



1.0 APPLICATION SUMMARY

Applicant: Brookfield Properties

FLU Category: SMU-6

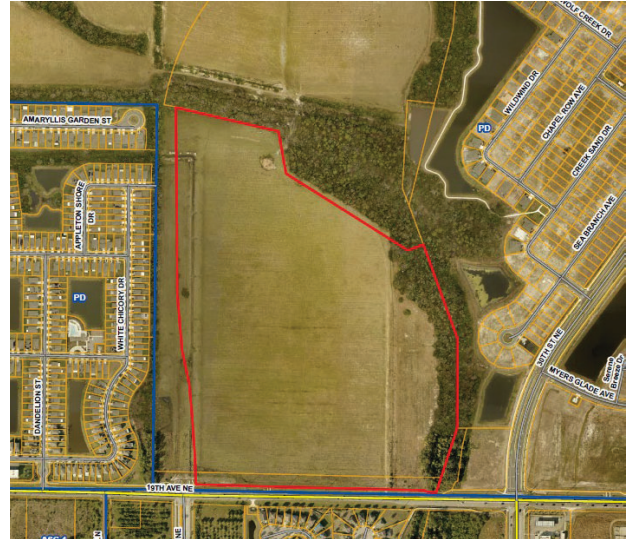
Service Area: Urban

Site Acreage: +/-81.33 acres (Portion of Folios 54244.0000 and 54244.0029)

Community Plan Area: Apollo Beach, Ruskin, Southshore

Overlay: None

Request: Minor Modification to PD 14-0815



Existing Approvals:

The subject property is currently vacant and zoned PD 14-0815, as most recently modified by PRS 25-0191.

Proposed PRS 25-1200

The proposed minor modification includes the following changes to Tracts 23 and 25.

Tract 25A: Reconfigure the frontage along 19th Avenue and Waterset Boulevard to better support commercial and retail uses. This change results in a decrease of two-and-a-half acres.

Tract 25B: Designate a two-and-a-half-acre portion of Tract 25 for a community fire station, fulfilling the requirements of Condition 21 of the zoning conditions.

Tract 23: Adjust the tract boundary for residential use without changing the total acreage.

There is a corresponding companion application (DRI 25-1209) amending the Development Order for DRI #266. That request is seeking to amend Map H to reflect the PRS changes.

Existing Approval(s):	Proposed Modification(s):
(1) Tract 25 (located at the northeast intersection of 24th Street and 19th Avenue) allows "Retail and Office" uses on 13 acres.	(1) Reconfigure Tract 25 and create Tract 25A for commercial and retail uses on +/-10.5 acres and 25B for a fire station on +/-2.5 acres.
(2) Tract 23 is 67 acres located adjacent to Tract 25, designated for residential.	(2) Reconfigure 67-acre Tract 23 adjacent to Tract 25, designated for residential.
(3) A maximum of 134,680 sf of commercial uses and 10,000 sf of office uses are allowed per the Land Use Schedule.	(3) Revise the Land Use Schedule amending the commercial entitlements from 134,680 square feet to 106,000 square feet & reduce the office entitlements from 10,000 square feet to 8,100 square feet coinciding with the reduced acreage.

(4) Tracts 12, 13, 15 are designated for regional sports complex.	(4) Amend condition 18 to reflect the final regional sports complex with Tract 13.
(5) Tract 10 allows a County-owned reclaimed water tank, school, of single-family residential.	(5) Amend condition 20 to reflect tract 10 shall be developed with a county-owned Reclaimed Water Tank.
(6) Condition 34 & 36 require cross access without exception.	(6) Amend conditions 34 & 36 to allow the County discretion to waive cross-connection and sidewalk requirements where environmentally sensitive lands create legitimate constraints.
(7) Condition 59: Limits all signs to building and monument signs.	(7) Amend condition 59 to apply only to commercial signs.

