

# PD Modification Application: MM 25-0265

Zoning Hearing Master Date:

March 24, 2025

BOCC Land Use Meeting Date:

May 13, 2025



**Hillsborough**  
**County Florida**

Development Services Department

## 1.0 APPLICATION SUMMARY

Applicant: NAP Construction LLC

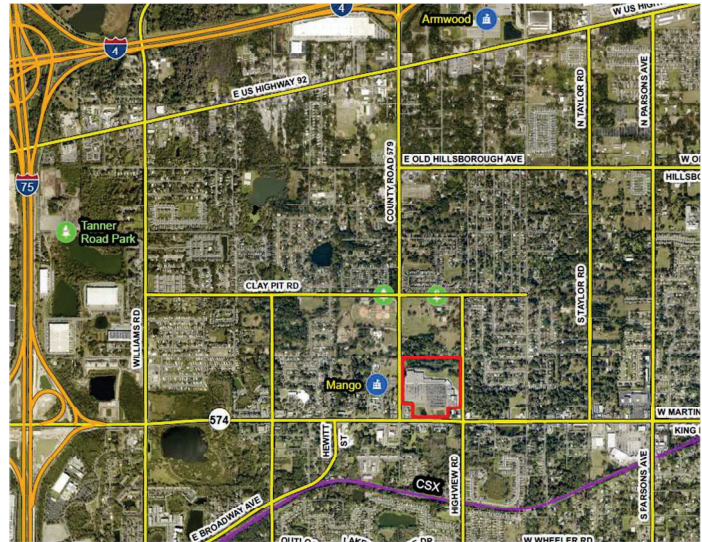
FLU  
Category: OC-20 (Office Commercial – 20)

Service Area: Urban

Site Acreage: 31.32

Community  
Plan Area: Seffner Mango

Overlay: None



### Introduction Summary

The applicant is requesting a major modification to PD 85-0206 (as most recently modified by MM 92-0133) to allow an existing shopping center to be redeveloped with up to 228,000 square feet (SF) of retail space, which would include up to 181,000 SF of large-scale retail development.

Existing Approvals	Proposed Modifications
Site development to allow up to 189,000 SF within modification area	Site development to allow up to 228,000 SF. within modification area
Site development to allow 195,000 sf for overall PD (0.13 FAR)	Site development to allow up to 234,000 sf for overall PD (0.16 FAR)
Strip shopping center building form	Three stand-alone buildings within modification area

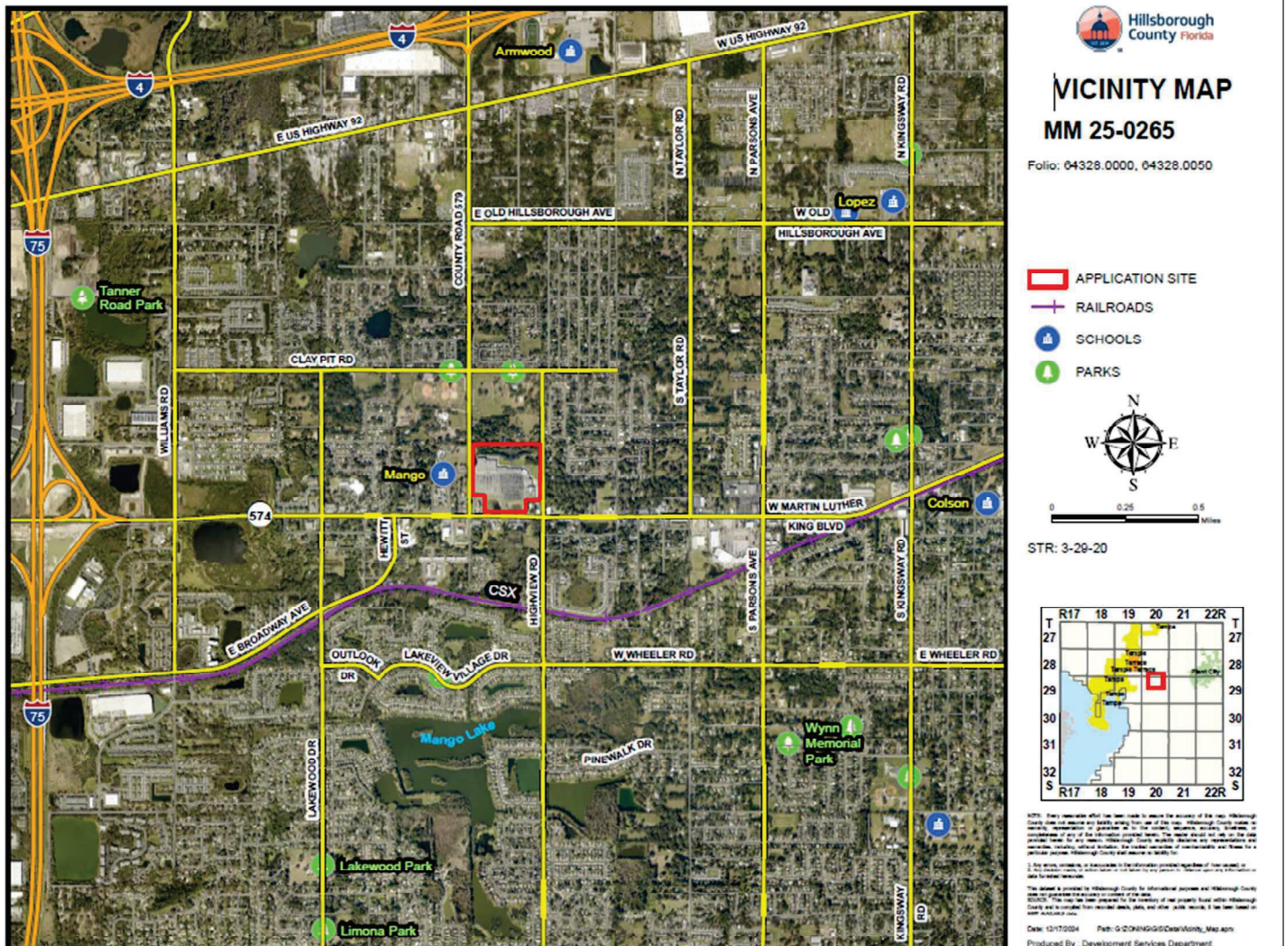
### Additional Information

PD Variation(s)	6.05.00 (Parking) Reduce required number of spaces from 1,026 to 672 within modification area.
Waiver(s) to the Land Development Code	None

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

### 2.1 Vicinity Map

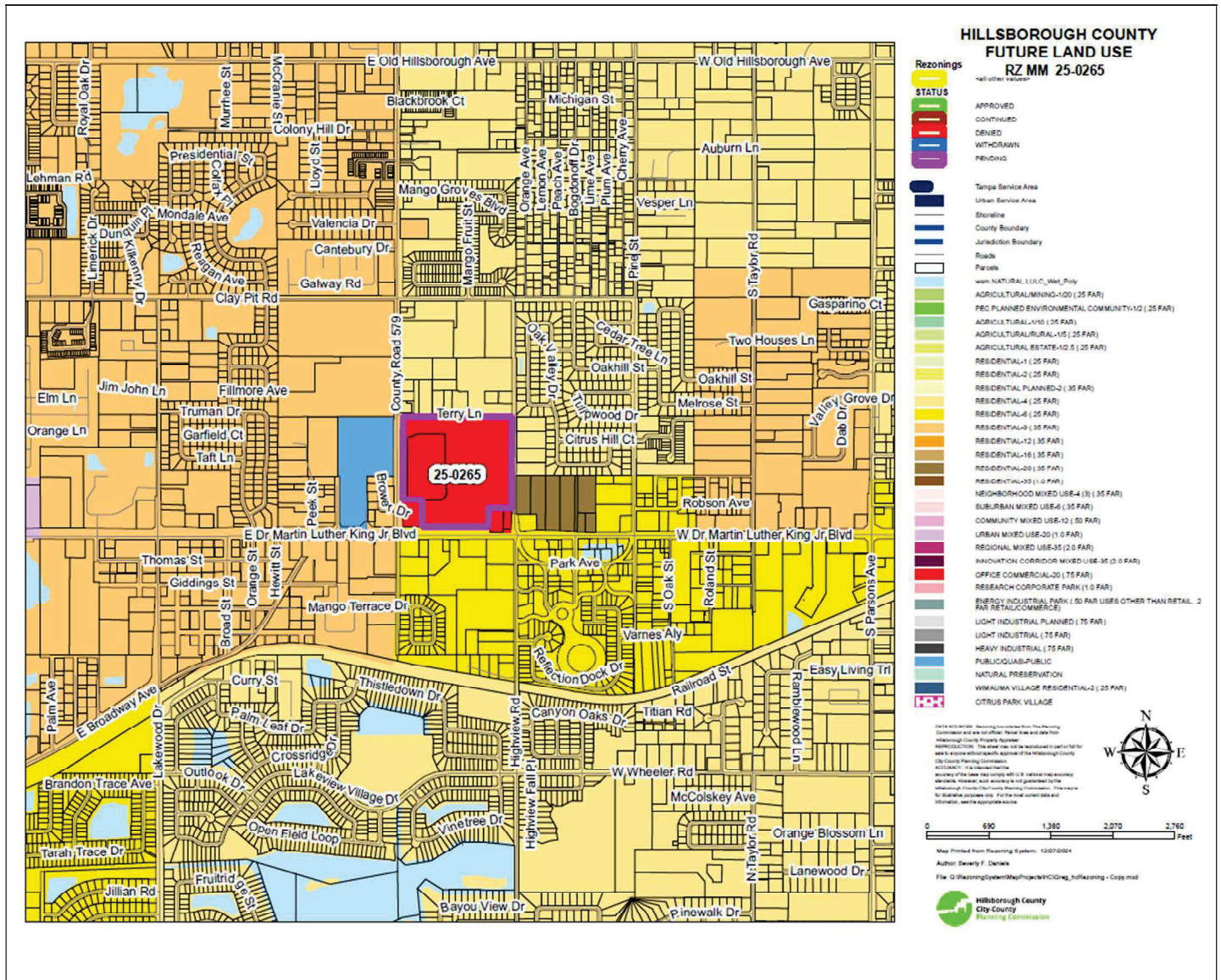


#### Context of Surrounding Area:

The property adjoins E. Dr. Martin Luther King, Jr. to the south in an area that is developed as a commercial corridor. Mango Road CR 579, located immediately to the west is less intensely developed with church, elementary school, residential and convenience store with gas uses. The properties to the north and east are primarily developed for residential use.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

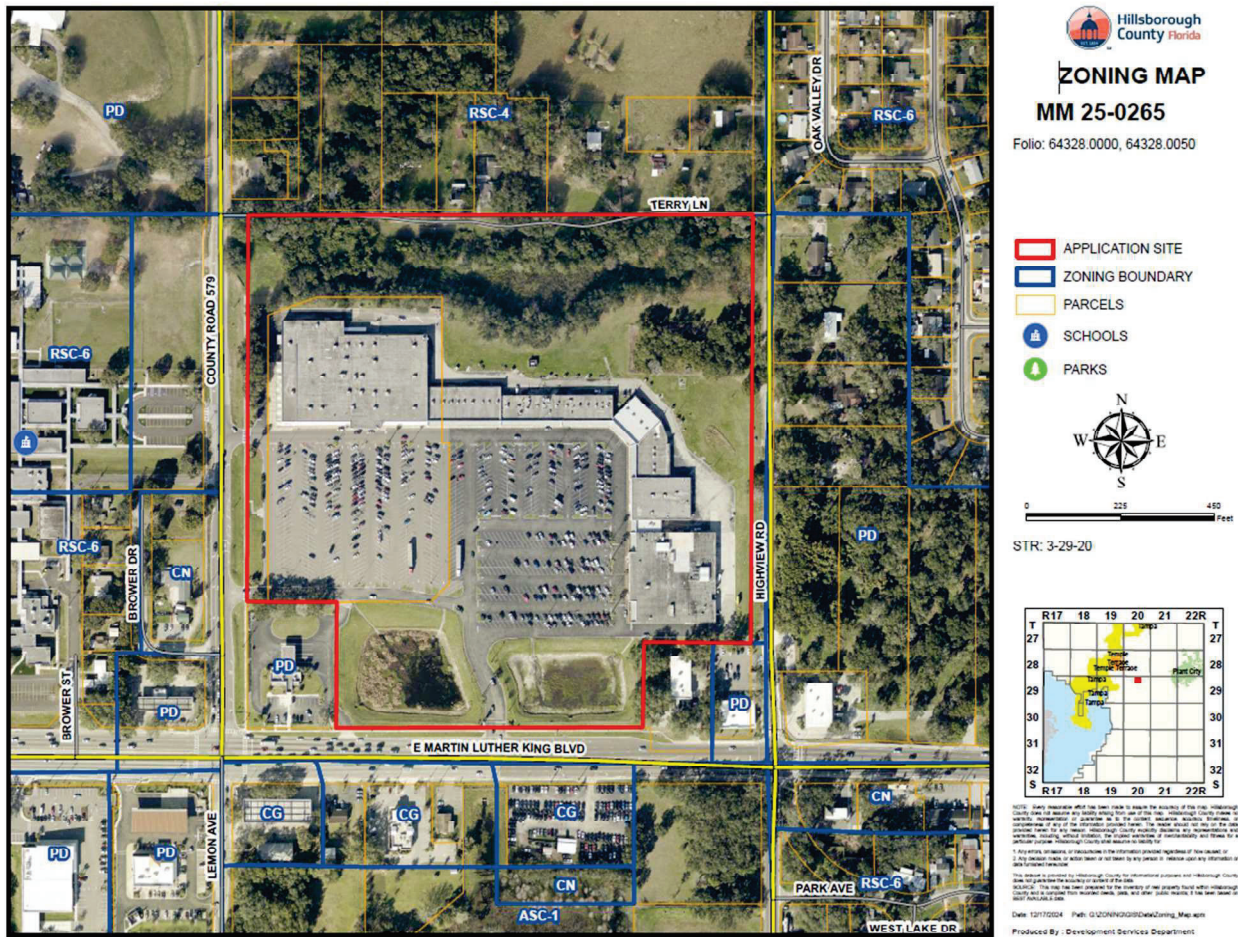
### 2.2 Future Land Use Map



Subject Site Future Land Use Category	Office Commercial – 20 (OC-20)
Maximum Density/FAR	20 dwelling units per gross acre (du/ga) / 0.75 FAR
Typical Uses	Agricultural, community commercial, office, mixed use, and compatible residential uses.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.3 Immediate Area Map



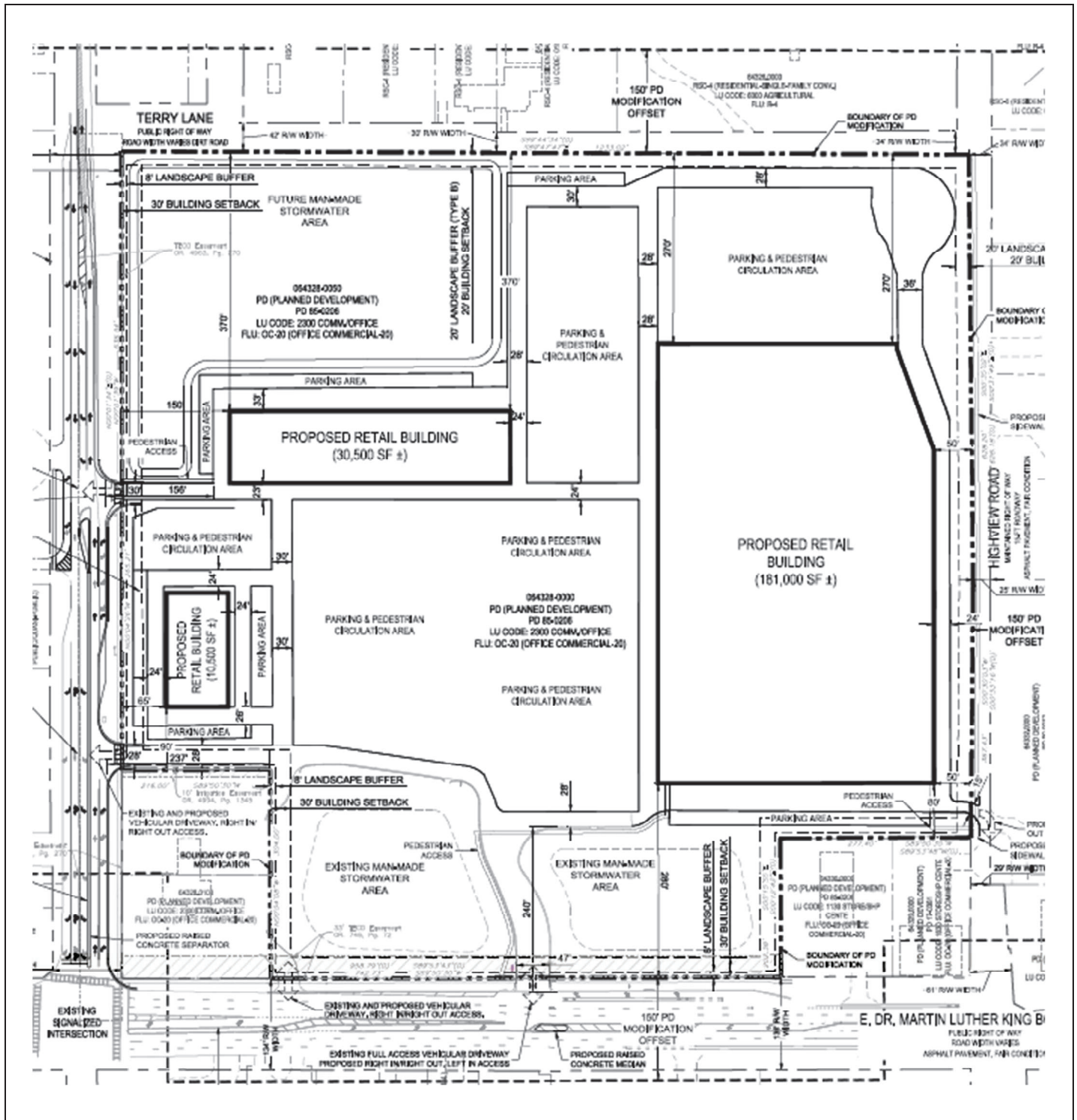
#### Adjacent Zonings and Uses

Location	Zoning	Maximum Density/FAR Permitted by Zoning District	Allowable Use	Existing Use
North	RSC-4	4 du/ga FAR: NA	Single-Family, Conventional	Single Family, Conventional
South	CG	NA/FAR: 0.25	Retail & Services	Auto Sales, State Owned Storm Water Facility, Office, Restaurants, Convenience Store with Gas Sales
	ASC-1	1 du/ga FAR: NA	Agricultural & Single-Family, Conventional	Undeveloped
East	PD 90-0012	6 du/ga FAR: 0.75	Commercial and Single-Family Residential	Single Family, Conventional, Mobile Home & Retail
West	RSC-6	6 du/ga FAR: NA	Single-Family, Conventional	Elementary School
	CN	NA/FAR: 0.20	Commercial	Commercial & Residential
	PD 88-0166	NA/FAR: 0.50	Commercial	Convenience Store with Gas Sales



## 2.0 LAND USE MAP SET AND SUMMARY DATA

## 2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



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

#### Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
MLK Blvd.	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (Median Modifications)
Mango Rd.	County Arterial – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for 2-Lane Urban)	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Highview Rd.	County Local – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

#### Project Trip Generation Comparison 1 (Modification Area Only) ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	10,798	245	892
Proposed	11,660	265	1,002
Difference (+/-)	(+) 862	(+) 20	(+) 110

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

#### Project Trip Generation Comparison 2 (Modification Area Only) ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	10,863	482	1,176
Proposed	15,156	847	1,285
Difference (+/-)	(+) 4,293	(+) 365	(+) 109

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

#### Connectivity and Cross Access ☐ Not applicable for this request

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

Notes:

#### Design Exception/Administrative Variance ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Mango Rd./ Access Spacing	Administrative Variance Requested	Approvable
Highview Rd./ Substandard Road	Administrative Variance Requested	Approvable
Mango Rd./ Throat Depth	Administrative Variance Requested	Approvable
Mango Rd./ Substandard Road	Design Exception Requested	Approvable

Notes:

## 4.0 ADDITIONAL SITE INFORMATION &amp; AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Environmental Services	<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	
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 type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <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	
<b>Service Area/ Water &amp; Wastewater</b> <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	
<b>Hillsborough County School Board</b> 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Impact/Mobility Fees</b>				
Comprehensive Plan	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

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## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

Based on the mix of uses in the immediate vicinity and the proposed general site plan, which includes a 270-foot setback from the residential property to the north, 20-foot buffers with Type “B” screening from the residential properties to the north and east, the properties to the east are also separated from the modification area by a 25-foot wide public Right-of-Way and the modification area will be required to maintain a 50-foot setback from the eastern property line, compliance with the large-scale retail design requirements of the LDC 6.11.106, and a proposed FAR of 0.16 where 0.75 is permitted under the OC-20 Future Land Use designation, staff finds the proposed modification compatible with the zoning and development pattern in the area.

