTATION DESIGN MANUAL	Hillsborough County Florida	RURAL 2 LANE UNDIVIDED TYPICAL SECTION	DRAWING NO.	SHEET NO.
10/2023				C1&C2-2U	1 OF 15

EXHIBIT C

PROPOSED TYPICAL SECTION
TURKEY CREEK ROADWAY



1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

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
SR 60	FDOT Principal Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD
Turkey Creek Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – ROW Dedication
	Choose an item.	Choose an item. 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
	Choose an item.	Choose an item. 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 Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	31,988	1,847	3,021
Proposed	42,433	1,917	3,595
Difference (+/-)	(+) 10,445	(+) 70	(+) 574

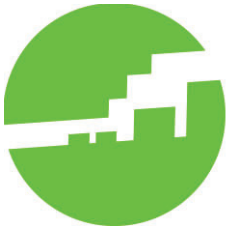
*Trips reported are based on gross external trips unless otherwise noted.

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

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

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" 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	



**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: May 19, 2025 Report Prepared: May 7, 2025	Case Number: PD 24-0675 Folio(s): 86122.0000, 86128.0000, 86131.0000, 86131.5000, 86131.7000, 86132.0000, 86133.0000, 86770.0000, 86121.0000, 86802.0000, 86803.0000, 86808.0000, 86842.0000, 86842.2000 General Location: South of State Road 60, east of Dover Road and west of Turkey Creek Road
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Energy Innovation Park (0.25 FAR – commercial/office/lodging/security housing uses; 0.50 FAR – energy uses; 0.75 FAR industrial uses; 3 du/ga of residential allowed in Pocket E only)
Service Area	Urban
Community Plan(s)	None
Rezoning Request	Major Modification to PD 10-0692 to allow commercial and office uses in Pocket C1, to allow industrial uses within Pockets G and H1 and to modify the energy use minimum area from 40% to 20% based upon the adoption of two text amendments, HC/CPAs 23-15 + 24-06
Parcel Size	+/- 2,978.9 acres
Street Functional Classification	State Road 60 – State Principal Arterial

	Dover Road – County Collector Turkey Creek Road – County Collector
Commercial Locational Criteria	Not applicable
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Energy Innovation Park	PD 10-0692	Agricultural
North	Residential-1 + Public/Quasi-Public + Residential-4 + Agricultural Rural 1/5	PD + AS-1 + CG + ASC-1 + AR	Single Family + Vacant + Agricultural + Public/Quasi-Public/ Institutions + Multi Family
South	Residential-1 + Public/Quasi-Public + Residential-4	AS-1, AR, RSC-2, RSC-3, CG, AS-0.4 + PD	Agricultural + Public/Quasi-Public/ Institutions
East	Public/Quasi-Public + Residential-1	AR + AS-1 + AM	Agricultural + Public/Quasi-Public/ Institutions + Single Family
West	Residential-4 + Residential- 6	PD + ASC-1 + RSC-6 + AS-1 + RSC-3 + CG	Single Family + Mobile Home Park + HOA + Light Commercial

Staff Analysis of Goals, Objectives and Policies:

The subject site is located south of State Road 60, east of Dover Road, west of Turkey Creek Road and north of Durant Road. The site is in the Urban Service Area and it is not located within the limits of a Community Plan. The applicant is requesting a Major Modification to PD 10-0692 to allow commercial and office uses in Pocket C1, to allow industrial uses within Pockets G and H1 and to modify the energy use minimum area from 40% to 20% based upon two recently adopted privately initiated text amendments, HC/CPA 23-15 and HC/CPA 24-06. Both plan amendments were adopted by the Board of

County Commissioners at their public hearing on April 10, 2025, and were subsequently sent to the Florida Department of Commerce for state review. It is anticipated that the adopted text amendments will go into effect after state review and the 31-day appeal period.

The subject site is in the Urban Service Area, where according to FLUS Objective 1.1, 80 percent of the county's growth is to be directed. FLUS Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that "Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The proposed development of energy uses, commercial uses, office uses, agricultural uses and industrial uses is compatible with the surrounding development pattern, which includes residential, agricultural and public/institutional uses as well as commercial lands.

The site is located within the Energy Innovation Park (EIP) Future Land Use category. This category was recently changed from Energy Industrial Park to Energy Innovation Park as part of the text amendment request HC/CPA 24-06. The intent of the EIP category is to designate areas that are potentially suitable for renewable energy and a mix of other activities. Any rezoning in this category must be to a site plan-controlled zoning district. The applicant is proposing a Major Modification to Planned Development 10-0692, which is consistent with this policy direction.