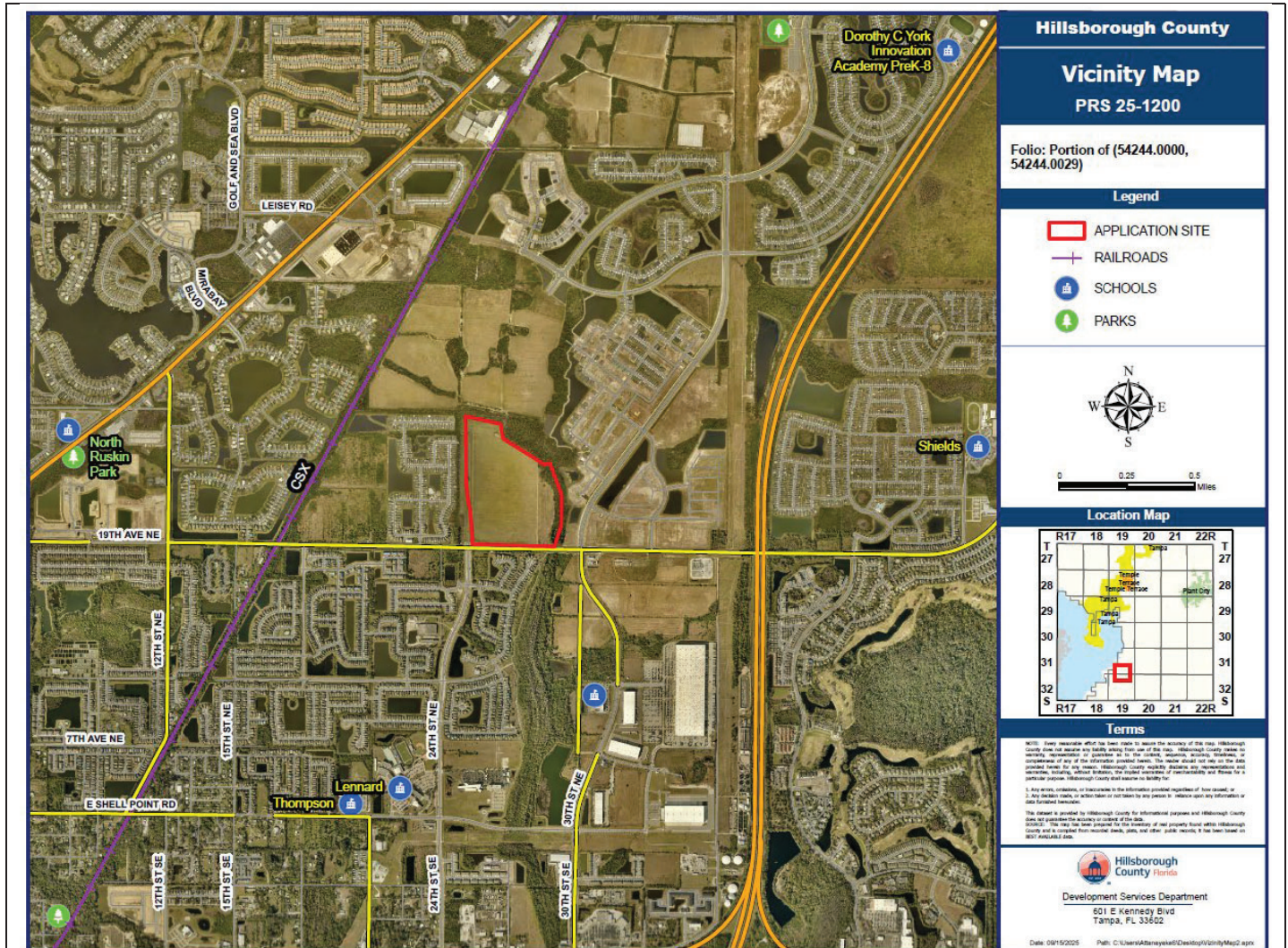
Additional Information:

PD Variation(s):	None Requested
Waiver(s) to the Land Development Code:	None Requested.