### 5.2 Recommendation

Based on the above considerations, Staff recommends approval subject to conditions.

## 6.0 PROPOSED CONDITIONS

Prior to site plan certification: The applicant shall revise the general site plan to:

1. Remove the current Sheet 1; (2) revise the retail summary table as shown on Sheet 2; (3) show the modification area on Sheet 2 and include a note to see Sheet 3 of 3; (4) identify Sheet 2 as Sheet 1 of 3; and (5) label the proposed site plan as Sheet 3 of 3.
2. Add a footnote to the site data table which references to the 222,000 SF of proposed uses, which states "Uses further limited subject to a trip generation cap - see conditions of approval".
3. Remove the "+/-" symbols on the building envelopes and replace with the term "maximum". Staff notes that entitlements must be specified in maximum amounts and not approximate amounts.
4. Revise site note 10 to replace the word "roads" with the word "driveway". Staff understand that the applicant intends to continue use of private driveway and does not need or wish to construct roadways, which would require design compliance with the applicable Typical Section standard from the Transportation Technica Manual (TTM).
5. Remove note 24. Staff notes that specific use sub limits are proposed for trip generation and parking purposes. Additionally, drive-through uses must be evaluated for compliance with Sec. 6.11.35. Appropriateness of drive-uses will be evaluated at the time of site/construction plan approval.
6. Correct the geometry of existing improvements shown on MLK. Staff notes aerial photography indicates that recent turn lane modifications were made to lengthen the existing westbound to southbound left turn lane on MLK Blvd. onto Lemon Ave. The site plan should be updated to correctly depict the existing configuration. Alternately, if the applicant is proposed to reverse those improvements, then the configuration shown on the PD site plan should be labeled as "Proposed Modification".

**Approval** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted ~~March 4, 2025~~October 21, 2019.

The following conditions shall apply to the area which is the subject of MM 25-0265:

1. The area shall permitted up to 222,000 SF of the following uses:
  - a. Shopping Center;
  - b. Retail, Convenience Goods and/or Shoppers' Goods;
  - c. Eating Establishment, Walk-In, Drive-In and/or Fast-Food;
  - d. All uses permitted within the CN zoning district, excluding Family Day Care Home, Schools, Colleges and Universities, Libraries, Banquet and Reception Halls, Funeral Homes and Mortuaries, Wedding Chapel, Recreation Facilities, and Mini-Warehouse uses; and
  - e. Big Box Retail (with any of the above or additional following uses permitted within the Big Box Retail building):
    - i. Services, Personal, Professional and/or Business
    - ii. Motor Vehicle Repair, Neighborhood Serving
    - iii. Sales, Service, and Repair of Tires

A drive-through window / drive-through use is permitted in connection with any of the uses permitted in the project in accordance with LDC Section 6.11.35 for eating establishments. The above uses shall be further limited as described in zoning conditions 3 and 4.
2. Uses shall be constructed within a maximum of three (3) structures as shown on the PD site plan. Within the Big Box Retail portion of the project, any of the above uses may be included as tenants/uses within the box, and a

minimum of 95% of such uses shall be accessed internally from within the Big Box store.

3. No development shall be permitted that causes cumulative development to exceed 15,156 gross average daily trips, 847 gross a.m. peak hour trips, or 1,285 gross p.m. peak hour trips. Additionally, concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within modification area. 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 not 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 development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
4. Parking for the modification area shall be permitted at a rate of 4.5 per 1,000 gross square feet. Additionally:
  - a. All uses within the modification area shall be included within a single shared parking agreement consistent with requirements of Sec. 6.05.02. of the LDC.
  - b. Notwithstanding the above, the above parking rate shall only apply for development within the modification area which includes a mix of uses which do not exceed certain cumulative individual use limits specified below. Development beyond those specific limits may be permitted within the modification area, subject to the available entailments and transportation trip cap referenced in condition 3, above; however, parking for such uses shall occur at the rates listed in Sec. 6.05.02 of the LDC.
    - i. No more than 12,000 SF of sit-down restaurant uses (without drive-through);
    - ii. No more than 2,000 SF of fast-food with drive-through uses; and,
    - iii. No more than 6,000 SF of fast-food without drive-through uses.

Notwithstanding the above, all uses within the Big Box store shall be parked at a rate of 4.5 per 1,000 SF.
  - c. The developer shall construct a minimum of 62 bicycle spaces, distributed throughout the project.
5. The Big Box portion of the development shall comply with LDC Sec. 6.11.106.
6. Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD modification area boundaries.
7. The modification area shall be served by (and limited to) the following vehicular access connections:
  - a. One (1) full access to Mango Road;
  - b. One (1) right-in/right-out access to Mango Road;
  - c. One (1) right-in/right-out/left-in access to Dr. Martin Luther King Jr. Boulevard; and,
  - d. One (1) right-out only connection to Highview Road.

Notwithstanding the above, the existing access connection within the modification area which serves folio 64328.0100 shall be permitted to remain.
8. Construction access to the site shall be restricted to those connections specified in conditions 7.a. through 7.c., above. The developer shall include a note regarding same on each site/construction plan submittal.
9. Prior to or concurrent with the initial increment of development within the modification area, the developer shall construct the following site access improvements:
  - a. Construct a southbound to eastbound left turn lane on Mango Road at the project's northernmost Mango Rd. entrance;
  - b. Construct a northbound to eastbound right turn lane on Mango Road at the project's southernmost Mango Rd.

entrance;

- c. Lengthen the existing northbound to eastbound right turn lane on Mango Road at the project's northernmost Mango Rd. entrance;
- d. Unless otherwise approved by FDOT, the developer shall modify the existing median opening on Dr. Martin Luther King Jr. Boulevard serving the project, as shown on the site plan, such that left-out turning movements are prohibited;
- e. Construct a dedicated, southbound to eastbound left turn lane on Mango Rd. at its intersection with Dr. Martin Luther King Jr. Boulevard. This turn lane shall be in addition to the existing shared through-left lane which currently exists at the intersection.
- f. Construct any other improvements deemed necessary by FDOT.

10. The developer shall provide vehicular and pedestrian interconnectivity between all uses within PD.

11. If MM 25-0265 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated January 24, 2025) from the LDC Sec. 6.04.07 access spacing requirements for the project's Mango Road access connections, which was found approvable by the County Engineer (on March 17, 2025). Specifically, approval of this Administrative Variance will permit a reduction of the minimum access spacing for the northernmost project access on Mango Road as follows:

- a. A variance of +/- 230 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 15 feet; and,
- b. A variance of +/- 170 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 75 feet.

12. If MM 25-0265 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated January 23, 2025) which was found approvable by the County Engineer (on March 17, 2025) for the Highview Rd. substandard road improvements required pursuant to Section 6.04.03.L. of the LDC. Approval of this Administrative Variance will waive the required substandard road improvements along Mango Road.

13. If MM 25-0265 is approved, the County Engineer will approve a Design Exception request (dated January 24, 2025), which was found approvable by the County Engineer (on March 17, 2025) for the Mango Road substandard road improvements. As Mango Road is a substandard arterial roadway, the developer will be required to construct the following improvements prior to or concurrent within the initial increment of (re)development within the PD modification area, consistent with the Design Exception request:

- a. Within the southern segment (between Dr. Martin Luther King Jr. Boulevard and the southernmost project driveway on Mango Road), the developer shall:
  - i. Construct a 4-foot-wide raised concrete separator; and,
  - ii. Construct (or widen if necessary) existing and proposed travel and turn lanes such that they are 12-feet in width.
- b. Within the northern segment (between the southern project driveway and the northern PD boundary) the developer shall:
  - i. Construct (or widen if necessary) existing and proposed travel and turn lanes such that they are 11-feet in width; and,
  - ii. Construct a 5-foot-wide paved shoulder along the east side of Mango Road.

14. If MM 25-0265 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated March 13, 2025) which was found approvable by the County Engineer (on March 17, 2025) from the Section 6.04.04.A.2. minimum throat depth requirements for the project's northernmost project access on Mango Rd.

Approval of this Administrative Variance will reduce the minimum throat depth to 156 feet (measured from the closest edge of the right turn lane, as shown on the PD site plan).

15. 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.

The following conditions apply to the remaining portions of the Planned Development.

1-16. The project shall be restricted to a maximum square footage of ~~195,000~~ 6,000 square feet.

2-17. The project shall be developed in two phases. Phase I shall consist of ~~the main shopping center (189,000 square feet) and the southern outparcel, having folio #64328.0100,~~ (3,000 square feet). The development of the southern outparcel shall be as limited in the Condition below. Phase II of the project shall be the development of the second outparcel, having folio #64328.0100, (the northern parcel) and shall only receive Certificates of Occupancy once State Road 574 is widened to a 4-lane divided roadway between Faulkenburg Road and Parsons Avenue. The maximum building size for the northern parcel shall be 3,000 square feet.

3-18. The southern outparcel shall be limited, in the first phase, to the uses allowed under the conditions herein with the exception that no fast-food store or convenience store shall be permitted on the parcel in the first phase.

4-19. The following traffic improvements are required from the developer prior to the issuance of Certificates of Occupancy for any expansion of Phase I:

- a. The developer shall provide an additional 24 feet of right-of-way on the east side of County road 579. This will provide part of the 118 feet of total right-of-way needed ultimately to accommodate a symmetrical 6-lane divided roadway section.
- b. The applicant shall construct or re-stripe on County Road 579, at his expense, a continuous left turn lane for southbound to eastbound traffic into the site. This left turn lane shall begin a distance of 100 feet north of the northern access drive and continue through to serve the southern access drive.
- c. All roadway construction or re-striping of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement. Design plans for said construction shall be reviewed and approved by the County Traffic Engineering Department and evidence of said approval shall be submitted to review by the Hillsborough County Planning and Development Management Department.
- d. The developer shall construct a 100-foot long southbound to westbound right-turn lane at the intersection of Parsons Avenue and State Road 574. This improvement will return the level of service of this intersection to D/E with the total project traffic.
- e. The applicant shall provide internal access to any existing or future outparcels of the site.

5-20. The developer shall screen, prior to the issuance of Certificates of Occupancy, all mechanical equipment (for example, air conditioners), service areas, trash receptacles, dumpsters, etcetera from view of public places and neighboring properties through the use of features, such as berms, fences, false facades, and dense landscaping.

6-21. All buildings on-site shall be architecturally finished on all sides.

7-22. ~~The developer or the designate thereof shall be responsible for continued maintenance of the buffer and screening consisting of a six foot high screen 75 percent opaque along the eastern and northern project boundaries.~~

8-23. All the property area and boundaries thereof proposed for commercial use shall be shown on the General Site Plan prior to General Site Plan approval. The total acreage of the property to be utilized as commercial shall be stated on the General Site Plan along with the legal description thereof. Any property area and boundaries thereof which

shall be shown on the General Site Plan, but no proposed for commercial use shall be labelled on the General Site Plan as "Open Space;" said labelling shall be completed prior to General Site Plan approval.

~~9-24.~~ The maximum square footage of the buildings proposed on the out-parcels shall be shown on the General Site Plan prior to General Site Plan approval.

~~10-25.~~ The developer shall be required to utilize public water and public sewer.

~~11-26.~~ Uses within the commercial portion of the project shall be restricted to PD-C(N) uses, excluding mini-warehouses.

~~12-27.~~ Within 90 days of approval of MM 92-0133-C by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Development Management Department a revised General Site Plan for certification which shall reflect all the conditions outlined above.

Zoning Administrator Sign Off:

*J. Brian Grady*

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

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

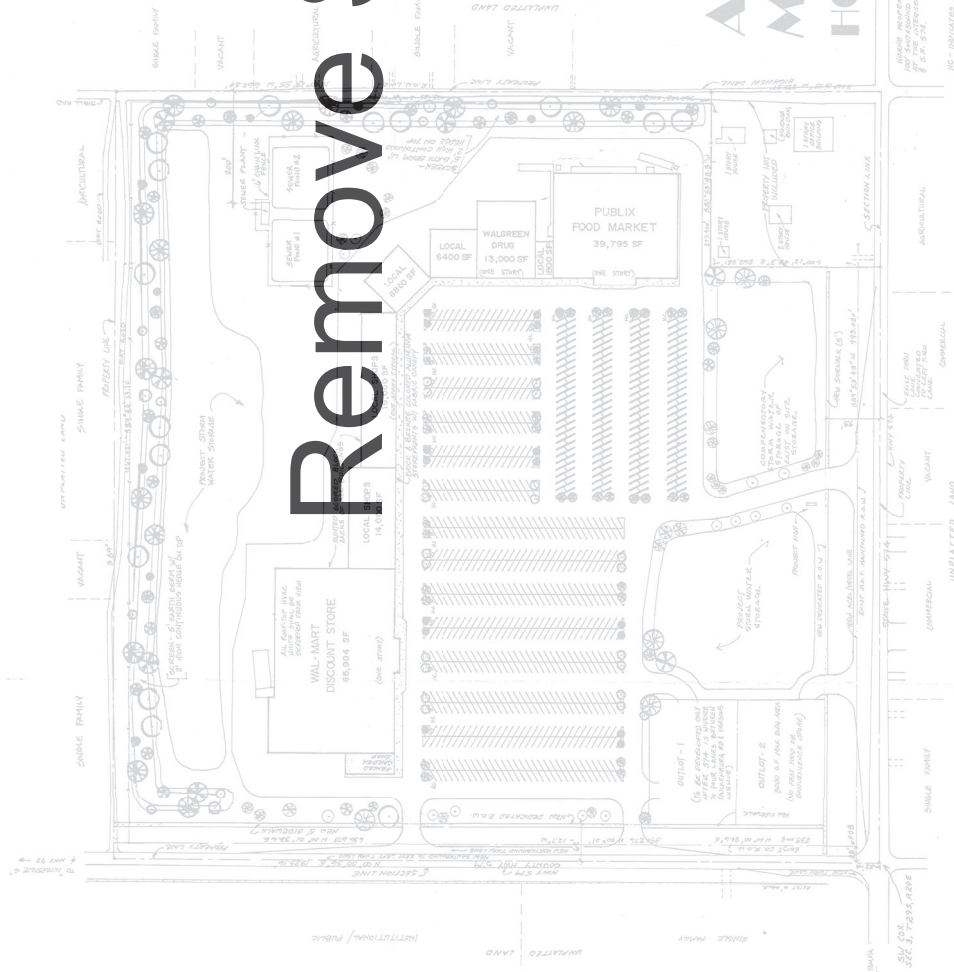
## **7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS**

### **Parking Reduction**

Staff finds that the justification for approving the proposed reduction of required parking spaces from 1,026 to 672 is based on: ITE standards; the inclusion of bicycle parking allowable under LDC Section 6.05.02.P; and use limits for the highest parking generating uses sufficiently demonstrates that proposed minimum number of spaces is adequate to accommodate the parking needs generated by the development.

See following pages for prior to certification changes illustration.

# Remove Sheet



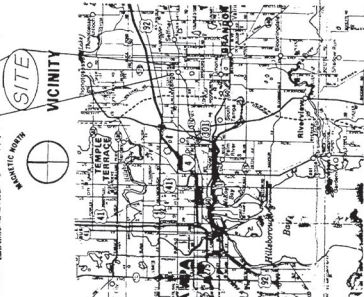
# SITE PLAN T=100'

[illegible]

**A NEW RETAIL FACILITY  
MANGO, FLORIDA  
HORNE PROPERTIES INC.**

Knoxville, TN

3-8-85



DSA Group, Inc.  
2005 Pan Am Circle  
Tampa, Florida 33607  
(813) 873-1222

BASE DRAWING PREPARED BY ARCHITECTURAL SERVICES GROUP, INC., DATED 1985.

**A NEW RETAIL FACILITY  
MANGO, FLORIDA  
HORNE PROPERTIES INC.**

Prepared By:  
DSA Group, Inc.  
DSA Comm No. 92013-T  
January 31, 1992

Sheet 1 of 3

LEGAL DESCRIPTION

14913 Z. DINEV, G. D. BARNETT, C. E. BARNETT, 14914 14915 14916 14917 14918 14919 14920 14921 14922 14923 14924 14925 14926 14927 14928 14929 14930 14931 14932 14933 14934 14935 14936 14937 14938 14939 14940 14941 14942 14943 14944 14945 14946 14947 14948 14949 14950 14951 14952 14953 14954 14955 14956 14957 14958 14959 14960 14961 14962 14963 14964 14965 14966 14967 14968 14969 14970 14971 14972 14973 14974 14975 14976 14977 14978 14979 14980 14981 14982 14983 14984 14985 14986 14987 14988 14989 14990 14991 14992 14993 14994 14995 14996 14997 14998 14999 15000 15001 15002 15003 15004 15005 15006 15007 15008 15009 15010 15011 15012 15013 15014 15015 15016 15017 15018 15019 15020 15021 15022 15023 15024 15025 15026 15027 15028 15029 15030 15031 15032 15033 15034 15035 15036 15037 15038 15039 15040 15041 15042 15043 15044 15045 15046 15047 15048 15049 15050 15051 15052 15053 15054 15055 15056 15057 15058 15059 15060 15061 15062 15063 15064 15065 15066 15067 15068 15069 15070 15071 15072 15073 15074 15075 15076 15077 15078 15079 15080 15081 15082 15083 15084 15085 15086 15087 15088 15089 15090 15091 15092 15093 15094 15095 15096 15097 15098 15099 15100 15101 15102 15103 15104 15105 15106 15107 15108 15109 15110 15111 15112 15113 15114 15115 15116 15117 15118 15119 15120 15121 15122 15123 15124 15125 15126 15127 15128 15129 15130 15131 15132 15133 15134 15135 15136 15137 15138 15139 15140 15141 15142 15143 15144 15145 15146 15147 15148 15149 15150 15151 15152 15153 15154 15155 15156 15157 15158 15159 15160 15161 15162 15163 15164 15165 15166 15167 15168 15169 15170 15171 15172 15173 15174 15175 15176 15177 15178 15179 15180 15181 15182 15183 15184 15185 15186 15187 15188 15189 15190 15191 15192 15193 15194 15195 15196 15197 15198 15199 15200 15201 15202 15203 15204 15205 15206 15207 15208 15209 15210 15211 15212 15213 15214 15215 15216 15217 15218 15219 15220 15221 15222 15223 15224 15225 15226 15227 15228 15229 15230 15231 15232 15233 15234 15235 15236 15237 15238 15239 15240 15241 15242 15243 15244 15245 15246 15247 15248 15249 15250 15251 15252 15253 15254 15255 15256 15257 15258 15259 15260 15261 15262 15263 15264 15265 15266 15267 15268 15269 15270 15271 15272 15273 15274 15275 15276 15277 15278 15279 15280 15281 15282 15283 15284 15285 15286 15287 15288 15289 15290 15291 15292 15293 15294 15295 15296 15297 15298 15299 15300 15301 15302 15303 15304 15305 15306 15307 15308 15309 15310 15311 15312 15313 15314 15315 15316 15317 15318 15319 15320 15321 15322 15323 15324 15325 15326 15327 15328 15329 15330 15331 15332 15333 15334 15335 15336 15337 15338 15339 15340 15341 15342 15343 15344 15345 15346 15347 15348 15349 15350 15351 15352 15353 15354 15355 15356 15357 15358 15359 15360 15361 15362 15363 15364 15365 15366 15367 15368 15369 15370 15371 15372 15373 15374 15375 15376 15377 15378 15379 15380 15381 15382 15383 15384 15385 15386 15387 15388 15389 15390 15391 15392 15393 15394 15395 15396 15397 15398 15399 15400 15401 15402 15403 15404 15405 15406 15407 15408 15409 15410 15411 15412 15413 15414 15415 15416 15417 15418 15419 15420 15421 15422 15423 15424 15425 15426 15427 15428 15429 15430 15431 15432 15433 15434 15435 15436 15437 15438 15439 15440 15441 15442 15443 15444 15445 15446 15447 15448 15449 15450 15451 15452 15453 15454 15455 15456 15457 15458 15459 15460 15461 15462 15463 15464 15465 15466 15467 15468 15469 15470 15471 15472 15473 15474 15475 15476 15477 15478 15479 15480 15481 15482 15483 15484 15485 15486 15487 15488 15489 15490 15491 15492 15493 15494 15495 15496 15497 15498 15499 15500 15501 15502 15503 15504 15505 15506 15507 15508 15509 15510 15511 15512 15513 15514 15515 15516 15517 15518 15519 15520 15521 15522 15523 15524 15525 15526 15527 15528 15529 15530 15531 15532 15533 15534 15535 15536 15537 15538 15539 15540 15541 15542 15543 15544 15545 15546 15547 15548 15549 15550 15551 15552 15553 15554 15555 15556 15557 15558 15559 15560 15561 15562 15563 15564 15565 15566 15567 15568 15569 15570 15571 15572 15573 15574 15575 15576 15577 15578 15579 15580 15581 15582 15583 15584 15585 15586 15587 15588 15589 15590 1559