Typical uses in the EIP category include industrial, manufacturing and processing, alternative renewable energy production, agricultural and residential. Per FLUS Policy 4.16.3: #3, the maximum Floor Area Ratio (FAR) that may be considered for the site is: 0.25 FAR for commercial, office, lodging/security housing uses; 0.50 FAR for energy uses; and 0.75 FAR industrial uses. In addition, up to 3 du/ga of residential uses are allowed in Pocket E only, which is the area to the south of the CXS railroad tracks. It should be noted that **no residential uses are being requested with this Major Modification.**

6.85 million square feet (0.24 FAR) of industrial uses is proposed, which is less than the maximum that may be considered for industrial uses (20.99 million square feet) and is therefore consistent with the FAR maximums for industrial uses within the EIP category. 500,000 square feet (0.20 FAR) of commercial/office uses is proposed, which is less than the maximum that may be considered for commercial/office uses (623,234 square feet), and is therefore consistent with the FAR maximums for commercial/office uses within the EIP category.

Future Land Use Section (FLUS) Policy 4.16.1 #1 requires that a minimum of 20% of the gross land area within the EIP category be dedicated to alternative energy production. With the total site acreage of 2,978.9, the applicant is meeting this requirement by providing 2,156.54 acres (72%) of renewable energy uses (595.6 acres required at a minimum), which is consistent with this policy direction. Per FLUS Policy 4.16.1 #4, industrial uses shall not exceed 30% of the gross land area of the EIP development (893.4 acres maximum). The applicant is providing 642.77 acres (22%) of industrial development, which is consistent with this policy direction. FLUS Policy 4.16.1 #7 emphasizes the importance of providing agricultural uses to strengthen the overall agricultural economy. Agricultural uses are allowable in Pockets D, F, G, H, H1, E and parts of B and C, which is consistent with this policy direction.

Per FLUS Policy 4.16.3 #2, enhanced buffering is required where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. In addition, this policy direction further states that where adjacent to single family residential uses or zoning outside the EIP, a minimum buffer greater than that required by the Land Development Code shall be provided. The Hillsborough County Development Services Department has proposed a Condition of Approval (COA) that would require the

applicant to meet the policy direction above by providing additional screening and buffering in those locations where adjacent to residential uses or zoning that are adjacent to the EIP site. The proposed condition is consistent with this policy direction as well as policy direction under FLUS Objective 3.1 that relates to compatibility and neighborhood protection. Specifically, FLUS Policy 3.1.2 requires gradual transitions of intensities and densities between different land uses as new development is proposed and approved through the use of professional site planning, buffering and screening techniques and the control of specific land uses. Per FLUS Policy 4.16.5 #1, intensities shall transition from greater intensities in the north along SR 60 to more agriculture or residential in the south reflecting the adjacent urban/suburban and rural areas. The EIP development would concentrate the most intensive uses (commercial and industrial) in the northern area of the property adjacent to State Road 60 while allowing energy uses and agricultural uses in the central and southern portions of the EIP site, which is consistent with this policy direction. FLUS Policy 4.16.5 #2 requires direct access to a major arterial roadway (State Road 60). Other roadways, such as collectors, may also provide access to EIP, as identified in the Planned Development (PD) zoning. The site plan shows access to State Road 60, which is consistent with this policy direction.

One proposed modification would allow industrial uses along Turkey Creek Road in Pockets G and H1. The PD 10-0692 rezoning allowed energy uses in these pockets. To address potential compatibility concerns along the Turkey Creek Road corridor, the applicant is proposing additional buffering and screening requirements along Turkey Creek Road that would include a 20-foot buffer along the Turkey Creek Road frontage adjacent to Pockets G and H1 as well as screening as follows:

- Evergreen plants, at the time of planting, shall be six feet in height and provide an overall screening opacity of 75 percent; or
- A masonry wall six feet in height and finished on all sides with brick, stone or painted/pigmented stucco; or
- A solid wooden or PVC fence six feet in height (finished side out).

A berm will also be added in combination with the aforementioned screening to achieve a minimum height of six feet and 75 percent opacity at the time of installation. The applicant is also proposing to add a row of evergreen shade trees which are not less than ten feet high at the time of planting, a minimum of two-inch caliper and are spaced not more than 20 feet apart. The trees are to be planted within ten feet of the property line as well as lawn, low growing evergreen plants, evergreen ground cover, or rock mulch covering the balance of the buffer. With these mitigative efforts, the proposed industrial uses along Turkey Creek Road will blend in better with the surrounding agricultural, rural residential and public/quasi-public land uses, consistent with FLUS Objective 4.4 and FLUS Policy 4.4.1 relating to compatibility. Lastly, the applicant is proposing 15% of site be dedicated to open space per FLUS Policy 4.16.5 #4, which requires that open space comprise no less than 15% of the Energy Innovation Park site.

Per FLUS Policy 4.16.5 #3, buffering/screening adjacent to existing residential uses along South Dover Road and along the southern property boundary must include preservation of existing vegetation and topographic features. A 200-foot buffer along Dover Road and along the southern project limits in Pocket E is shown on the site plan with a note indicating that this area includes the existing berm, which is consistent with this policy direction.

Overall, the request to modify PD 10-0692 is consistent with the newly adopted language in HC/CPA 23-15 and HC/CPA 24-06 and is consistent with the existing and planned land uses in the area.

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.