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

2.1 Vicinity Map



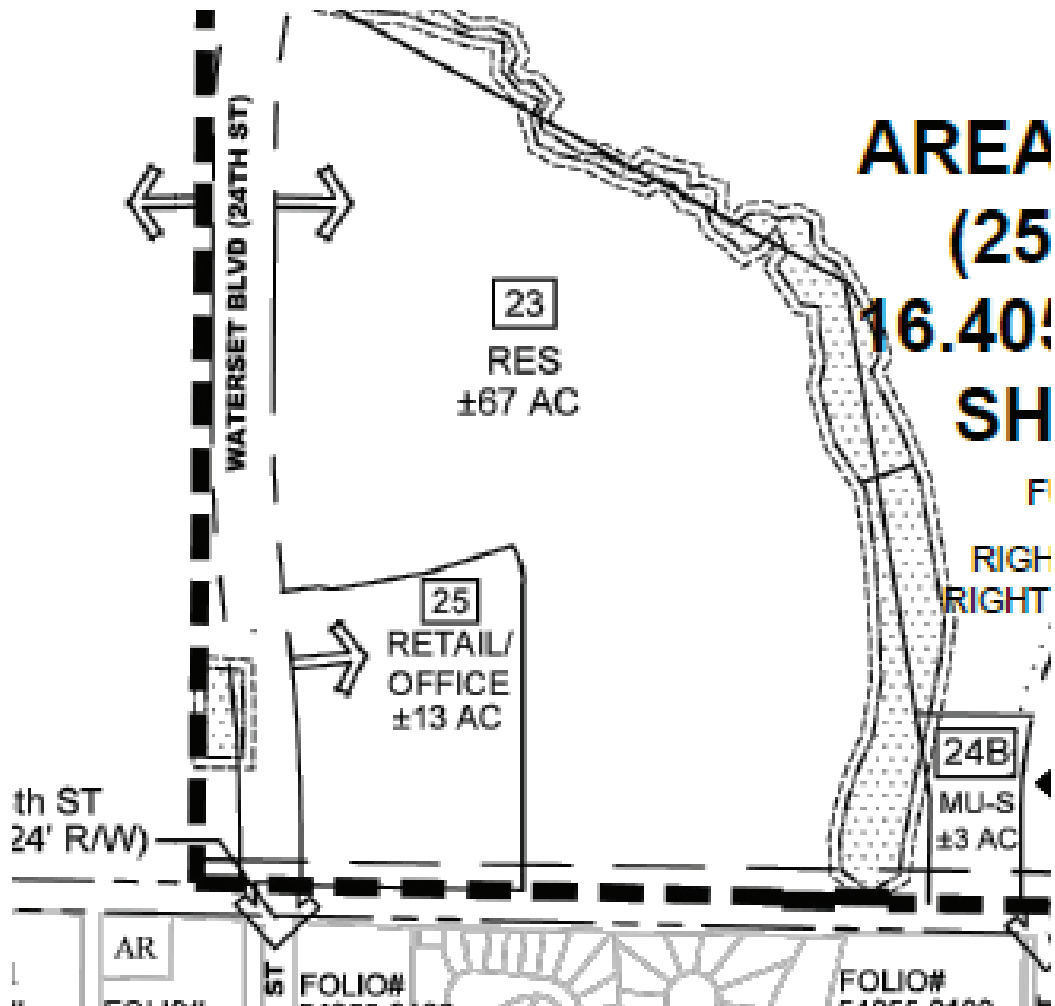
Context of Surrounding Area

The general area is primarily undeveloped vacant land with the allowed uses of mixed use, manufacturing and single-family and multi-family residential. There is a gas station to the southeast across 19th Avenue NE. Further to the east and west of 19th Avenue are single-family and multi-family residential developments.