LEGAL DESCRIPTION (Walmart Tax Plat)

Section 3, Township 29 South, Range 20 East. Commence at the Southwest corner of Section 3, Run N.00°00'36"W 93.00', N.89°52'43"E 62.02', N00°00'25"E 178.95', S.00°01'34"W 128.39', N.89°52'50"E 50.53', to P.O.B. N.00°07'10"W 651.02', S.00°17'18"E 125.25', N.89°52'50"E 300.00', S.00°07'10"E 350.00', N.89°52'50"E 80.00', S.00°07'10"E 338.02', S.44°52'50"W 63.64', S.89°52'50"W 391.00', to

08. 7.11 acres

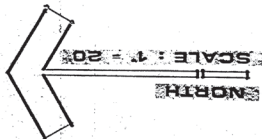
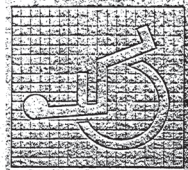
RETAIL SPACE  
MAIN-CENTER SQUARE FOOTAGE  
NORTH PARCEL SQUARE FOOTAGE  
SOUTH PARCEL SQUARE FOOTAGE  
TOTAL SQUARE FOOTAGE

HC - INDICATES PARKING FOR THE HANDICAPPED



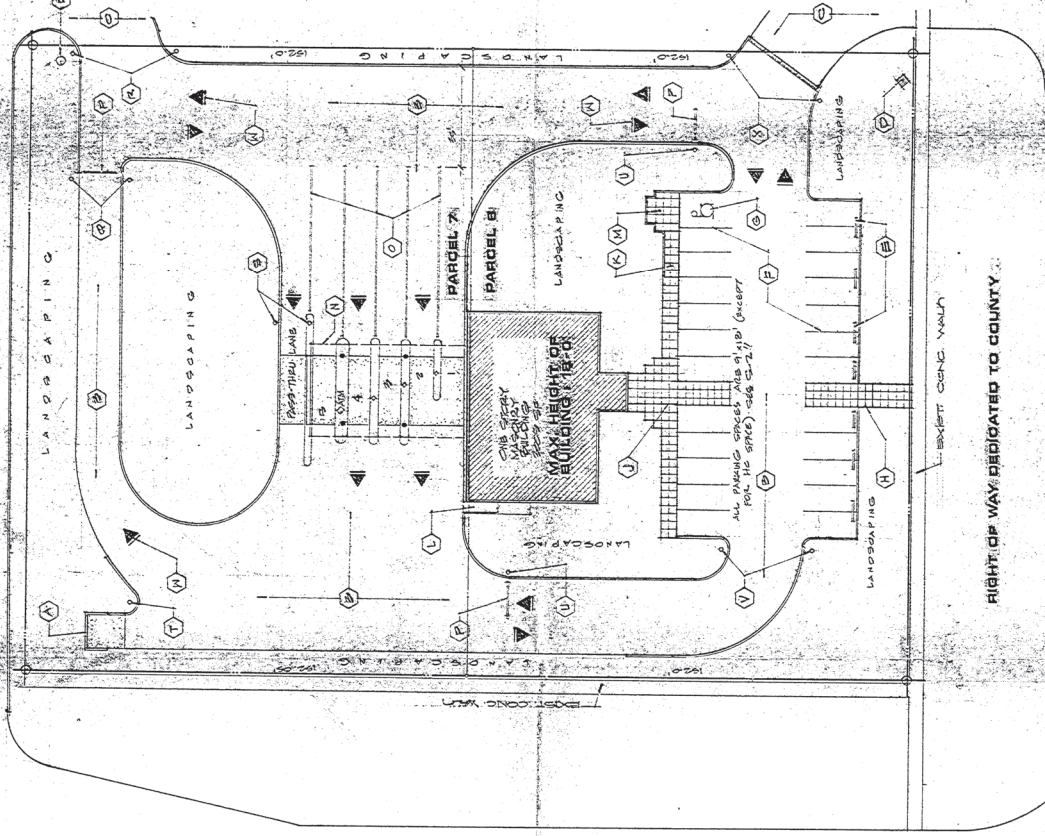
# SITE PLAN "100"

Modification Area  
PD 25-0265  
See Sheet 3 of 3

[illegible]

STATE NO. 514

RIGHT OF WAY DEDICATED TO COUNTY



- [illegible]

## GENERAL NOTES

### LEGAL DESCRIPTION:

[illegible]

**LEGAL DESCRIPTION - OVERALL.**

[illegible]

SITE INFORMATION:

SOURCE: C-1, NEGOTIATED  
SOURCES:  
INTERVIEW: PRICENT 300'  
SIZES: 1.0 -  
FEAR: 30.0

PAYROLL REQUISITION:  
1,000 SPS, 600 SPS, 800 SPS PER  
MONTH FOR 12 MONTHS HEAD.  
TOTAL PAYING 9,600 SPS PER MO.  
TOTAL PROVIDED: 24

SECURITY CLASSIFICATION:  
SECRET//SI//NF

SECRETION CLASSIFICATION:  
SECRET//SI//NF  
MAXIMUM UNCLASSIFIED  
TOTAL THE BUILDING 9,600 SPS PER MO.  
TOTAL THE BUILDING 9,600 SPS PER MO.

NO DOWNGRADING WITH CH USEB:

## SITE TABULATIONS

TOTAL SITE AREA : 69,364 SQ. FT. 13 AC.  
BUILDING AREA : 3,000 SQ. FT. 0.07  
IMPERVIOUS AREA : 24,481 SQ. FT. 0.56  
LANDSCAPING AREA : 12,178 SQ. FT. 0.22

WATER & SEWER BY  
HILLSBOROUGH COUNTY

ARCHITECTURAL SITE PLAN

TOP SECRET  
19 MAY 1987

NO.	DATE	REVISION
1	7/25/87	REMOVED SKETCH, INDICATED PAPER DIVISIONS.

Diagram illustrating the relationship between section numbers and sheet numbers:

- section number
- sheet no. section
- shown on
- sheet no. section
- taken from
- section/detail symbol

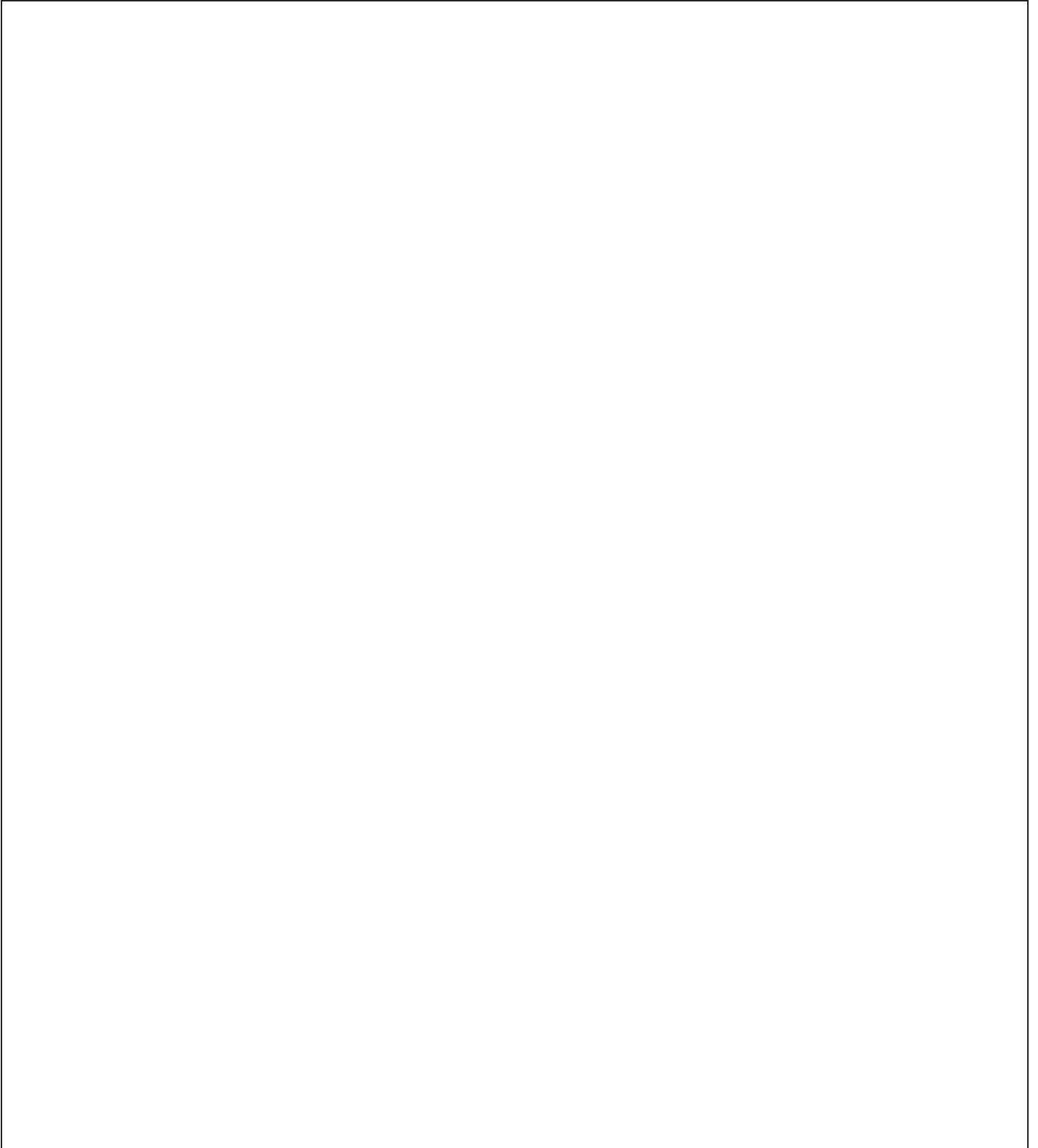
THE COLUMBIA BANK  
A BRANCH BANK FOR:  
MANGO, FLORIDA

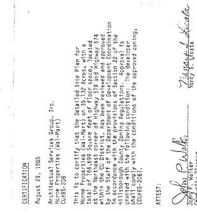
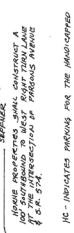
CONSULTANT	68-44 <i>James</i>
BERTRAM R. THOMAS, AIA	architects & planners 201 W. Platt street Tampa, Fla. 33601-5544



## 8.0 SITE PLANS (FULL)

### 8.1 Approved Site Plan (Full)



[illegible]

**ASG**  
ARCHITECTURAL SERVICES GROUP, INC.  
11831 KINGSTON PIKE  
KNOXVILLE, TN. 37922 (615) 966-7410

*PROJECT NO.*

1057

3-8-85

# SITE PLAN 1"=100'

3.8-85



STATE NO. 514

ALUM. BASED SIGNS, NORTH FACES READ "RIGHT TURN ONLY". SOUTH FACES READ "BANKING"

1547727



## 8.0 SITE PLANS (FULL)

### 8.2 Proposed Site Plan (Full)



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**9.0 FULL TRANSPORTATION REPORT (see following pages)**

## AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 03/14/2025

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA: ELOP

PETITION NO: PD 25-0265

- ☐ 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.

### **CONDITIONS OF APPROVAL**

The following conditions shall apply to the area which is the subject of MM 25-0265:

1. The area shall be permitted up to 222,000 s.f. of the following uses:
  - a. Shopping Center;
  - b. Retail, Convenience Goods and/or Shoppers' Goods;
  - c. Eating Establishment, Walk-In, Drive-In and/or Fast-food;
  - d. All uses permitted within the CN zoning district excluding Family Day Home, Schools, College and Universities, Libraries, Banquet and Recent Halls, Funeral Homes and Mortuaries, Wedding Chapel, Recreation Facilities, and Mini-Warehouse uses; and,
  - e. Big Box Retail (with any of the above or additional following uses permitted within the Big Box Retail building):
    - i. Services, Personal, Professional and/or Business;
    - ii. Motor Vehicle repair, Neighborhood Serving; and,
    - iii. Sales, Service and Repair of Tires.

A drive-through window/ drive-through use is permitted in connection with any of the uses permitted in the project. The above uses shall be further limited as described in zoning conditions 3 and 4.

2. Uses shall be constructed within a maximum of three (3) structures as shown on the PD site plan. Within the Big Box Retail portion of the project, any of the above uses may be included as tenants/uses within the box, and a minimum of 95% of such uses shall be accessed internally from within the Big Box store.
3. No development shall be permitted that causes cumulative development to exceed 15,156 gross average daily trips, 847 gross a.m. peak hour trips, or 1,285 gross p.m. peak hour trips. Additionally, concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within modification area. 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 not 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 development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

4. Parking for the modification area shall be permitted at a rate of 4.5 per 1,000 g.s.f. Additionally:
  - a. All uses within the modification area shall be included within a single shared parking agreement consistent with requirements of Sec. 6.05.02. of the LDC.
  - b. Notwithstanding the above, the above parking rate shall only apply for development within the modification area which includes a mix of uses which do not exceed certain cumulative individual use limits specified below. Development beyond those specific limits may be permitted within the modification area, subject to the available entailments and transportation trip cap referenced in condition 3, above; however, parking for such uses shall occur at the rates listed in Sec. 6.05.02 of the LDC.
    - i. No more than 12,000 s.f. of sit-down restaurant uses (without drive-through);
    - ii. No more than 2,000 s.f. of fast-food with drive-through uses; and,
    - iii. No more than 6,000 s.f. of fast-food without drive-through uses.

Notwithstanding the above, all uses within the Big Box store shall be parked at a rate of 4.5 per 1,000 s.f.

- c. The developer shall construct a minimum of 62 bicycle spaces, distributed throughout the project.
5. The Big Box portion of the development shall comply with LDC Sec. 6.11.106.
6. Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD modification area boundaries.
7. The modification area shall be served by (and limited to) the following vehicular access connections:
  - a. One (1) full access to Mango Rd.;
  - b. One (1) right-in/right-out access to Mango Rd.
  - c. One (1) right-in/right-out/left-in access to MLK Blvd.; and,
  - d. One (1) right-out only connection to Highview Rd.

Notwithstanding the above, the existing access connection within the modification area which serves folio 64328.0100 shall be permitted to remain.

8. Construction access to the site shall be restricted to those connections specified in conditions 7.a. through 7.c., above. The developer shall include a note regarding same on each site/construction plan submittal.
9. Prior to or concurrent with the initial increment of development within the modification area, the developer shall construct the following site access improvements:
  - a. Construct a southbound to eastbound left turn lane on Mango Rd. at the project's northernmost Mango Rd. entrance;
  - b. Construct a northbound to eastbound right turn lane on Mango Rd. at the project's southernmost Mango Rd. entrance;
  - c. Lengthen the existing northbound to eastbound right turn lane on Mango Rd. at the project's northernmost Mango Rd. entrance;
  - d. Unless otherwise approved by FDOT, the developer shall modify the existing median opening on MLK Blvd. serving the project, as shown on the site plan, such that left-out turning movements are prohibited;
  - e. Construct a dedicated, southbound to eastbound left turn lane on Mango Rd. at its intersection

with MLK Blvd. This turn lane shall be in addition to the existing shared through-left lane which currently exists at the intersection; and,

- f. Construct any other improvements deemed necessary by FDOT.
10. The developer shall provide vehicular and pedestrian interconnectivity between all uses within PD.
  11. If MM 25-0265 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated January 24, 2025) from the LDC Sec. 6.04.07 access spacing requirements for the project's Mango Rd. access connections, which was found approvable by the County Engineer (on March 17, 2025). Specifically, approval of this Administrative Variance will permit a reduction of the minimum access spacing for the northernmost project access on Mango Rd. as follows:
    - a. A variance of +/- 230 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 15 feet; and,
    - b. A variance of +/- 170 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 75 feet.
  12. If MM 25-0265 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated January 23, 2025) which was found approvable by the County Engineer (on March 17, 2025) for the Highview Rd. substandard road improvements required pursuant to Section 6.04.03.L. of the LDC. Approval of this Administrative Variance will waive the required substandard road improvements along Mango Rd.
  13. If MM 25-0265 is approved, the County Engineer will approve a Design Exception request (dated January 24, 2025), which was found approvable by the County Engineer (on March 17, 2025) for the Mango Rd. substandard road improvements. As Mango Rd. is a substandard arterial roadway, the developer will be required to construct the following improvements prior to or concurrent within the initial increment of (re)development within the PD modification area, consistent with the Design Exception request:
    - a. Within the southern segment (between MLK Blvd. and the southernmost project driveway on Mango Rd.), the developer shall:
      - i. Construct a 4-foot-wide raised concrete separator; and,
      - ii. Construct (or widen if necessary) existing and proposed travel and turn lanes such that they are 12-feet in width.
    - b. Within the northern segment (between the southern project driveway and the northern PD boundary) the developer shall:
      - i. Construct (or widen if necessary) existing and proposed travel and turn lanes such that they are 11-feet in width; and,
      - ii. Construct a 5-foot-wide paved shoulder along the east side of Mango Rd.
  14. If MM 25-0265 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated March 13, 2025) which was found approvable by the County Engineer (on March 17, 2025) from the Section 6.04.04.A.2. minimum throat depth requirements for the project's northernmost project access on Mango Rd. Approval of this Administrative Variance will reduce the minimum throat depth to 156 feet (measured from the closest edge of the right turn lane, as shown on the PD site plan).

### Other Conditions

- Prior to PD Site Plan Certification, the applicant shall revise the PD site plan to:
  - Add a footnote to the site data table which references to the 222,000 s.f. of proposed uses, which states “Uses further limited subject to a trip generation cap – see conditions of approval”.
  - Remove the “+/-” symbols on the building envelopes and replace with the term “maximum”. Staff notes that entitlements must be specified in maximum amounts and not approximate amounts.
  - Revise site note 10 to replace the word “roads” with the word “driveway”. Staff understand that the applicant intends to continue use of private driveway and does not need or wish to construct roadways, which would require design compliance with the applicable Typical Section standard from the Transportation Technica Manual (TTM).
  - Remove note 24. Staff notes that specific use sub limits are proposed for trip generation and parking purposes. Additionally, drive-through uses must be evaluated for compliance with Sec. 6.11.35. Appropriateness of drive-uses will be evaluated at the time of site/construction plan approval.
  - Correct the geometry of existing improvements shown on MLK. Staff notes aerial photography indicates that recent turn lane modifications were made to lengthen the existing westbound to southbound left turn lane on MLK Blvd. onto Lemon Ave. The site plan should be updated to correctly depict the existing configuration. Alternately, if the applicant is proposed to reverse those improvements, then the configuration shown on the PD site plan should be labeled as “Proposed Modification”.