Staff Identified Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan* Related to the Request:

FUTURE LAND USE SECTION

Urban Service Area

Objective 1.1: *Direct at least 80% of new population growth into the USA and adopted Urban expansion areas through 2045. Building permit activity and other similar measures will be used to evaluate this objective.*

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.*

Policies

Policy 3.1.2: *Gradual transitions of intensities and densities between different land uses shall be provided for as new development is proposed and approved through the use of professional site planning, buffering and screening techniques and control of specific land uses. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.*

Policy 3.1.3: *Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or designs 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.*

Objective 4.4: Neighborhood Protection

Enhance and preserve existing neighborhoods and communities. Design neighborhoods which are related to the predominant character of their surroundings.

Policies

Policy 4.4.1: *Any density or intensity increases shall be compatible with existing, proposed or planned surrounding development. Development and redevelopment shall be integrated with the adjacent land uses through:*

- a) The creation of like uses; and*
- b) Creation of complementary uses; and*

- c) *Mitigation of adverse impacts; and*
- d) *Transportation/pedestrian connections; and*
- e) *Gradual transitions of intensity*

Energy Innovation Park

Goal - *Provide for an Energy Innovation Park (EIP) Future Land Use Category to meet existing and future needs for sustainable development including renewable alternative energy, resource recovery, and energy research in an environmentally responsible and economically feasible manner. The EIP will permit these non-nuclear uses with a mix of industrial, processing, manufacturing, warehousing, distribution, educational/institutional, research, retail/commercial/office, utility, agriculture, and residential uses which encourage sustainable development in a specific geographic location.*

Objective 4.16: *The EIP permits alternative energy, resource recovery, industrial, processing, manufacturing, warehousing, distribution, educational/institutional, research, retail/commercial/office, utility, agriculture, and residential uses that promote sustainable development.*

Policy 4.16.1: *The EIP shall incorporate renewable alternative energy production and such facilities shall be constructed first or at the same time as other uses. Renewable alternative energy, resource recovery, research, educational research, employment, industrial, agricultural, warehouse, distribution, processing, commercial, institutional, utility uses, retail/commercial, office and residential uses are permitted. More specifically, uses within the EIP shall meet the following criteria:*

- 1. Minimum of 20 percent of the gross land area within the EIP shall be for alternative energy production, resource recovery facilities, agriculture, processing, research facilities, and all land areas needed to support such uses or the manufacture and/or distribution of such technologies (the "Energy Uses"). Developments with another primary use such as industrial and residential utilizing rooftop solar or other forms of co-located energy production, including the land areas needed to support such primary uses, shall count toward this minimum gross land area requirement for Energy Uses, but the primary use must still comply with any other EIP requirements for that primary use.*
- 4. Industrial, research, manufacturing, institutional, warehousing, and distribution facilities are permitted. Such uses shall not exceed 30 percent of the gross land area of the EIP.*
- 5. Retail/commercial and office uses shall not exceed 10 percent of the gross land area. Retail/commercial uses shall be located in clusters near or at the entries to the project or within the project rather than in a strip commercial development arrangement. Retail/commercial and office activities may be freestanding.*
- 7. To promote the development and maintenance of agriculture to strengthen the agricultural economy, agriculture and aquaculture uses shall be allowed in and encouraged in and around the EIP.*

Policy 4.16.3: *Development within the EIP shall conform to the following criteria:*

- 2. Enhanced buffering is required where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Where adjacent to single family residential uses or*

zoning outside the EIP, a minimum buffer greater than that required by the Land Development Code shall be provided. The width and type shall be determined within the applicable Planned Development (PD) zoning.

3. The maximum floor area ratio shall not exceed 0.50 for Energy Uses and .75 for industrial, research, manufacturing, institutional, warehousing and distribution facilities. Retail/commercial and office uses shall not exceed a 0.25 FAR.

Policy 4.16.5: *The EIP land use designation is only allowed within Sections 26, 27, 28, 33, 34, and 35 Township 29, and Range 21, which is within the Urban Service Area, and which shall provide the following site-specific features:*

1. Intensities shall transition from greater intensities in the north along SR 60 to more agriculture or residential in the south reflecting the adjacent urban/suburban and rural areas.







2. There shall be direct access to a major arterial roadway (SR 60). Other roadways, such as collectors, may also provide access to EIP, as identified in the Planned Development (PD) zoning.

3. Buffering/screening adjacent to existing residential uses along South Dover Road and along the southern property boundary shall include preservation of existing vegetation and topographic features (or as may be required or modified by any applicable reviewing agencies).

4. Open space may include agriculture, buffers, and wetlands but shall not be less than 15% of the total project area.

7. Any resource recovery facilities including biomass facilities shall be located north of the existing CSX railroad tracks.

Rezonings

 Tampa Service Area
 Urban Service Area
 Shoreline
 County Boundary
 Jurisdiction Boundary
 Major Roads

CITRUS PARK VILLAGE

DATA SOURCES: Recording jurisdiction for the Planning Commission and are official. Boundaries and data from Hillsborough County Property Appraiser.

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ACCURACY: It is intended that the accuracy of the base map comply with U.S. national map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County-City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, see the appropriate source.



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