Location:	Zoning:	Density/F.A.R.	Allowable Use:	Existing Use:
North	PD 14-0815	Tract 23: 6 du/acre	Residential: SF detached, duplex, and townhouse	Vacant
South	PD 19-0067	Max. 0.50 FAR 16 du/acre	Pockets K, I/J: Research Corporate Park uses and SF Residential	Single-family homes
East	PD 14-0815	Tract 22 & 23: 6 du/acre	Residential: SF detached, duplex, and townhouse	Wetland, vacant and under construction residential
West	PD 17-0788	3.94 du/acre	Single-Family Residential	Single-family homes

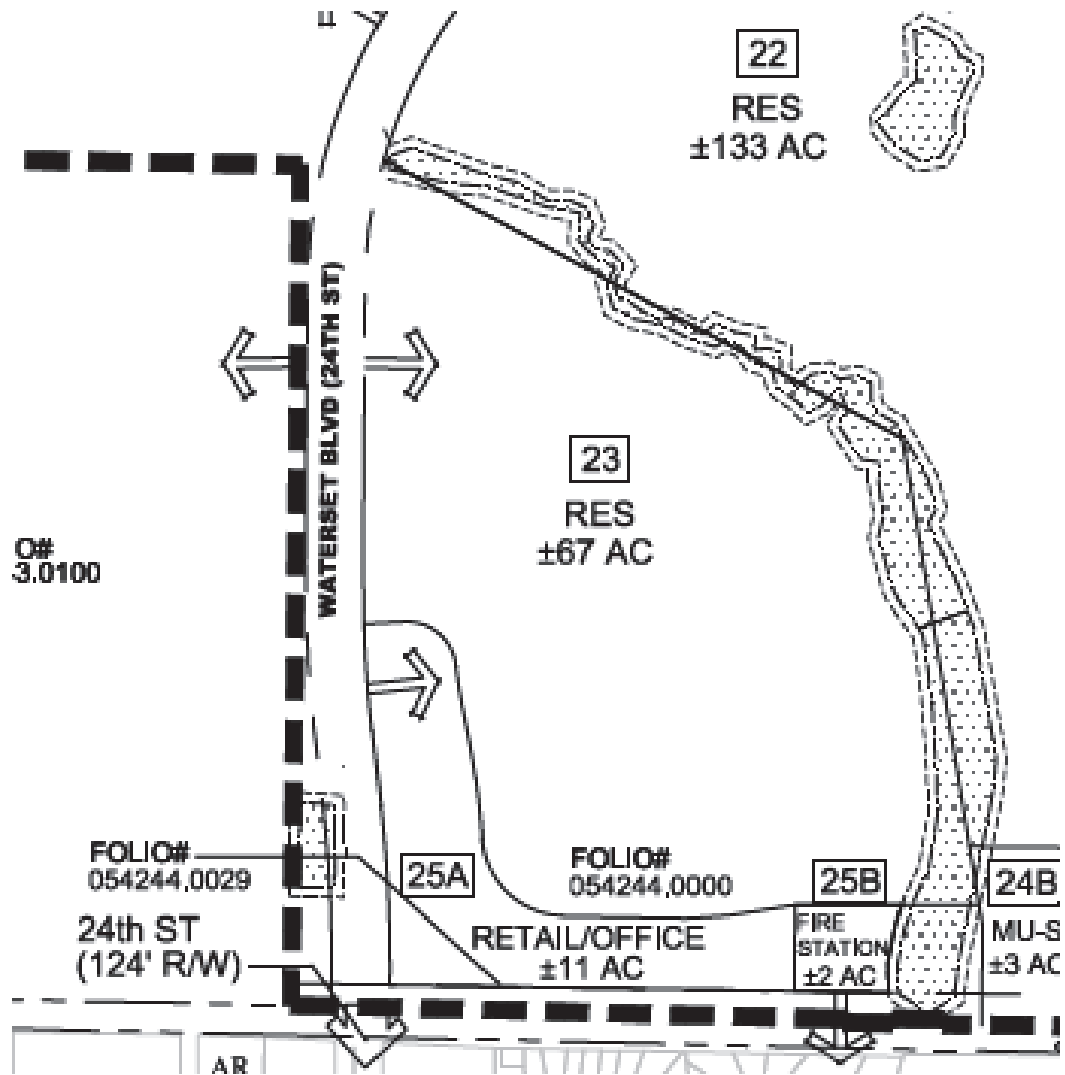
2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Existing Site Plan (Partial)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)**Adjoining Roadways (Tract 25 Only) (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
19 th Ave. NE	County Collector - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Waterset Blvd. (Planned)	County Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input 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
	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 (Tract 25 Only) ☐ Not applicable for this request