### **PROJECT SUMMARY AND TRIP GENERATION**

The applicant is requesting a Major Modification (MM) to existing Planned Development (PD) 85-0206, as most recently amended via MM 92-0133. The modification area consists of multiple parcels, totaling +/- 32.82 ac., within a +/- 35.132 ac. PD. The existing PD is approved for 195,000 s.f. of entitlements. The area which is the subject of this PD has approvals for 189,000 s.f. of shopping center uses and other uses (e.g. grocery, pharmacy and other “local shops” as shown on the site plan, and designed as PD-C(N) uses within the conditions, excluding mini-warehouse). The area excluded from the current modification was approved for 6,000 s.f. of uses on two parcels (which have subsequently been combined into a single parcel. While this parcel also allowed PD-C(N) uses excluding mini-warehouse, the southern parcel was restricted such that no fast-food or convenience store uses would be permitted). Staff notes that the excluded parcel is currently occupied by a bank.

The applicant is proposing to modify permitted uses within the modification area to permit 222,000 s.f. of certain uses. Specifically, a maximum of 181,000 s.f. of Big Box Retail uses are permitted, with the remaining balance (41,000 s.f.) consisting of a shopping center (with two buildings) containing the following uses:

- a. Retail, Convenience Goods and/or Shoppers’ Goods
- b. Eating Establishment, Walk-In, Drive-In and/or Fast-food;
- c. Servies, Personal, Professional and/or Business;
- d. All uses permitted within the CN zoning District excluding Family Day Home, Schools, College and Universities, Libraries, Banquet and Recent Halls, Funeral Homes and Mortuaries, Wedding Chapel, Recreation Facilities, and Mini-Warehouse Uses.

As noted on the PD site plan, those specific uses may also be located within the big box store. Staff has proposed a condition which requires 95% of all uses within the big box to be accessed directly from within the box (e.g. an optical store or fast-food restaurant which may be located within the store would be accessed

from within, while a liquor store attached to the big box could be located within the same structure but have a separate entrance). For purposes of analyzing trip impacts for those uses, they would be considered under the Big Box Trip generation rate. Only other uses within the modification area (but outside of the box) would be analyzed by the appropriate specific land use code (an example of which is shown in the applicant's transportation analysis, and which was used to form the basis for the trip cap and parking rates as further described below).

In accordance with the Development Review Procedures Manual (DRPM), the developer submitted a trip generation and site access analysis for the proposed project. Staff has prepared a comparison of the number of trips potentially generated under the existing and proposed zoning designations, generally consistent with the applicant's transportation analysis, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11<sup>th</sup> Edition unless otherwise noted. Staff notes that trip generation for the +/- 2.3-acre portion of the PD was not included for purposes of the below comparison, but the existing trips from the bank site were included in the applicant's submitted analysis. Additionally, count data from the applicant's analysis indicated that the observed counts were approximately 33% higher than the trips would be expected in the p.m. peak hour based on an analysis utilize ITE rates. For the a.m. peak hour, counts obtained by the applicant were slightly less than double the amount of trips that ITE analysis indicated should be anticipated. In order to compare "apples to apples" the first comparison below utilizes ITE data for the existing and proposed trip generation comparison.

The second comparison below shows a mixture of observed and ITE data for the existing condition, and compares it to ITE data in the proposed comparison. The second comparison provides a more accurate picture of existing use impacts, but compares those impacts with ITE data (resulting in a less accurate comparison). Staff notes that the applicant has adjust the land use mix for the proposed condition to better represent shopping center impacts; however, it cannot be known whether observed conditions will still significantly differ from ITE anticipated rates.

ITE to ITE Comparison:

Existing Zoning (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 189,000 s.f. Shopping Center Uses (ITE LUC 820)	10,798	245	892

Proposed Zoning (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 222,000 s.f. Shopping Center Uses (ITE LUC 820)	11,660	265	1,002

Trip Generation Difference (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Net Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(+) 862</b>	<b>(+) 20</b>	<b>(+) 110</b>

Observed Counts and ITE to Adjusted ITE Comparison:

Existing Zoning (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 183,107 s.f. (Observed Counts)	10,645*	477	1,156
PD, 5,893 s.f. Shopping Center (Balance of Permitted but Undeveloped Uses) (LUC 820)	218	5	20
Subtotal:	10,863	482	1,176

\*24-hour observed count data unavailable, instead based on ITE data for LUC 820.

Proposed Zoning (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Up to 222,000 s.f. Mix of Uses Subject to Trip Generation Cap	15,156	847	1,285

Trip Generation Difference (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Net Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(+) 4,293</b>	<b>(+) 365</b>	<b>(+) 109</b>

## **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

Mango Rd. (CR 579). is a 2-lane, publicly maintained, substandard, arterial roadway. The roadway is owned and maintained by Hillsborough County, and lies within a +/- 100-foot-wide right-of-way along the project's frontage. The roadway is characterized by +/- 11-foot-wide travel lanes in average condition. There are no bicycle facilities present in the immediate vicinity of the proposed project. There are +/- 5-foot-wide sidewalks along portions of the east and west sides of the roadway in the vicinity of the proposed project.

Mango Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane roadway. Although there is insufficient right-of-way to accommodate the future 4-lane roadway, the developer of the subject property had previously dedicated additional right-of-way along its frontage. Given this, no additional right-of-way is necessary from the subject developer to accommodate the future widening. Any additional right-of-way needed for that segment of the roadway along the project's frontage will need to come from the western side of the existing right-of-way.

MLK Blvd. is a 6-lane, publicly maintained, principal arterial roadway. The roadway is owned and maintained by the Florida Department of Transportation (FDOT), and lies within a +/- 130-foot-wide right-of-way along the project's frontage. The roadway is characterized by +/- 12-foot-wide travel lanes in average condition. There are bicycle facilities present along certain segments of MLK Blvd. in the immediate vicinity of the proposed project. There are +/- 5-foot-wide to 6-foot-wide sidewalks along the north and south sides of the roadway in the vicinity of the proposed project.

No comments have been formally received by FDOT regarding this project as of the date of the writing of this report.

Highview Rd. is a 2-lane, publicly maintained, substandard, local roadway. The roadway is owned and maintained by Hillsborough County, and lies within a +/- variable width right-of-way (between +/- 40 feet and +/- 47 feet in width) in the vicinity of the proposed project. The roadway is characterized by +/- 10-foot-wide travel lanes in average condition just south of the project, and transitioning to +/- 15-feet of pavement along the project's frontage. There are no bicycle facilities present along the roadway. There are +/- 5-foot-wide to 6-foot-wide sidewalks along the east and west sides of the roadway in the vicinity of the proposed project.

## **SITE ACCESS**

The project currently is served by two access connections to Mango Rd. and two access connections to MLK Blvd. The applicant is proposing to reconfigure project access as required pursuant to coordination with FDOT, and also as a result of discussions with Hillsborough County. Specifically, the existing median opening on the project's easternmost MLK Blvd. access is being modified to prevent left-out turning movements. Given this, all outbound traffic withing to turn east would have to exit the project to make a U-turn across three lanes of traffic, and there would be insufficient capacity in the existing westbound to southbound left turn lane at the intersection of MLK Blvd. and Lemon St. to accommodate such traffic.

Given this, most project traffic making this movement is anticipated to exit the site utilizing the northernmost project access on Mango Rd., which would then be able to utilize the signal at the intersection. The applicant is proposing construction of an additional dedicated southbound to eastbound left turn lane to help the intersection handle the existing traffic at the intersection (and additional traffic which is anticipated to be generated by the project).

Staff remained concerned due to the proximity of Mango Elementary School across the street from the project, and the intensification of trips which would result on Mango Rd. (and present additional conflicts, particularly during times of school drop-off and pick-up). Subsequently the applicant agreed to add an additional exit-only driveway on Highview Rd., which will allow traffic exiting the site and going east on MLK Blvd. to have access to the traffic signal at the intersection of MLK Blvd. and Highview Rd. Such access also helps better distribute existing trips and provides alternative travel paths during periods of peak congestion.

In accordance with Sec. 6.04.04.D. of the LDC, the applicant is proposing additional site access improvements (turn lanes) at a variety of project access connections and affected intersections. These improvements are listed in the proposed conditions of approved, above.

### **PD VARIATION - PARKING**

The applicant is requesting relief from the Sec. 6.05 LDC parking requirements for uses within the modification area. The applicant provided an initial request for parking which sought to provide a minimum of 1,026 spaces for the proposed development. Staff was concerned given the way the land use approvals are structured and the flexibility which may be permitted for certain uses given the trip cap which the applicant agreed to in order to ensure that the broad range of entitlements sought does not exceed the amount of transportation impacts studied by the applicant's analysis, and wide range of uses which could be constructed which would exceed the typical 4.5 per 1,000 g.s.f. rate which would be typically permitted for a shopping center of this size and configuration (not accounting for outparcels which are typically analyzed separately for parking purposes in accordance with Article XII of the LDC).

Staff notes that based on the mix of uses studied by the applicant for purposes of developing the trip cap (which may or may not be what is ultimately constructed), the site would be anticipated to generate demand for 1,229 spaces, as shown in the example calculation below.

<u>Type of Use</u>	<u>Size of Use</u>	<u>LDC Rate</u> (per 1,000 s.f.)	<u>Spaces</u> <u>Required</u>
Big Box	181,000	4.5	814.5
Shopping Center	21,000	4.5	94.5
High Turnover Sit Down	12,000	15	180
FF w/ DT	2,000	10	20
FF w/o DT	6,000	20	120
<b>Subtotal:</b>	<b>222,000</b>		<b>1,229</b>

As noted above, staff had concerns with how to apply a parking rate variation when the ultimate mix of uses was not known. After examination of supporting ITE data from the 6<sup>th</sup> Edition of the Parking Generation Manual, staff and the applicant ultimately decided to agree to a rate of 4.5 spaces per 1,000 s.f. for most of the uses. This represents a reduction of +/- 18.7%.

Several conditions would be required to ensure form of the development (i.e. construction of 3 buildings thus ensuring the big box and shopping center are constructed as intended), that all parking spaces/sues would be included in a shared parking agreement which allows parking to be shared between all uses within the modification area as needed, and certain land use "sub-limits" for the highest parking generating uses (i.e. eating establishments). Additionally, and consistent with Sec. 6.05.02.P.1 of the LDC, the first 5% of parking

spaces is reduced via the process described therein (i.e. a 1:1 reduction of parking spaces in exchange for the provision of bicycle parking, up to 5%). Staff utilized those provisions to reach the calculation of 62 required bicycle parking spaces, which shall be distributed throughout the uses within the modification area (and which staff included as a condition herein).

#### **REQUESTED ADMINISTRATIVE VARIANCE #1 – MANGO RD. ACCESS SPACING**

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated January 24, 2025) from the Section 6.04.07 LDC requirement, governing access spacing. The Hillsborough County LDC requires a minimum connection spacing of 245 feet for a Class 5 roadway with a posted speed of 45 miles per hour or less. The applicant is seeking the following variances relative to its northernmost proposed project access on Mango Rd.:

1. A variance of +/- 230 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 15 feet; and,
2. A variance of +/- 170 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 75 feet

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable subject to conditions (on March 17, 2025). If MM 25-0265 is approved by the Board of County Commissioners, the County Engineer will approve the above referenced Administrative Variance request.

#### **REQUESTED ADMINISTRATIVE VARIANCE #2 – HIGHVIEW RD. SUBSTANDARD RD.**

As Highview rd. is a substandard roadway, the applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B Administrative Variance (dated January 23, 2025) which was found approvable by the County Engineer (on March 17, 2025) for the Highview Rd. substandard road improvements. Approval of this Administrative Variance will waive the substandard road improvements required by Section 6.04.03.L. of the LDC.

If MM 25-0265 is approved by the Board of County Commissioners, the County Engineer will approve the above referenced Administrative Variance request.

#### **REQUESTED ADMINISTRATIVE VARIANCE #3 – THROAT DEPTH (NORTHERNMOST MANGO RD. ACCESS)**

The applicant's Engineer of Record (EOR) previously submitted a Section 6.04.02.B Administrative Variance (dated March 13, 2025) which was approved by the County Engineer (on March 17, 2025) for a reduction of minimum throat depth requirements at the northernmost project access to Mango Rd. Approval of this Administrative Variance reduced the minimum 250-foot throat depth requirement to allow a the first point of conflict to be located 156 feet from the closest edge of the right turn lane (as shown on the PD site plan). Staff notes this request was not based on the proper method for measuring throat depth (which is measured from the edge of the travel lane, not the edge of the right turn lane); however, this alternative measurement results in greater throat depth (approximately 11 additional feet) beyond what is requested above.

If MM 25-0265 is approved by the Board of County Commissioners, the County Engineer will approve the above referenced Administrative Variance request.

#### **DESIGN EXCEPTION – MANGO RD. SUBSTANDARD ROAD**

As Mango Rd. is a substandard arterial roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated January 24, 2025) to determine the specific improvements which would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on March 17, 2025). The request was split into two segments: a

southern segment (defined as that part of Mango Rd. between MLK Blvd. and the southernmost project driveway on Mango Rd.), and a northern segment (defined as the area between the southern project driveway and the northern PD boundary).

Within the southern segment, the deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-4 Typical Section (for 2-Lane, Urban Collector Roadways) include:

1. Placing a 4-foot-wide raised concrete median to prevent westbound and southbound left turn lanes at the southernmost project driveway on Mango Rd. in lieu of the 22-foot wide median that is typically required for divided 2-lane collector roadways (reference TS-5);
2. Permitting 12-foot-wide travel and turn lanes, in lieu of the 11-foot-wide travel lanes required per TS-4; and,
3. Eliminating the 7-foot-wide buffered bicycle lanes required per TS-4.

Within the southern segment, the deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 Typical Section (for 2-Lane, Local and Collector Rural Roadways) include:

1. Permitting 11-foot-wide travel and turn lanes, in lieu of the 12-foot-wide travel and turn lanes required per TS-7; and,
1. Permitting open dragline to be reduced in width from the 19 feet identified in the TS-7, but ensuring maintenance of a 1:4 maximum side slope; and,
2. Permitting a 5-foot-wide paved shoulder in lieu of the 8-foot-wide established shoulder, of which 5-feet is required to be paved per TS-7.

If MM 25-0265 is approved by the Board of County Commissioners, the County Engineer will approve the above referenced Administrative Variance request.

### **ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

Level of Service (LOS) information for adjacent roadway sections is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
MLK Blvd.	I-75	Highview Rd.	D	C
Mango Rd.	MLK Blvd.	US 92	D	C

Source: Hillsborough County 2020 Level of Service Report.

## Ratliff, James

---

**From:** Williams, Michael  
**Sent:** Monday, March 17, 2025 7:16 PM  
**To:** Vicki Castro; Michael Yates  
**Cc:** Kami Corbett; Jaime Maier; Ball, Fred (Sam); Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake  
**Subject:** FW: MM 25-0265 Administrative Variance & Design Exception Reviews  
**Attachments:** 25-0265 DReq 01-24-25.pdf; 25-0265 AVReq 01-24-25.pdf; 25-0265 AVReq 01-24-25\_1.pdf; 25-0265 AVReq 03-17-25.pdf

Vicki/Michael - I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and one Design Exception (DE) for PD 25-0265 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](mailto: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](mailto: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](mailto:Williamsm@HCFL.gov)  
**W:** HCFLGov.net

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**Hillsborough County**  
601 E. Kennedy Blvd., Tampa, FL 33602

---

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---

**From:** Tirado, Sheida <TiradoS@hcfl.gov>  
**Sent:** Monday, March 17, 2025 7:11 PM  
**To:** Williams, Michael <WilliamsM@hcfl.gov>  
**Cc:** Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>  
**Subject:** MM 25-0265 Administrative Variance & Design Exception Reviews

Hello Mike,

The attached AVs and DE are Approvable to me, please include the following people in your response email:

[vcastro@palmtraffic.com](mailto:vcastro@palmtraffic.com)  
[myates@palmtraffic.com](mailto:myates@palmtraffic.com)  
[kami.corbett@hwhlaw.com](mailto:kami.corbett@hwhlaw.com)  
[jaimemaier@hwhlaw.com](mailto:jaimemaier@hwhlaw.com)  
[ballf@hcfl.gov](mailto:ballf@hcfl.gov)  
[ratliffja@hcfl.gov](mailto:ratliffja@hcfl.gov)

Best Regards,

**Sheida L. Tirado, PE**  
**Transportation Review Manager**  
Development Services Department

E: [TiradoS@HCFL.gov](mailto:TiradoS@HCFL.gov)  
P: (813) 276-8364 | M: (813) 564-4676

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**Hillsborough County Florida**

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January 24, 2025

Mr. Michael Williams, P.E.  
Hillsborough County Development Services Department  
Development Review Director  
County Engineer  
601 E. Kennedy Boulevard, 20<sup>th</sup> Floor  
Tampa, FL 33602

RE: Mango Plaza (MM 25-0265)  
Folio: 064328-0050, 064328-0000  
Administrative Variance Request – Minimum Spacing – CR 579 (Mango Road)  
Palm Traffic Project No. T24087

Dear Mr. Williams:

This letter documents our request for an administrative variance to Hillsborough County Land Development Code (LDC) Section 6.04.07 (minimum spacing) for access to CR 579 (Mango Road) for the project. The project is located north of SR 574 and east of CR 579 in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on January 16, 2025, with Hillsborough County staff.

The approximately 31.3-acre property is currently occupied by the existing Mango Plaza shopping center. The proposed redevelopment of the shopping center will consist of an approximately 180,566 square foot Walmart and 40,373 square feet of Retail.

The accesses for the project will remain unchanged, except for the addition of the limited egress to Highview Road, and will be as follows:

- One (1) left-in/right-in/right-out access to SR 574 (currently a full access)
- One (1) right-in/right-out access to SR 574 (Fifth Third Bank)
- One (1) right-in/right-out access to Mango Road
- One (1) full access to Mango Road
- One (1) right-out only access to Highview Road.

Mango Road is identified in the Hillsborough County Functional Classification Map as an Arterial roadway and has a posted speed limit of 45 mph. The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing for the full access (northern access) to Mango Road. Based on Section 6.04.07, the connection spacing for Mango Road is 245 feet for a Class 6 road. Figure 2 illustrates the proposed driveway locations relative to the existing driveway location.

Justification must address Section 6.04.02.B.3 criteria (a), (b) and (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability that the following circumstances are met:

**a) There is unreasonable burden on the applicant**

The request is to maintain the existing access locations that have served this project for over 30 years. With the introduction of a raised median, the southern access on Mango Road will meet the connection spacing standard of 245 feet. However, while the northern access meets the connection spacing standard of 245 feet for driveways on the east side of Mango Road, there are two driveways (noted as C and D in Figure 2) on the west side of Mango Road that serve the existing school that do not meet the connection spacing standard. The existing driveway

separation on Mango Road in proximity to the northern project driveway are shown in Table 1. There are some existing utilities that make relocating the driveway to the north extremely difficult. Given this is the only full access driveway for the project on Mango Road and has existed in this location for more than 30 years, meeting the connection spacing standard is not possible, and therefore, not approving the variance would be an unreasonable burden on the applicant.

**b) The variance would not be detrimental to the public health, safety and welfare.**

The existing full access to the project, is approximately 15 feet south of the existing driveway to Mango Elementary front entry (noted as Driveway C in Figure 2). This access point has relatively low traffic volumes and is not the primary parent pick-up and drop-off location, which is the driveway to the south (noted as Driveway D in Figure 2). To minimize the conflict to the two Mango Elementary School driveways west of the primary full access to the project, the application will extend the southbound right turn lane on the west side of Mango Road, to allow for the existing right turn lane to serve both the main entrance driveway and also the parent pick-up/drop-off right-in only driveway. Given the Mango Elementary School layout, the historic operation of the project driveway and the proposed improvement to the Mango Elementary driveway, the driveway spacing would not be detrimental to the public health, safety and welfare of the motoring public.

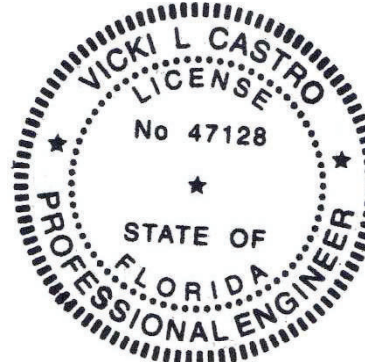
**c) Without the variance, reasonable access cannot be provided.**

The access spacing variance is requested to maintain the historic use of this driveway, provide a functional site layout and provides the only full access driveway to Mango Road for this development. Without the variance, reasonable to the property could not be provided.

Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

Vicki L Castro, P.E.  
Principal



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

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

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

\_\_\_\_\_ Disapproved \_\_\_\_\_ Approved with Conditions \_\_\_\_\_ Approved

If there are any further questions or you need clarification, please contact Sheida Tirado, P.E.

Sincerely,

Michael J. Williams  
Hillsborough County Engineer

Figure 1. Location Map

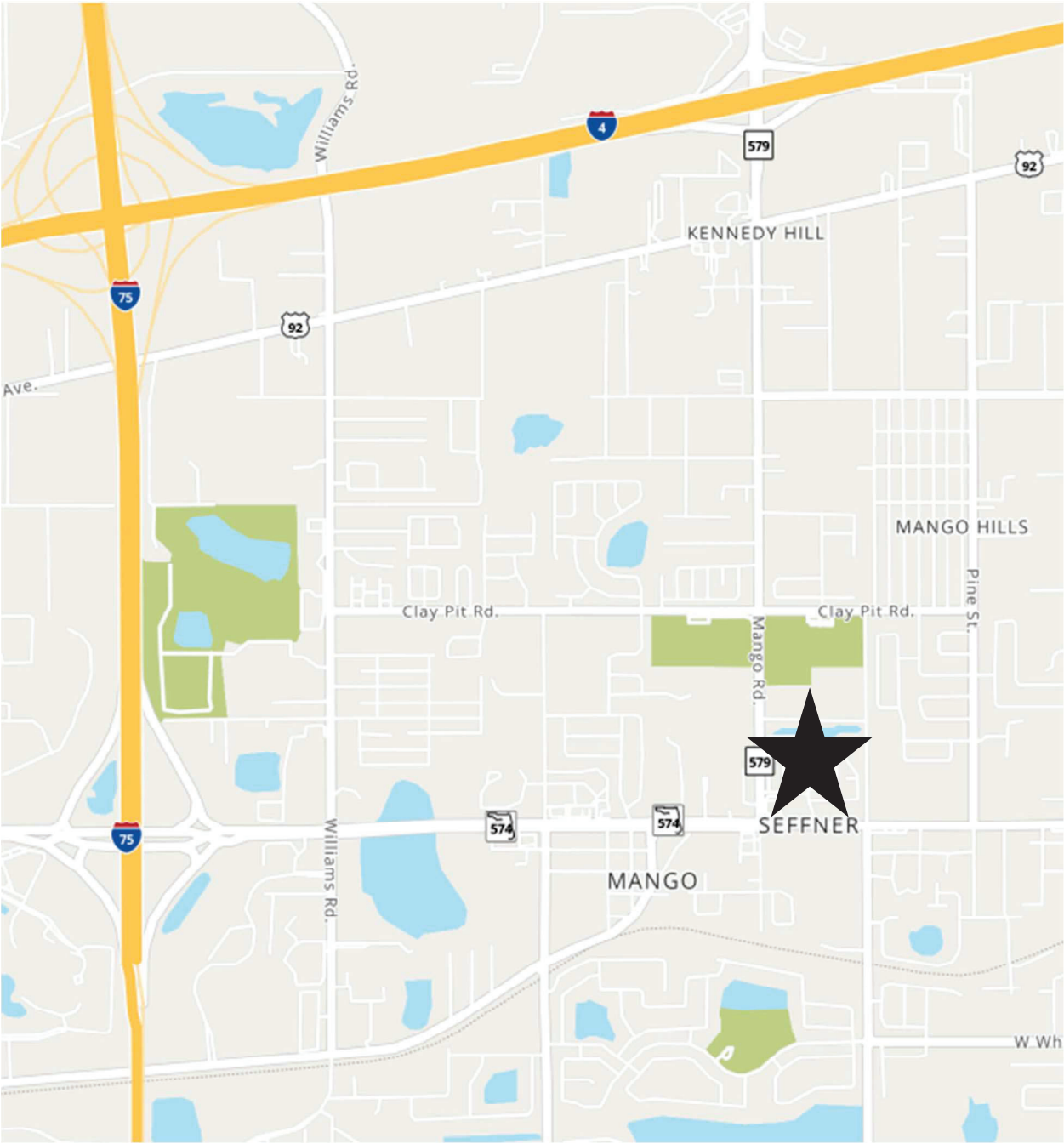
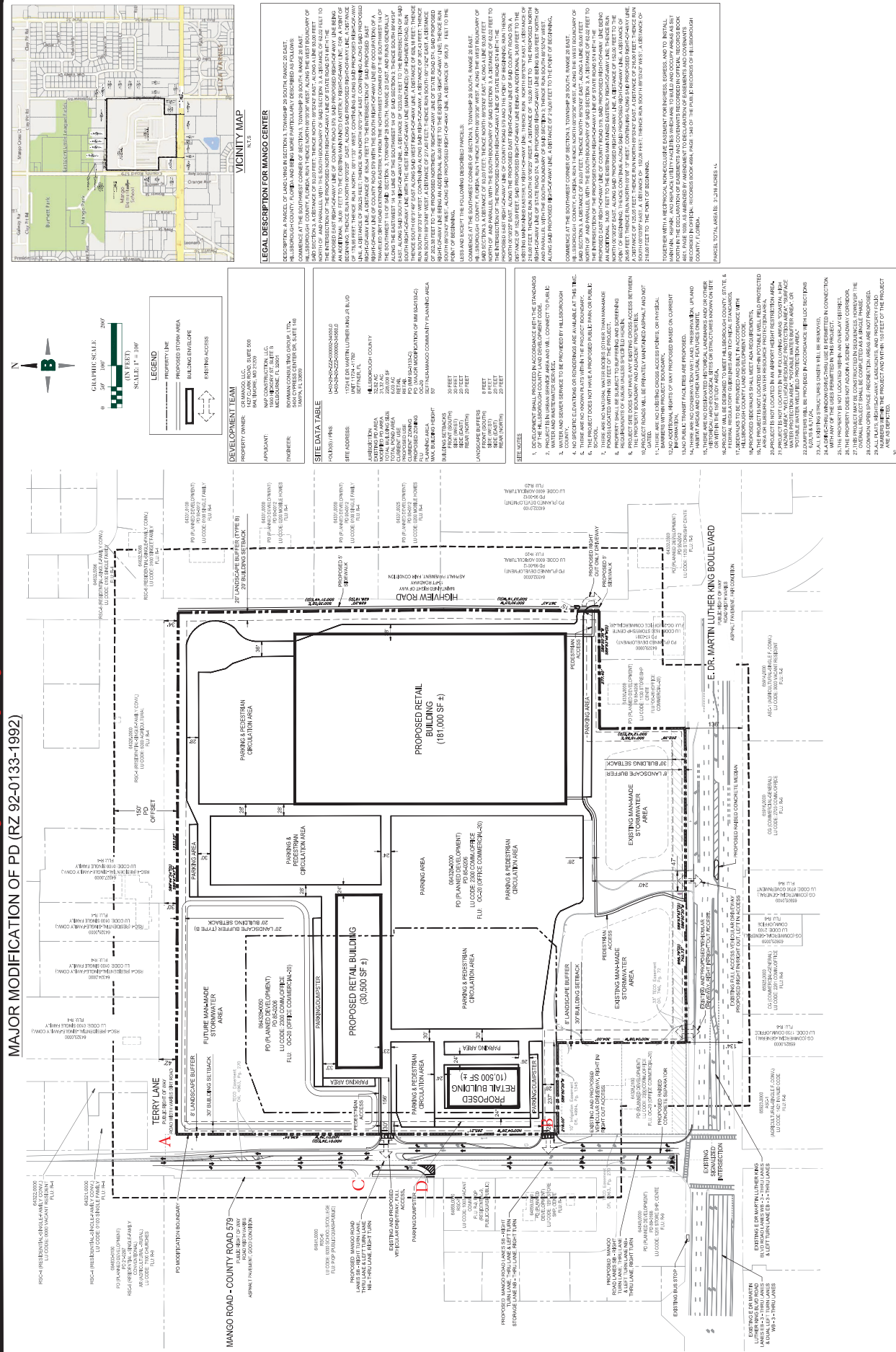


Table 1. Driveway Spacing

<u>Driveway</u>	Spacing From <u>Project Driveway</u>
A	510'
B	350'
C	15'
D	75'

Figure 2: Access Spacing



## Ratliff, James

---

**From:** Williams, Michael  
**Sent:** Monday, March 17, 2025 7:16 PM  
**To:** Vicki Castro; Michael Yates  
**Cc:** Kami Corbett; Jaime Maier; Ball, Fred (Sam); Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake  
**Subject:** FW: MM 25-0265 Administrative Variance & Design Exception Reviews  
**Attachments:** 25-0265 DReq 01-24-25.pdf; 25-0265 AVReq 01-24-25.pdf; 25-0265 AVReq 01-24-25\_1.pdf; 25-0265 AVReq 03-17-25.pdf

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Mike

**Michael J. Williams, P.E.**  
**Director, Development Review**  
**County Engineer**  
Development Services Department

---

**P:** (813) 307-1851  
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---

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**From:** Tirado, Sheida <TiradoS@hcfl.gov>  
**Sent:** Monday, March 17, 2025 7:11 PM  
**To:** Williams, Michael <WilliamsM@hcfl.gov>  
**Cc:** Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>  
**Subject:** MM 25-0265 Administrative Variance & Design Exception Reviews

Hello Mike,

The attached AVs and DE are Approvable to me, please include the following people in your response email:

[vcastro@palmtraffic.com](mailto:vcastro@palmtraffic.com)  
[myates@palmtraffic.com](mailto:myates@palmtraffic.com)  
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[jaimemaier@hwhlaw.com](mailto:jaimemaier@hwhlaw.com)  
[ballf@hcfl.gov](mailto:ballf@hcfl.gov)  
[ratliffja@hcfl.gov](mailto:ratliffja@hcfl.gov)

Best Regards,

**Sheida L. Tirado, PE**  
**Transportation Review Manager**  
Development Services Department

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**Hillsborough County Florida**

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January 23, 2025

Mr. Michael Williams, P.E.  
Hillsborough County Development Services Department  
Development Review Director  
County Engineer  
601 E. Kennedy Boulevard, 20<sup>th</sup> Floor  
Tampa, FL 33602

RE: Mango Plaza (MM 25-0265)  
Folios: 064328-0050, 064328-0000  
Administrative Variance Request – Highview Road  
Palm Traffic Project No. T24087

Dear Mr. Williams:

The purpose of this letter is to provide justification for the administrative variance to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed redevelopment of the Mango Plaza shopping center located north of SR 574 and east of Mango Road in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on January 16, 2025, with Hillsborough County staff.

The approximately 31.3-acre property is currently occupied by the existing Mango Plaza shopping center. The proposed redevelopment of the shopping center will consist of an approximately 180,566 square foot Walmart and 40,373 square feet of Retail.

The accesses for the project will remain unchanged, except for the addition of the limited egress to Highview Road, and will be as follows:

- One (1) left-in/right-in/right-out access to SR 574 (currently a full access)
- One (1) right-in/right-out access to SR 574 (Fifth Third Bank)
- One (1) right-in/right-out access to Mango Road
- One (1) full access to Mango Road
- One (1) right-out only access to Highview Road.

This request is for an administrative variance to the TS-4 typical section of the Hillsborough County Transportation Technical Manual in accordance with LDC Section 6.04.02.B for the section of Highview Road from SR 574 to the project driveway, for the following reasons: (a) there is an unreasonable burden on the applicant; (b) the variance would not be detrimental to the public health, safety and welfare; and (c) without the variance, reasonable access cannot be provided. These items are further discussed below.

**a) There is unreasonable burden on the applicant**

The existing ROW along Highview Road is approximately 50 feet. The typical TS-4 section for urban collector roadway requires a minimum of 64 feet of ROW with 11-foot travel lanes, a 7-foot buffered bike lane, F type curb and gutter and

a 5-foot sidewalk. The adjacent segment of Highview Road has approximately 11-foot travel, with F type curb and gutter, and a sidewalk along both sides of the roadway. However, the sidewalk along the east side of Highview Road is located at the back of curb. Due to the constrained right of way on Highview Road, the buffered bike lanes, wider shoulders and location of sidewalk cannot be provided. In addition, the connection to Highview Road is limited to right-out only and will limit the project traffic using the secondary access. Therefore, the requirement to improve Highview Road is unreasonable.

**b) The variance would not be detrimental to the public health, safety and welfare.**

Highview Road currently has 11-foot travel lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 11-foot lanes may be used. The posted speed limit on Highview Road is 25 mph. The existing 11-foot travel lanes help keep the speed down and help provide a safer section that serves the neighborhood. Given the information outlined in this section, the existing roadway section would not be detrimental to the public health, safety and welfare of the motoring public.

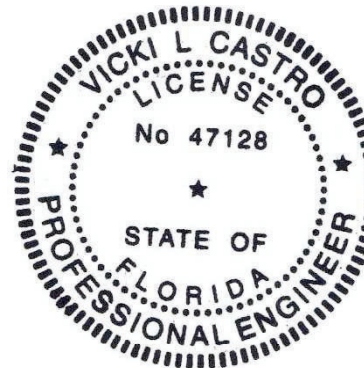
**c) Without the variance, reasonable access cannot be provided.**

The proposed project will only add the one (1) right-out only access to Highview Road. This will provide a secondary exit to the project on a County collector roadway. Again, without the variance, reasonable access cannot be provided.

Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

Vicki L Castro, P.E.  
Principal



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

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

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

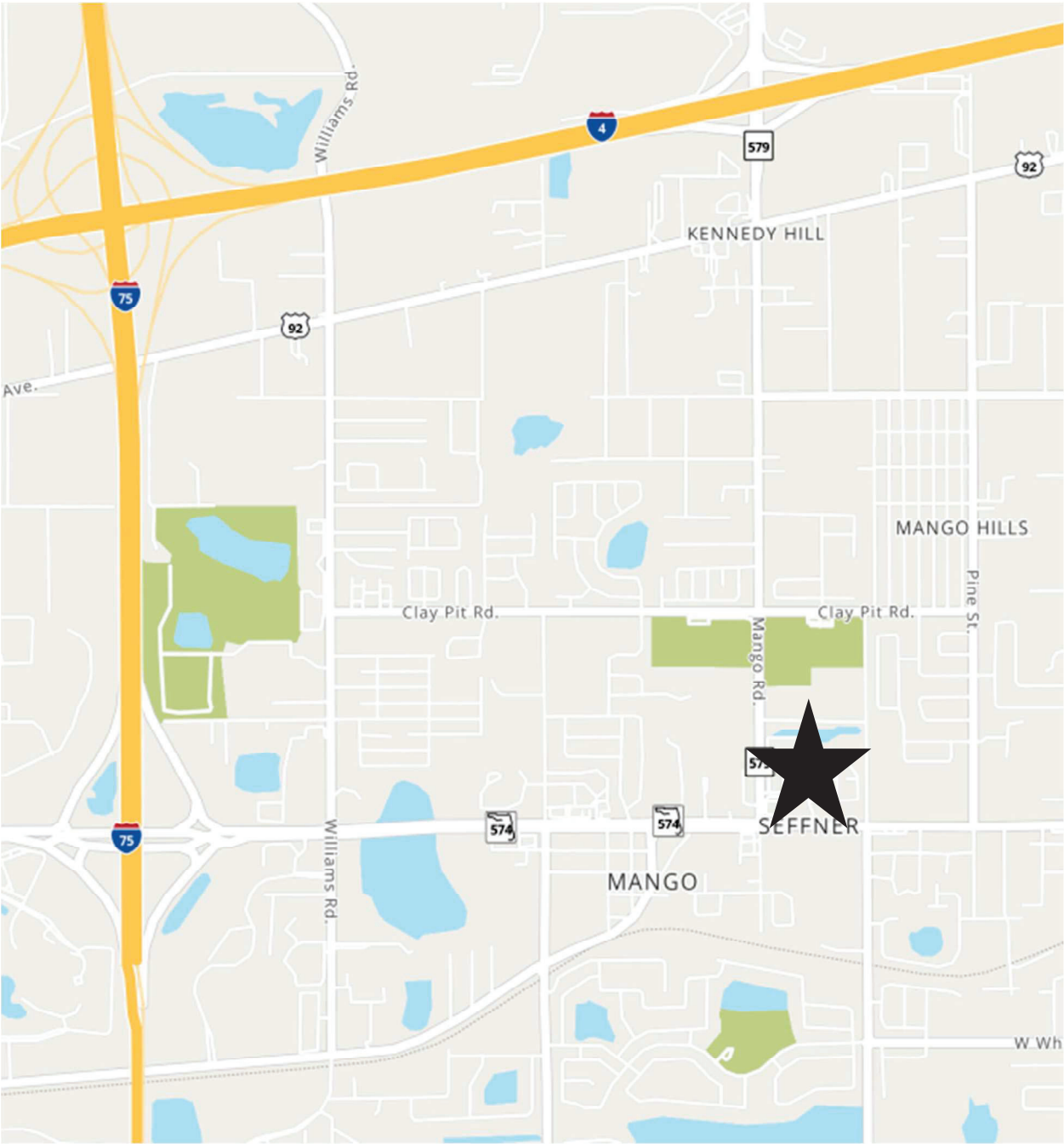
\_\_\_\_\_ Disapproved \_\_\_\_\_ Approved with Conditions \_\_\_\_\_ Approved

If there are any further questions or you need clarification, please contact Sheida Tirado, P.E.

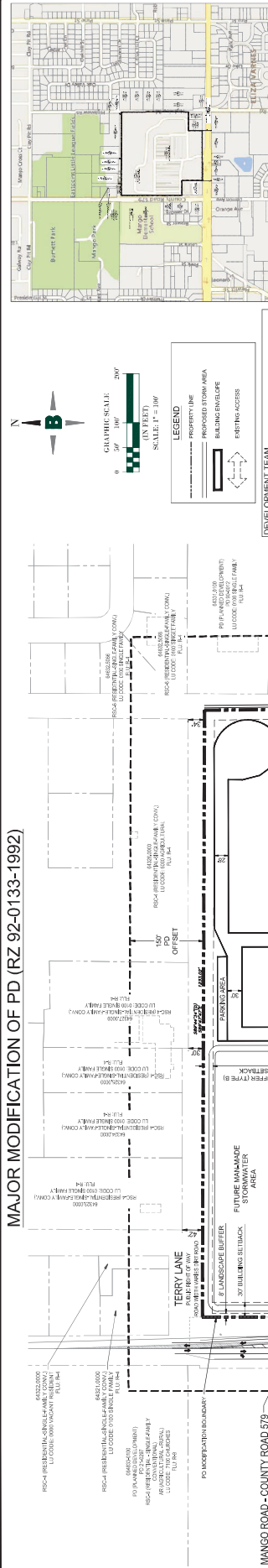
Sincerely,

Michael J. Williams  
Hillsborough County Engineer

Figure 1. Location Map



## MAJOR MODIFICATION OF PD (RZ 92-0133-1992)



**VICINITY MAP**  
N.T.S.

**DR MANGO CENTER**

**DR MANGO CENTER**

[illegible]

## SITE DATA TABL

[illegible]

**THE NC**

1. DEVELOPMENT SHALL PROCEED IN ACCORDANCE WITH THE STANDARDS OF THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE.
2. PROJECT IS IN URBAN SERVICE AREA AND WILL CONNECT TO PUBLIC WATER AND SEWER SERVICE.
3. WATER AND SEWER SERVICE TO BE PROVIDED BY HILLSBOROUGH COUNTY.
4. NO SPECIFIC ELEVATIONS OR ORIENTATIONS ARE AVAILABLE AT THIS TIME.
5. THERE ARE NO KNOWN PLATS WITHIN THE PROJECT'S BOUNDARY.
6. PROJECT DOES NOT HAVE A PROPOSED PUBLIC PARK OR PUBLIC OPEN SPACE.
7. THERE ARE NO NATURAL WATER BODIES OTHER THAN MANMADE POND(S) LOCATED WITHIN 150 FEET OF THE PROJECT.
8. PROPERTY SHALL BE SUBJECT TO BUILDING AND ZONING ORDINANCES.
9. PROJECT SITE DOES NOT HAVE ANY EXISTING CROSS-ACCESS BETWEEN ADJACENT PARCELS.
10. PROJECT BOUNDARY AND ADJACENT PROPERTIES.
11. PROJECT ROADS TO BE PRIVATELY MAINTAINED ASPHALT.
12. PROJECT SHALL BE SUBJECT TO ALL CITY AND COUNTY ORDINANCES.

11. THE  
END

- [illegible]

**Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths**

Context Classification		Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
		Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
		25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
<b>C1</b>	Natural	11	11	12	11	11	12	N/A	
<b>C2</b>	Rural	11	11	12	11	11	12		
<b>C2T</b>	Rural Town	11	11	12	11	11	12	12	12
<b>C3</b>	Suburban	10	11	12	10	11	12	11	12
<b>C4</b>	Urban General	10	11	12	10	11	12	11	12
<b>C5</b>	Urban Center	10	11	12	10	11	12	11	12
<b>C6</b>	Urban Core	10	11	12	10	11	12	11	12

**Notes:**

**Travel Lanes:**

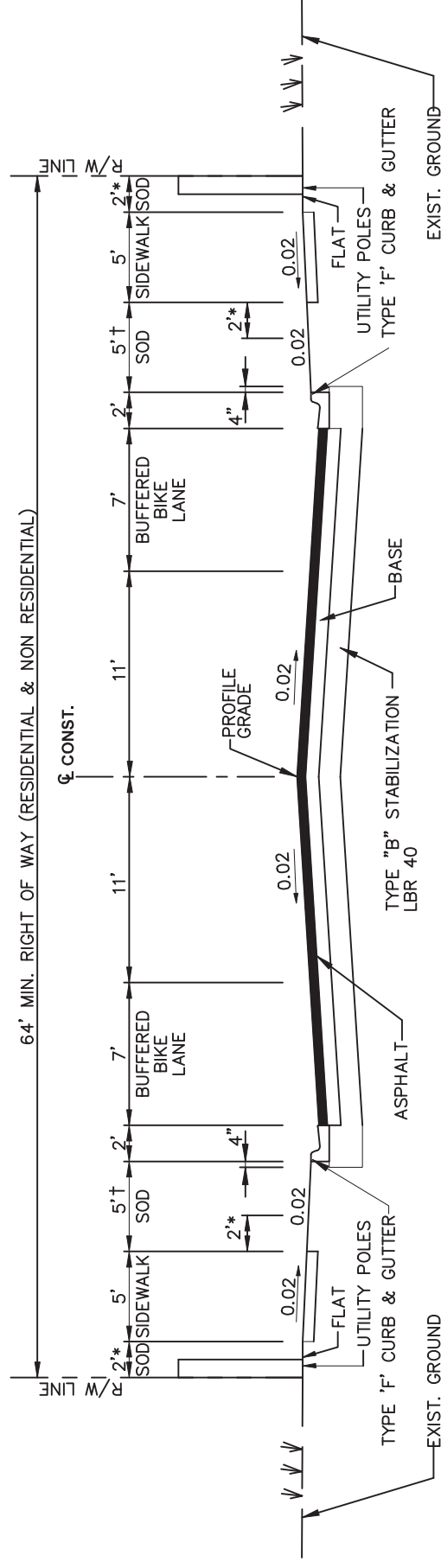
- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph), but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

**Auxiliary Lanes:**

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For high speed curbed roadways, 11-foot minimum lane widths are allowed for the following:
  - Dual left turn lanes
  - Single left turn lanes at directional median openings.
- (5) For RRR Projects, 9-foot right turn lanes on very low speed roadways (design speed ≤ 35 mph) are allowed.

**Two-way Left Turn Lanes:**

- (1) Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- (2) For RRR Projects, the values in the table may be reduced by 1-foot.




## TYPICAL SECTION

N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 40 MPH

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)

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 <b>Hillsborough          County Florida</b>	<b>URBAN COLLECTORS          (2 LANE UNDIVIDED)          TYPICAL SECTION</b>	DRAWING NO. <b>TS-4</b>	SHEET NO.    1 OF 1
-------------------------	---------------------------------------	--	--	-------------------------	---------------------

## Ratliff, James

---

**From:** Williams, Michael  
**Sent:** Monday, March 17, 2025 7:16 PM  
**To:** Vicki Castro; Michael Yates  
**Cc:** Kami Corbett; Jaime Maier; Ball, Fred (Sam); Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake  
**Subject:** FW: MM 25-0265 Administrative Variance & Design Exception Reviews  
**Attachments:** 25-0265 DReq 01-24-25.pdf; 25-0265 AVReq 01-24-25.pdf; 25-0265 AVReq 01-24-25\_1.pdf; 25-0265 AVReq 03-17-25.pdf

Vicki/Michael - I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and one Design Exception (DE) for PD 25-0265 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](mailto: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](mailto: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](mailto:Williamsm@HCFL.gov)  
**W:** HCFLGov.net

---

**Hillsborough County**  
601 E. Kennedy Blvd., Tampa, FL 33602

---

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

---

**From:** Tirado, Sheida <TiradoS@hcfl.gov>  
**Sent:** Monday, March 17, 2025 7:11 PM  
**To:** Williams, Michael <WilliamsM@hcfl.gov>  
**Cc:** Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>  
**Subject:** MM 25-0265 Administrative Variance & Design Exception Reviews

Hello Mike,

The attached AVs and DE are Approvable to me, please include the following people in your response email:

[vcastro@palmtraffic.com](mailto:vcastro@palmtraffic.com)  
[myates@palmtraffic.com](mailto:myates@palmtraffic.com)  
[kami.corbett@hwhlaw.com](mailto:kami.corbett@hwhlaw.com)  
[jaimemaier@hwhlaw.com](mailto:jaimemaier@hwhlaw.com)  
[ballf@hcfl.gov](mailto:ballf@hcfl.gov)  
[ratliffja@hcfl.gov](mailto:ratliffja@hcfl.gov)

Best Regards,

**Sheida L. Tirado, PE**  
**Transportation Review Manager**  
Development Services Department

E: [TiradoS@HCFL.gov](mailto:TiradoS@HCFL.gov)  
P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602  
**[HCFL.gov](http://HCFL.gov)**

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**Hillsborough County Florida**

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



March 13, 2025

Mr. Michael Williams, P.E.  
Hillsborough County Development Services Department  
Development Review Director  
County Engineer  
601 E. Kennedy Boulevard, 20<sup>th</sup> Floor  
Tampa, FL 33602

RE: Mango Plaza (MM 25-0265)  
Folios: 064328-0050, 064328-0000  
Administrative Variance Request – Driveway Throat Depth on CR 579  
Palm Traffic Project No. T24087

Dear Mr. Williams:

The purpose of this letter is to provide justification for the administrative variance to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.04.A (Driveway Width/Length) in association with the proposed redevelopment of the Mango Plaza shopping center located north of SR 574 and east of Mango Road in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on March 07, 2025, with Hillsborough County staff.

The approximately 31.3-acre property is currently occupied by the existing Mango Plaza shopping center. The proposed redevelopment of the shopping center will consist of an approximately 180,566 square foot Walmart and 40,373 square feet of Retail.

The accesses for the project will remain unchanged, except for the addition of the limited egress to Highview Road, and will be as follows:

- One (1) left-in/right-in/right-out access to SR 574 (currently a full access)
- One (1) right-in/right-out access to SR 574 (Fifth Third Bank)
- One (1) right-in/right-out access to Mango Road
- One (1) full access to Mango Road
- One (1) right-out only access to Highview Road.

This request is for an administrative variance to the proposed throat depth on the northern project driveway on Mango Road in accordance with LDC Section 6.04.02.B for the following reasons: (a) there is an unreasonable burden on the applicant; (b) the variance would not be detrimental to the public health, safety and welfare; and (c) without the variance, reasonable access cannot be provided. These items are further discussed below.

**a) There is unreasonable burden on the applicant**

Per LDC Section 6.04.04.A for unsignalized driveways, the minimum driveway length for a regional shopping center (over 150,000 square feet) is 250 feet. The LDC section states that the length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. In

addition, it states the actual width and length of driveways shall be subject to internal and external traffic flow considerations. This is a redevelopment of an existing shopping center with similar existing uses as the proposed shopping center. The uses in both centers are community serving uses rather than the category based on square footage of regional shopping centers. The Community Shopping Center throat depth requirement is 150 feet, which we exceed. Therefore, the requirement to provide 250 feet of throat depth at the northern project driveway on CR 579 is unreasonable.

**b) The variance would not be detrimental to the public health, safety and welfare.**

Based on the proposed plan, the internal throat depth is 156 feet. In addition, a northbound right turn lane and southbound left turn lane will be provided that will also allow entering vehicles to move out of the through traffic on Manago Road. Per discussions with staff, the northbound right turn lane has been agreed to be extended to provide approximately 80 feet of additional length (approximately 265 feet overall). These turn lanes provide additional assurance that the entering project traffic does not impact the through traffic on Mango Road. Given the information outlined in this section, the proposed throat depth would not be detrimental to the public health, safety and welfare of the motoring public.

**c) Without the variance, reasonable access cannot be provided.**

Based on the above information, we believe the proposed throat depth of 156 feet at the northern driveway meets the intent of the LDC Section 6.04.04.A. Again, without the variance, reasonable access cannot be provided.

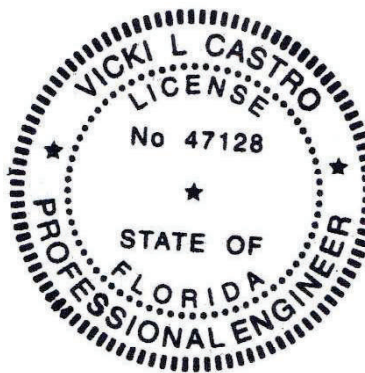
Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

Vicki L  
Castro

Vicki L Castro, P.E.  
Principal

Digitally signed  
by Vicki L Castro  
Date: 2025.03.13  
11:19:31 -04'00'



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

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

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

\_\_\_\_\_Disapproved \_\_\_\_\_Approved with Conditions \_\_\_\_\_Approved

If there are any further questions or you need clarification, please contact Sheida Tirado, P.E.

Sincerely,

Michael J. Williams  
Hillsborough County Engineer

Figure 1. Location Map

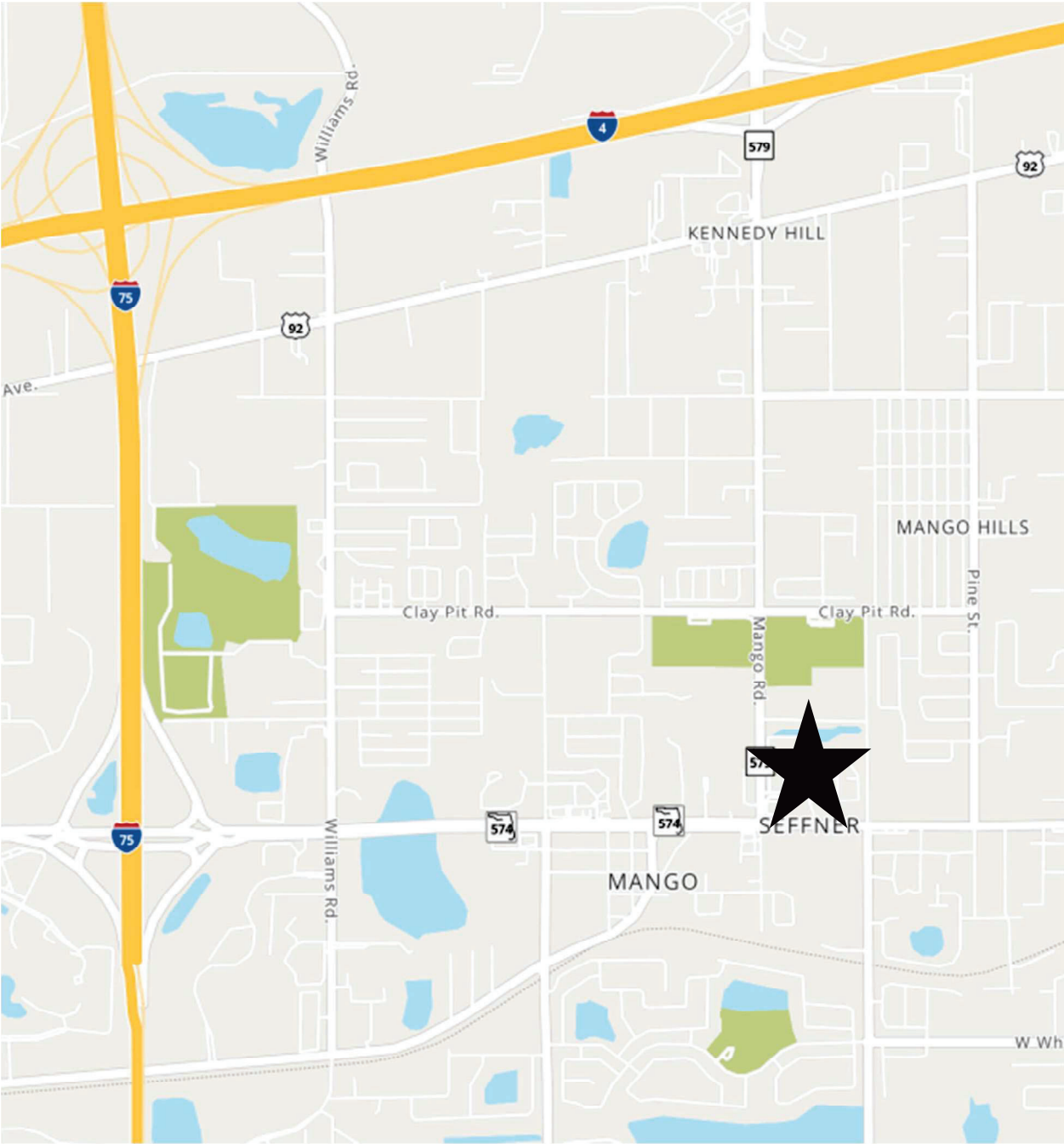
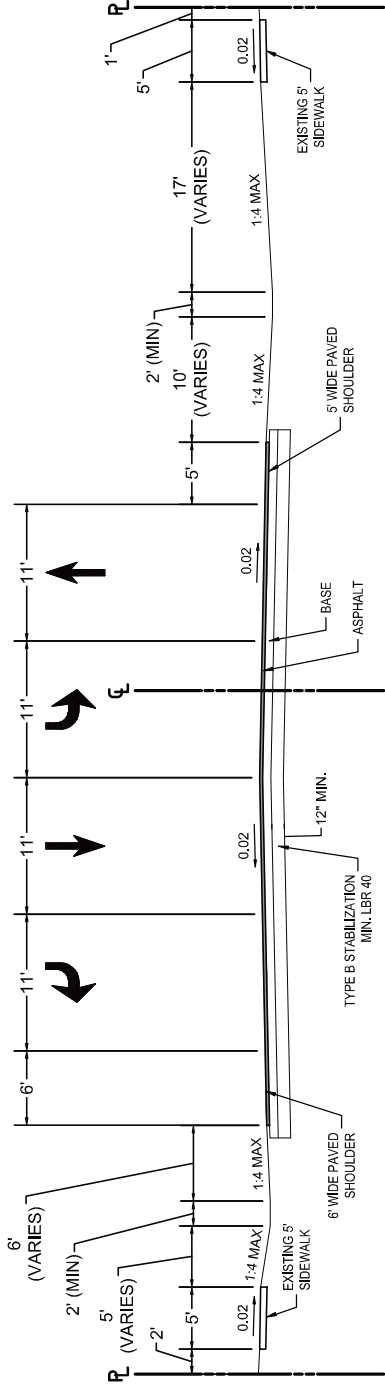
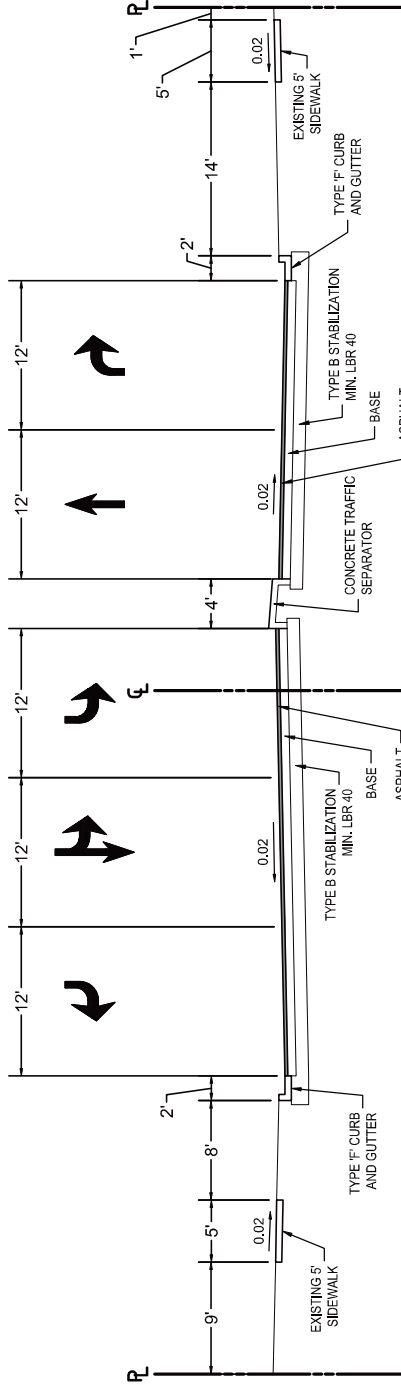


Figure 2: Proposed Typical Sections



MANGO RD (CR 579) TYPICAL SECTION (NORTH OF NORTHERN ACCESS)

SCALE: 1" = 10'



MANGO RD (CR 579) TYPICAL SECTION (SOUTH OF SOUTHERN ACCESS)

SCALE: 1" = 10'

**Bowman**

5404 Cypress Center Drive, Suite 140  
Tampa, FL 33609  
Phone: (813) 474-7424  
Certificate of Authorization License  
No. 30462

o Bowman Consulting Group, Ltd.

#

DATE

REV

BY

REVISIONS

**811**

KNOW WHAT'S BELOW  
ALWAYS CALL 811  
BEFORE YOU DIG

811  
Before You Dig, Know What's Below

CLIENT

NAP CONSTRUCTION, LLC

PROJECT

MANGO CENTER

SITE ADDRESS

11724 E DR MARTIN  
LUTHER KING JR BLVD,  
SEFFNER, FL 33584

SHEET TITLE

MANGO ROAD  
TYPICAL SECTIONS

JOB #:

011559-01-001

DATE:

01/21/2025

SCALE:

1" = 10'

DRAWN BY:

RJD

CHECKED BY:

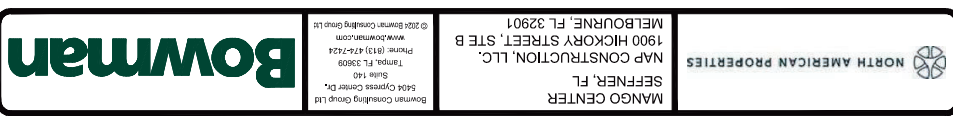
TWJ

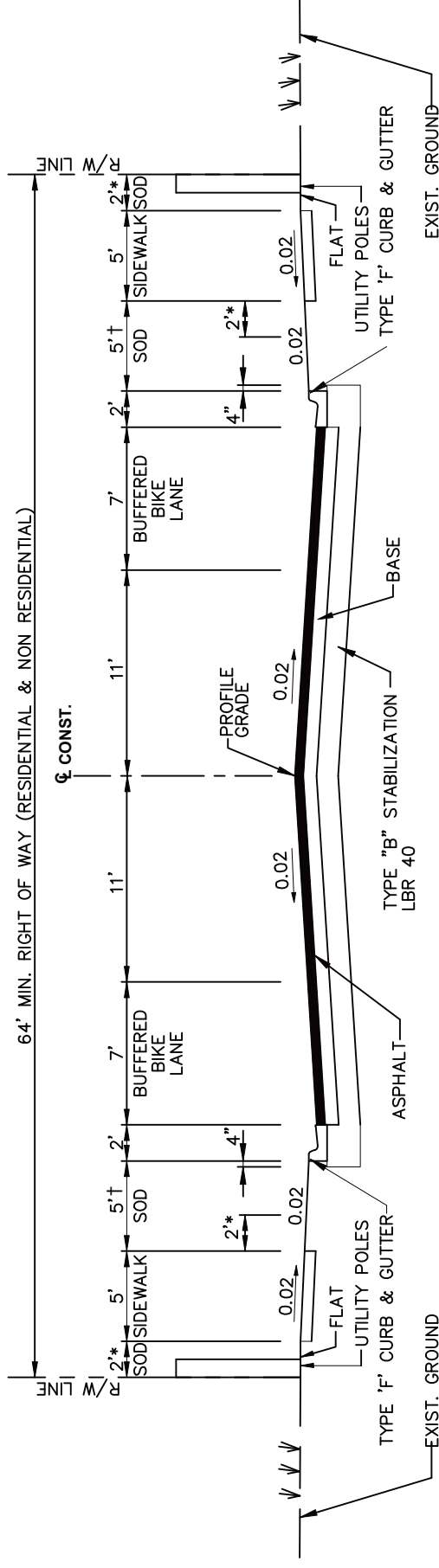
SHEET NO.

EX-1

USER: ROAD PLOT DATE/TIME: Jan. 24, 25 • 12:43:31 DRAWING: V:\011559 - NAP\011559-01-001 (ENG) - Mango Plaza Walmart\Engineering\Engineering Plans\Exhibits\Typical Sections.dwg :Typical Sections

25-0265





## TYPICAL SECTION

N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 40 MPH

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)

REVISION DATE:  
10/17

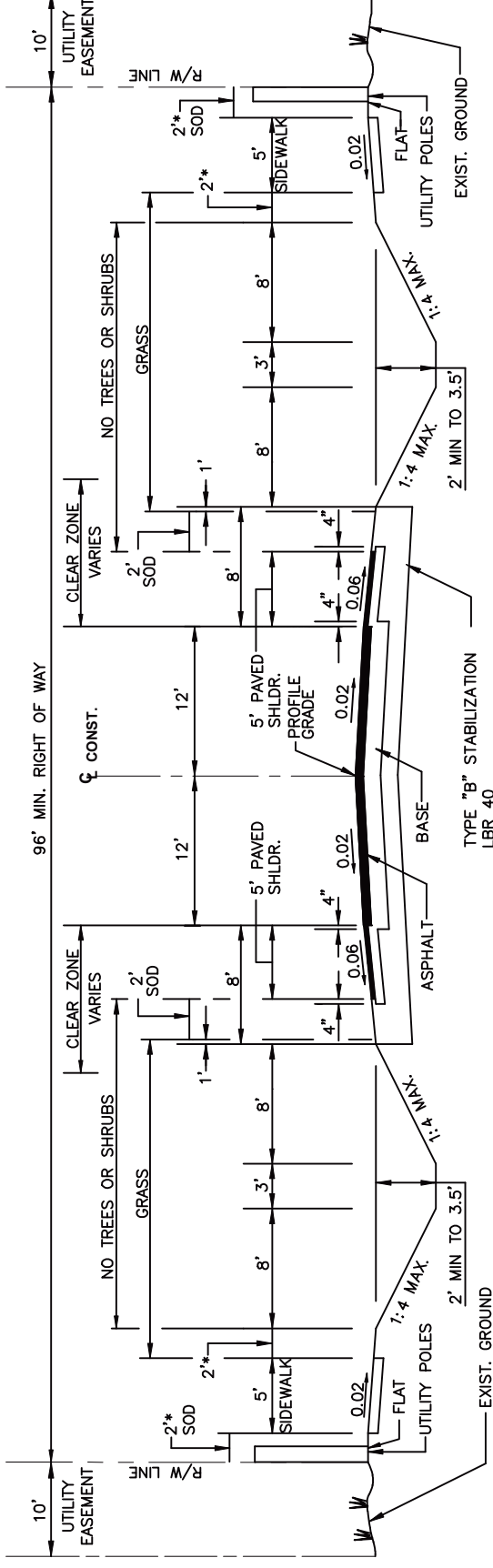
# TRANSPORTATION TECHNICAL MANUAL

Hillsborough  
County Florida

**URBAN COLLECTORS  
(2 LANE UNDIVIDED)  
TYPICAL SECTION**

DRAWING NO. **TS-4**

SHEET NO. 1 OF 1



## TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

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. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

# TRANSPORTATION TECHNICAL MANUAL



**Hillsborough  
County Florida**

**LOCAL & COLLECTOR RURAL ROADS  
(2 LANE UNDIVIDED)  
TYPICAL SECTION**

DRAWING NO. **TS-7**

SHEET NO. 1 OF 1

## Ratliff, James

---

**From:** Williams, Michael  
**Sent:** Monday, March 17, 2025 7:16 PM  
**To:** Vicki Castro; Michael Yates  
**Cc:** Kami Corbett; Jaime Maier; Ball, Fred (Sam); Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake  
**Subject:** FW: MM 25-0265 Administrative Variance & Design Exception Reviews  
**Attachments:** 25-0265 DReq 01-24-25.pdf; 25-0265 AVReq 01-24-25.pdf; 25-0265 AVReq 01-24-25\_1.pdf; 25-0265 AVReq 03-17-25.pdf

Vicki/Michael - I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and one Design Exception (DE) for PD 25-0265 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](mailto: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](mailto: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](mailto:Williamsm@HCFL.gov)  
**W:** HCFLGov.net

---

**Hillsborough County**  
601 E. Kennedy Blvd., Tampa, FL 33602

---

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

---

**From:** Tirado, Sheida <TiradoS@hcfl.gov>  
**Sent:** Monday, March 17, 2025 7:11 PM  
**To:** Williams, Michael <WilliamsM@hcfl.gov>  
**Cc:** Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>  
**Subject:** MM 25-0265 Administrative Variance & Design Exception Reviews

Hello Mike,

The attached AVs and DE are Approvable to me, please include the following people in your response email:

[vcastro@palmtraffic.com](mailto:vcastro@palmtraffic.com)  
[myates@palmtraffic.com](mailto:myates@palmtraffic.com)  
[kami.corbett@hwhlaw.com](mailto:kami.corbett@hwhlaw.com)  
[jaimemaier@hwhlaw.com](mailto:jaimemaier@hwhlaw.com)  
[ballf@hcfl.gov](mailto:ballf@hcfl.gov)  
[ratliffja@hcfl.gov](mailto:ratliffja@hcfl.gov)

Best Regards,

**Sheida L. Tirado, PE**  
**Transportation Review Manager**  
Development Services Department

E: [TiradoS@HCFL.gov](mailto:TiradoS@HCFL.gov)  
P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602  
[HCFL.gov](http://HCFL.gov)

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**Hillsborough County Florida**

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January 24, 2025

Mr. Michael Williams, P.E.  
Hillsborough County  
Development Services Department  
Development Review Director  
County Engineer  
601 East Kennedy Boulevard, 20<sup>th</sup> Floor  
Tampa, Florida 33602

RE: Mango Plaza (MM 25-0265)  
Folios: 064328-0050, 064328-0000  
Design Exception Request – CR 579  
Palm Traffic Project No. T24087

Dear Mr. Williams:

The purpose of this letter is to provide justification for the design exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed redevelopment of the Mango Plaza shopping center located north of SR 574 and east of CR 579 (Mango Road) in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on January 16, 2025, with Hillsborough County staff.

The approximately 31.3-acre property is currently occupied by the existing Mango Plaza shopping center. The proposed redevelopment of the shopping center will consist of an approximately 180,566 square foot Walmart and 40,373 square feet of Retail.

The accesses for the project will remain unchanged, except for the addition of the limited egress to Highview Road, and will be as follows:

- One (1) left-in/right-in/right-out access to SR 574 (currently a full access)
- One (1) right-in/right-out access to SR 574 (Fifth Third Bank)
- One (1) right-in/right-out access to Mango Road
- One (1) full access to Mango Road
- One (1) right-out only access to Highview Road.

Mango Road is identified in the Hillsborough County Comprehensive Plan as an arterial roadway and was identified during our meeting as a substandard road. Mango Road has a posted speed limit of 45 mph. For this request, Mango Road will be divided into two sections, a northern section and a southern section. For the southern section, Mango Road currently has an urban section from SR 574 to just north of the southern project driveway with 12-foot lanes, F type curb and a 5-foot sidewalk on both sides of Mango Road within approximately 100 feet of right of way. No bike lanes currently exist on either side of Mango Road. For the northern section, Mango Road, currently has a rural section from just north of the southern project driveway to the northern project driveway with 12-foot lanes, open drainage and a 5-foot sidewalk on both sides of Mango Road within approximately 100 feet of right of way. No bike lanes currently exist on either side of Mango Road.

### **Southern Section**

This request is a design exception to the TS-4 typical section of the Hillsborough County Transportation Technical Manual for Mango Road from SR 574 to the southern project driveway. The requested exceptions to the TS-4 typical section and the justification are as follows:

1. The proposed section will add a 4-foot-wide traffic separator to prevent westbound and southbound left turns at the southern project driveway on Mango Road. The traffic separator will be designed in accordance with FDOT Standard plans #520-020 (4'-wide option).
2. The request is to provide 12-foot travel and turn lanes instead of the 11-foot lanes with 7-foot buffered bicycle lanes.
3. Provide a 12-foot wide, 600-foot-long southbound left turn lane on Mango Road at SR 574. The shared SB left/through and SB right turn lane would remain.
4. The existing northbound merge lane would be converted to a 12-foot northbound right turn lane ending at the southern driveway.

### Northern Section

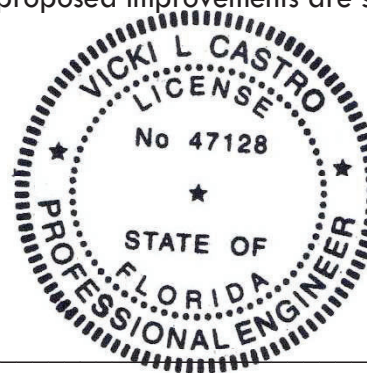
This request is a design exception to the Hillsborough County Transportation Technical Manual for Mango Road from the southern driveway to the northern property line. The requested exceptions to the TS-7 typical section and the justification are as follows:

1. The request is to provide 11-foot travel and turn lanes instead of the 12-foot lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 40 and 45 mph, 11-foot lanes may be used. The post speed limit on Mango Road is 45 mph.
2. Provide an 11-foot wide, 285-foot-long southbound left turn lane at the project northern driveway. The length includes a 50-foot taper.
3. Provide an 11-foot wide, 250-foot-long northbound right turn lane at the project northern driveway. The length includes a 50-foot taper.
4. The open drainage will be reduced in width from the 19 feet identified in the TS-7 but will maintain the maximum 1:4 side slope.
5. The 5-foot paved shoulder is being provided on the east side of Mango Road. However, the existing paved shoulder on the west side of Mango Road is approximately 3 feet, which will remain unchanged.

The proposed typical section is shown in Figure 2 and the proposed improvements are shown in Figure 3.

Sincerely,

Vicki L Castro, P.E.  
Principal



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

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

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

\_\_\_\_\_Disapproved\_\_\_\_\_Approved with Conditions\_\_\_\_\_Approved

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E.

Sincerely,

Michael J. Williams  
Hillsborough County Engineer

FIGURE 1. LOCATION MAP

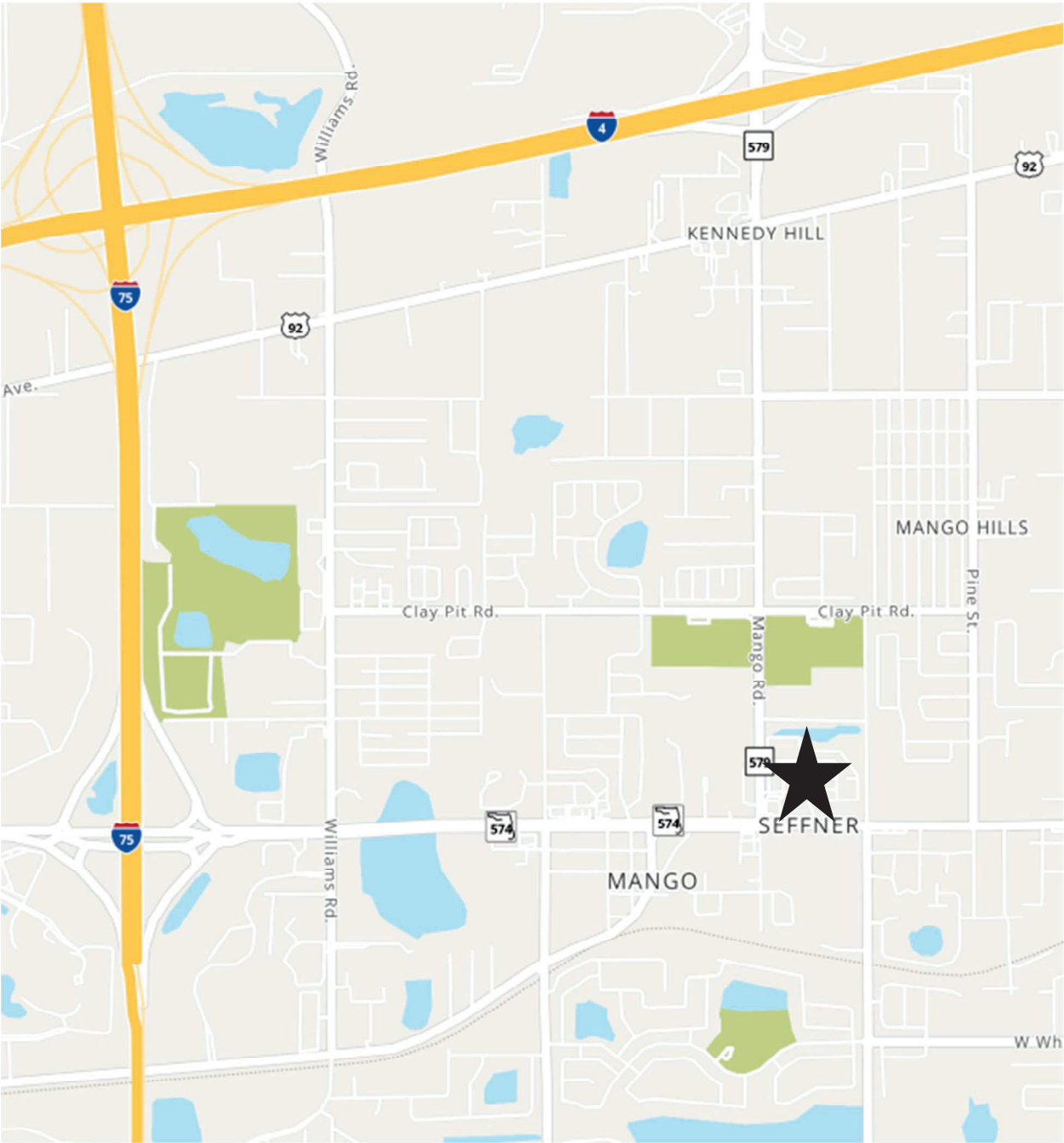
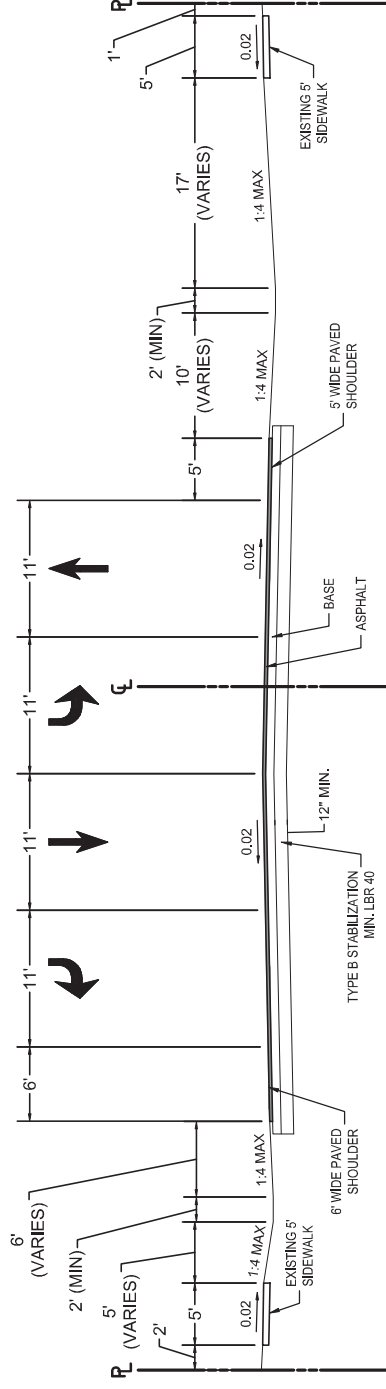
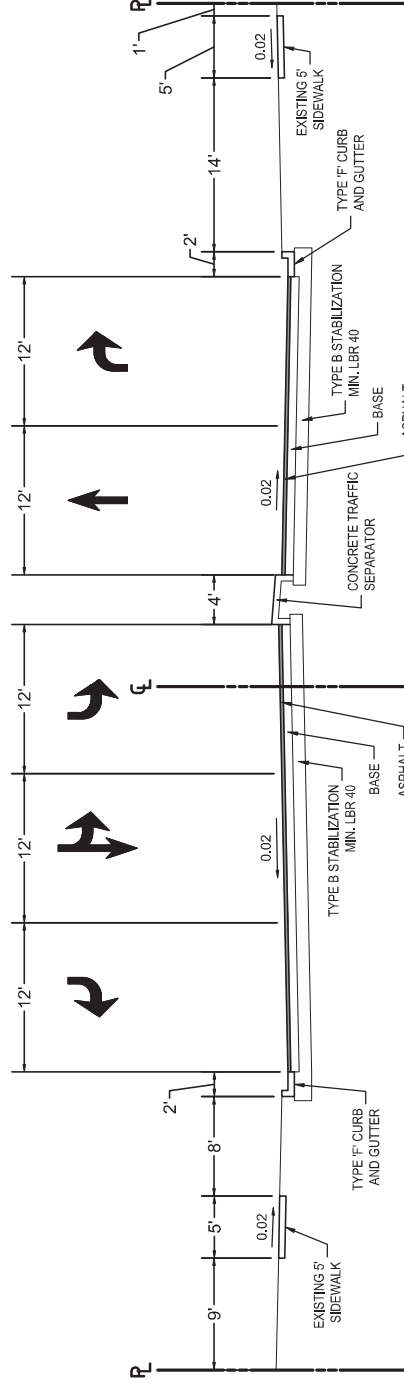


Figure 2: Proposed Typical Sections



MANGO RD (CR 579) TYPICAL SECTION (NORTH OF NORTHERN ACCESS)



MANGO RD (CR 579) TYPICAL SECTION (SOUTH OF SOUTHERN ACCESS)

**Bowman**  
5404 Cypress Center Drive, Suite 1  
Tampa FL, 33609  
Phone: (813) 474-7424  
Certificate of Authorization License  
No. 30462  
Bowman Consulting Group, Ltd.

[illegible]

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**CLIENT**  
**NAP CONSTRUCTION, LLC**

PROJECT  
MANGO CENTER

**SITE ADDRESS**  
11724 E DR MARTIN  
LUTHER KING JR BLVD,  
SEFFNER, FL 33584

SHEET TITLE  
MANGO ROAD  
TYPICAL SECTIONS

JOB #:	011559-01-001
DATE:	01/21/2025

SCALE: 1" = 10'

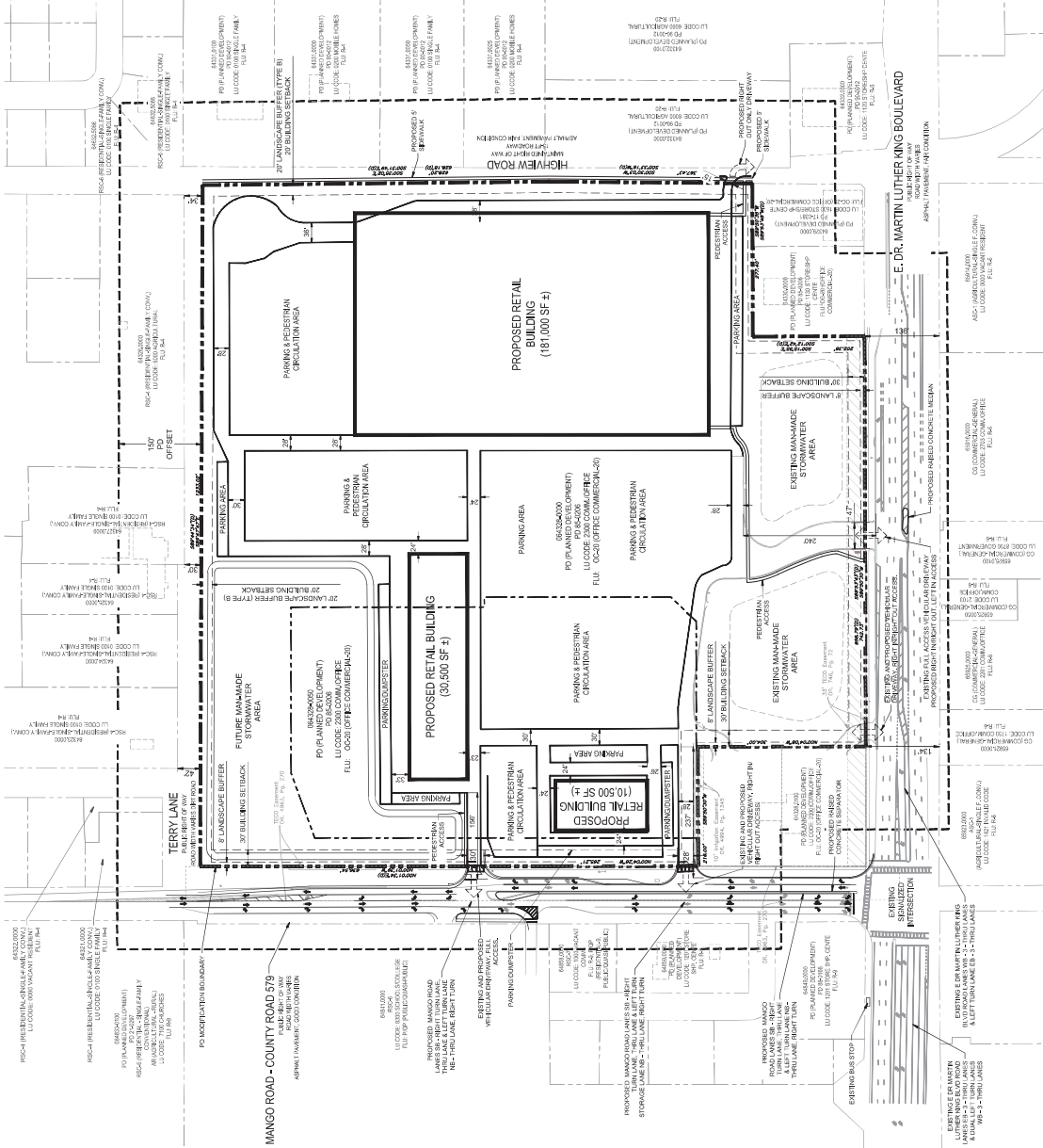
DRAWN BY:	RJD
CHECKED BY:	TWJ

SHEET NO.

# EX-1

Figure 3: Proposed Site Plan

MAJOR MODIFICATION OF PD (RZ 92-0133-1992)



DEVELOPMENT TEAM

PROPERTY OWNER: CH MANGO LLC, SUITE 200  
100 BOWMAN BLVD, TAMPA, FL 33609  
APPLICANT: MANGO CONSTRUCTION, LLC  
100 BOWMAN BLVD, TAMPA, FL 33609  
ENGINEER: BOWMAN CONSULTING GROUP, LLC  
100 BOWMAN BLVD, TAMPA, FL 33609

SITE DATA TABLE

NO.	DESCRIPTION	DATE
1	PROPOSED RETAIL BUILDING (181,000 SF.)	08/20/2020
2	PROPOSED RETAIL BUILDING (30,500 SF.)	08/20/2020
3	PROPOSED RETAIL BUILDING (10,500 SF.)	08/20/2020
4	PROPOSED RETAIL BUILDING (10,500 SF.)	08/20/2020
5	PROPOSED RETAIL BUILDING (10,500 SF.)	08/20/2020
6	PROPOSED RETAIL BUILDING (10,500 SF.)	08/20/2020
7	PROPOSED RETAIL BUILDING (10,500 SF.)	08/20/2020
8	PROPOSED RETAIL BUILDING (10,500 SF.)	08/20/2020
9	PROPOSED RETAIL BUILDING (10,500 SF.)	08/20/2020
10	PROPOSED RETAIL BUILDING (10,500 SF.)	08/20/2020

SEE NOTES

1. DEVELOPMENT SHALL PROCEED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) AND THE FLORIDA DEPARTMENT OF HIGHWAY AND TRANSPORTATION (FDOT) AND THE FLORIDA DEPARTMENT OF HIGHWAY AND TRANSPORTATION (FDOT).
2. THE PROJECT DOES NOT HAVE A PROPOSED PUBLIC PARK OR PUBLIC TRAIL.
3. THERE ARE NO KNOWN ASBESTOS OR LEAD IN THE PROJECT BOUNDARY.
4. THE PROJECT DOES NOT HAVE A PROPOSED PUBLIC PARK OR PUBLIC TRAIL.
5. THERE ARE NO KNOWN ASBESTOS OR LEAD IN THE PROJECT BOUNDARY.
6. THE PROJECT DOES NOT HAVE A PROPOSED PUBLIC PARK OR PUBLIC TRAIL.
7. THERE ARE NO KNOWN ASBESTOS OR LEAD IN THE PROJECT BOUNDARY.
8. THE PROJECT DOES NOT HAVE A PROPOSED PUBLIC PARK OR PUBLIC TRAIL.
9. THERE ARE NO KNOWN ASBESTOS OR LEAD IN THE PROJECT BOUNDARY.
10. THE PROJECT DOES NOT HAVE A PROPOSED PUBLIC PARK OR PUBLIC TRAIL.



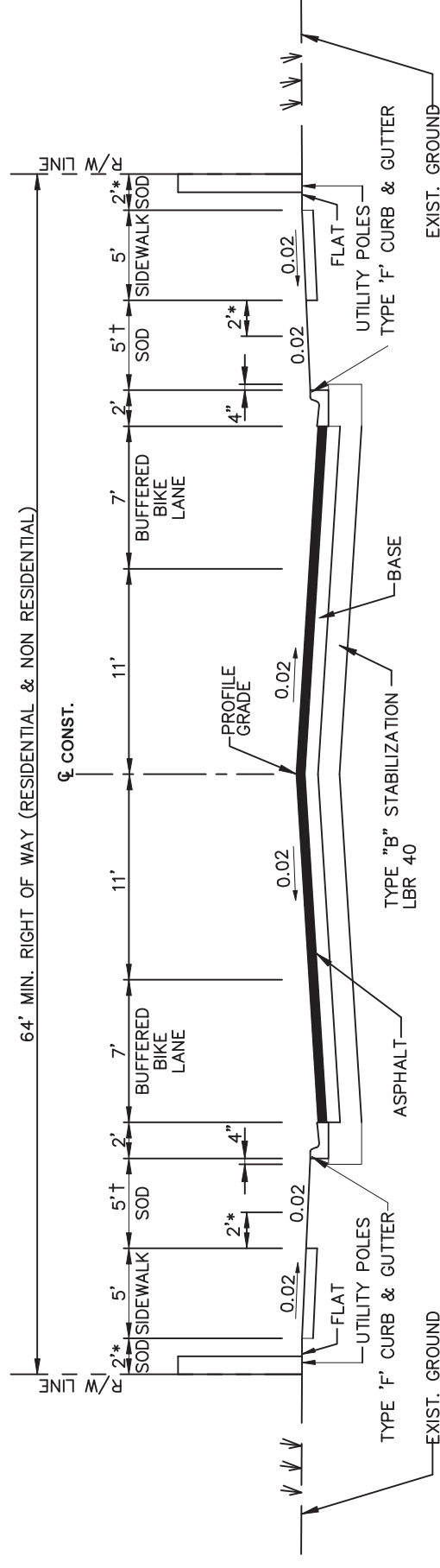
Bowman Consulting Group LLC  
5600 G Street, Suite 100  
Tampa, FL 33609  
Phone: (813) 474-7424  
www.bowman.com

SEFFNER, FL  
1900 HICKORY STREET, STE B  
MELBOURNE, FL 32901

NORTH AMERICAN PROPERTIES  
MANGO CENTER

DRAWN	1
CHECKED	
DATE	11/07/2024
SCALE	1" = 100'
PROJECT	011558-AL-001
SHEET	

25-0265



## TYPICAL SECTION

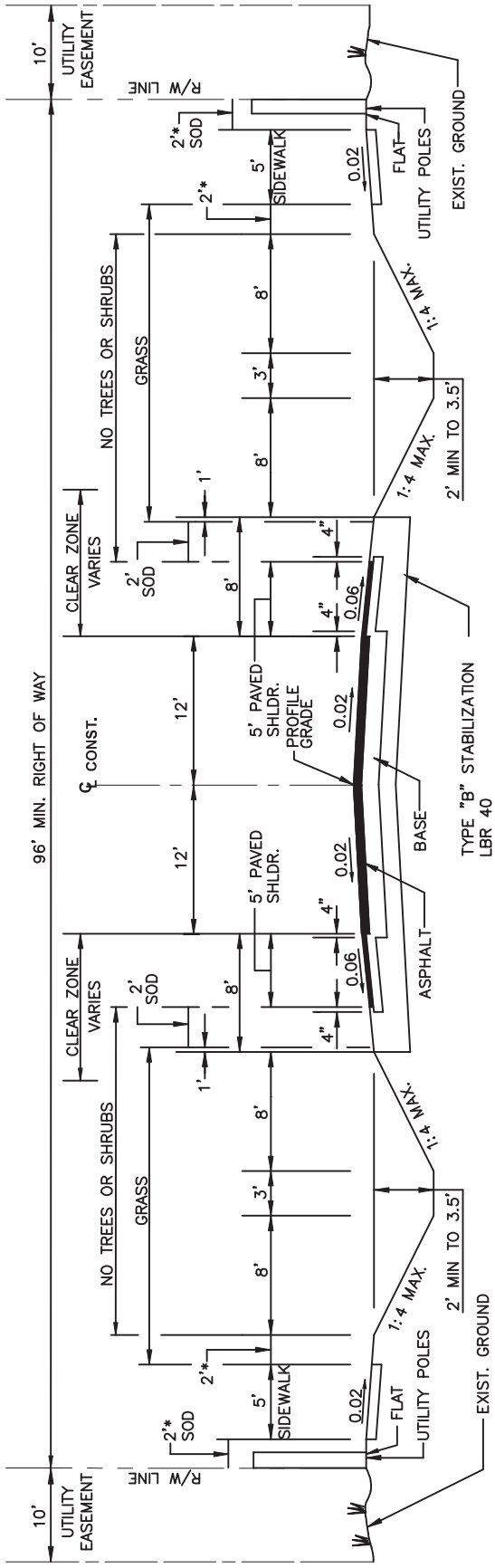
N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 40 MPH

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)

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	URBAN COLLECTORS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. <b>TS-4</b>
				SHEET NO.    1 OF 1



**TYPICAL SECTION**

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 50 MPH

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. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION		DRAWING NO. TS-7
					SHEET NO. 1 OF 1

### 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
MLK Blvd.	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (Median Modifications)
Mango Rd.	County Arterial – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for 2-Lane Urban)	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Highview Rd.	County Local – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	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 Comparison 1 (Modification Area Only) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	10,798	245	892
Proposed	11,660	265	1,002
Difference (+/-)	(+) 862	(+) 20	(+) 110

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

Project Trip Generation Comparison 2 (Modification Area Only) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	10,863	482	1,176
Proposed	15,156	847	1,285
Difference (+/-)	(+) 4,293	(+) 365	(+) 109

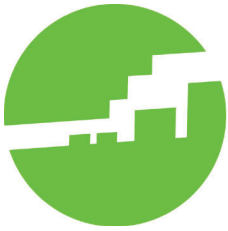
\*Trips reported are based on gross external trips unless otherwise noted.

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Mango Rd./ Access Spacing	Administrative Variance Requested	Approvable
Highview Rd./ Substandard Road	Administrative Variance Requested	Approvable
Mango Rd./ Throat Depth	Administrative Variance Requested	Approvable
Mango Rd./ Substandard Road	Design Exception Requested	Approvable
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](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 – 272 – 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
<b>Hearing Date:</b> March 24, 2025  <b>Report Prepared:</b> March 13, 2025	<b>Case Number:</b> PD 25-0265  <b>Folio(s):</b> 64328.0050, & 64328.0000  <b>General Location:</b> North side of Martin Luther King Jr. Boulevard, west of Highview Road and east of Mango Road
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Office Commercial-20 (20 du/ga;0.75 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	Seffner-Mango
<b>Rezoning Request</b>	Planned Development (PD) to modify the existing approved shopping center by proposing to redevelop the shopping center with commercial uses such as a Walmart Supercenter, commercial retail, high turnover restaurant, quick service restaurant (QSR) with drive-thru and QSR without drive-thru, increase the square footage by +/-33,000 square feet for the overall property and request for variation for site design for parking requirements
<b>Parcel Size</b>	+/- 32.82 acres
<b>Street Functional Classification</b>	Mango Road (579) – <b>County Arterial</b> Highview Road – <b>County Collector</b>

	Martin Luther King Jr. Boulevard – <b>State Principal Arterial</b>
<b>Commercial Locational Criteria</b>	Not applicable
<b>Evacuation Area</b>	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
<b>Subject Property</b>	Office Commercial-20	PD	Light Commercial
<b>North</b>	Residential-4	RSC-4	Single-Family Residential + Agricultural
<b>South</b>	Residential-6	CG + CN + ASC-1	Light Commercial + Heavy Commercial + Public
<b>East</b>	Residential-4 + Residential-6 + Residential-20	PD	Single-Family Residential + Light Commercial + Vacant + Agricultural
<b>West</b>	Residential-9 + Public/Quasi Public	CN + RSC-6 + PD	Light Commercial + Educational + Single-Family Residential

#### **Staff Analysis of Goals, Objectives and Policies:**

The subject site is located on the north side of Martin Luther King Jr. Boulevard, west of Highview Road and east of Mango Road on ±32.82 acres. The site is in the Urban Service Area and is located within the limits of the Seffner-Mango Community Plan.

The applicant is requesting a Planned Development (PD) to modify the existing approved shopping center by proposing to redevelop the shopping center with commercial uses such as a Walmart Supercenter, commercial retail, high turnover restaurant, quick service restaurant (QSR) with drive-thru, QSR without drive-thru, increase the square footage by ±33,000 square feet for the overall property and request for variation for site design for parking requirements for a maximum of 228,000 square feet of commercial uses.

The subject site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county's growth is to be directed. Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The site is currently designated for light commercial uses with agricultural and single family uses located to the north of the subject site, educational uses to the west and single family and agricultural uses to the east. Light commercial, public/quasi-public uses and heavy commercial uses exist to the south of the subject site. The applicant has proposed mitigation measures such as an 8 foot landscape buffer with a 30 foot building set back to the north of the site and a 20 foot landscape buffer with a 20 foot building set back to the east of the site. The proposal meets the intent of Objective 1.1.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. Table 2.2 contains a description of the character and intent permitted in each of the Future Land use categories. The site is in the Office Commercial-20 (OC-20) Future Land Use category. The Office Commercial-20 Future Land Use category allows for the consideration of agricultural, community commercial type uses, office uses, mixed-use developments and compatible residential uses. With 32.82 acres, the subject site can be considered for up to 1,072,229 square feet of non-residential uses. The proposal for a maximum of 228,000 square feet of non-residential uses is well below the maximum Floor Area Ratio (FAR). As the language states above, the commercial uses proposed are allowed and therefore, the proposal meets Objective 2.2 and the associated policies.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2). Transportation did not object to the proposed request; therefore, the subject site meets the intent of FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2.

The proposal meets the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1 that require new development to be compatible to the surrounding neighborhood. In this case, the surrounding land use pattern is comprised of a mix of uses. Light commercial, educational, agricultural and single-family uses surround the site. The proposed request is compatible with the existing development pattern.

The Seffner-Mango Community Plan within the Livable Communities Element establishes guidance on community identity and planning growth. Goal 2 of the plan seeks to enhance community character and ensure quality residential and nonresidential development. The plans strategies are to support in-fill development and redevelopment within the Urban Service Area while providing for compatibility with existing uses. The proposal meets the intent of the associated community plan.

Overall, staff finds that the proposed use is an allowable use in the OC-20 category, is compatible with the existing development pattern found within the surrounding area and does support the vision of the Seffner-Mango Community Plan. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Element of the *Unincorporated Hillsborough County Comprehensive Plan*.

### **Recommendation**

Based upon the above considerations and the following Goals, Objectives and Policies, Planning Commission staff finds the proposed Planned Development **CONSISTENT** with the *Unincorporated*

Hillsborough County Comprehensive Plan, subject to conditions proposed by the Development Services Department.

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

**FUTURE LAND USE ELEMENT**

***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.

***Relationship to the Future Land Use Map***

***Goal 2:*** Ensure that the character, compatibility and location of land uses optimize the combined potential for economic benefit, fiscal sustainability, protection of natural resources and maintaining viable agriculture. Ensure density and intensities are maintained through the Future Land Use Map.

***Objective 2.1:*** The Future Land Use Map is a regulatory tool governing the pattern of development in unincorporated Hillsborough County through the year 2045.

***Policy 2.1.1:*** The Future Land Use Map shall identify Future Land Use categories, summarized in Table 2.2 and further described in Appendix A, that establish permitted land uses and maximum densities and intensities.

***Future Land Use Categories***

***Objective 2.2:*** The Future Land Use Map (FLUM) Shall identify Land Use Categories, summarized in table 2.2 of the Future Land Use Element.

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

***Compatibility***

***Policy 3.1.1:*** Restrict incompatible land uses to protect established and planned neighborhoods and communities by utilizing planning principles that limit commercial development in residential Future Land Use categories. Commercial and mixed-use in residential Future Land Use categories shall be limited to neighborhood serving guided by the commercial locational criteria in Objective 4.7.

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

### **Development**

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

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

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

### **Neighborhood/Community 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.

**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

## **LIVABLE COMMUNITIES ELEMENT: SEFFNER-MANGO COMMUNITY PLAN**

*2. Goal: Enhance community character and ensure quality residential and nonresidential development.*

### *Strategies:*

- *Support in-fill development and redevelopment within the Urban Service Area while providing for compatibility with existing uses.*