	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	13,524	494	1,162
Proposed	11,060	409	954
Difference (+/-)	(-) 2,464	(-) 85	(-) 208

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

Connectivity and Cross Access (Tract 25 Only) ☐ Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X (Fire Station Only)	Pedestrian & Vehicular	None	Meets LDC
East		None	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
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exception Requested <input checked="" type="checkbox"/> Off-site Improvements Required <input type="checkbox"/> N/A	<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	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees No comments.				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATION

5.1 Compatibility

The Planned Development is generally located on the north side of 19th Avenue NE approximately 715 feet east of the intersection of Dandelion Street and 19th Avenue NE. The applicant seeks to modify **PD 14-0815, as most recently modified by PRS 25-0191**, to change the use allocation to allow a fire station on a +/-2-acre area and to allow the portion of Tract 25 currently designated for commercial and retail uses to be located more directly fronting along 19th Avenue NE. In apportioning the 2-acres for the fire station, the applicant will reduce 2 acres from the retail/office portion of the subject property and concurrently reduce the maximum square feet designated for retail/office within the tract in line with the maximum FAR. The applicant does not propose modifying the residential acreage allotment but will re-configure it to align with the new proposed Tracts 25A and 25B.

The general area is predominantly residential, designated as future residential and includes existing residential with vacant areas and agricultural lands. The approximate 13-acre subject site is currently vacant. Immediately west of the subject area is PD 17-0788, which is developed with single-family homes. As part of the applicant's narrative request, their justification states in part, *"The only change is the shape of Tract 25A, which increases the frontage and provides more frontage for the retail and office uses. Providing more frontage for retail and office uses along collectors and inversely decreasing the amount of residential uses fronting a collector, ensures the maximum compatibility of the subject uses with the collector road and keeps the traffic associated with the retail and office uses closer to the collector roadways."*

Staff notes that the overall shifting of the residential area behind the retail/office and fire station allows a more gradual transition of uses with the office / retail and fire station located off a major roadway and the residential areas no longer located directly on a major road for the subject tract. To the immediate east-northeast is designated residential separated from the proposed fire station by Wolf Branch Creek which is an approximately 200-foot-wide area with natural vegetation creating a substantial buffer. South 19th Avenue NE is another PD developed with single-family homes and agricultural uses.

The application does not request any variations to the Hillsborough County Land Development Code.

5.2 Recommendation

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

Prior to PD Site Plan Certification, the developer shall revise the PD site plan as follows.

- Correct the label reading "PRS 25-0012 Boundary" with a label instead reading "PRS 1200 Boundary".

6.0 PROPOSED CONDITIONS

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan submitted September 4, 2025.

- The development of the Waterset project shall proceed in strict accordance with the terms and conditions contained in the Development Order for the DRI, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County. Approval is based upon the General Site Plan received September 8, 2014.
- The total number of residential units is 6,428, commercial use is 498,480 square feet, and office use is 198,900 square feet. Land Uses may be modified based on the approved Land Use Equivalency Matrix in accordance with the DRI #266 Development Order. As shown in the following table, in order to preserve the multi-use nature of this development, land use exchanges will be limited so that the following minimums and maximums (30%) for each land use will be observed:

Use	Minimum	Approved	Maximum
Single-Family Detached Residential (dus)	2,533	4,019 ¹	4,705
Single-Family Attached Residential (dus)	671	1,059 ²	1,247
Multi-Family Apartment (dus)	945	1,350	1,755
Commercial + Retail	336,336	498,480	648,024
Office (sf)	139,230	198,900	258,570
¹ 400 units shall be for Senior Adult Living			
² 100 units shall be for Senior Adult Living			

- 2.1 The area on the certified general site plan identified as Tract 12A cannot be used toward calculating density and/or intensity (FAR) within the Planned Development. Available entitlements under the Comprehensive Plan for this parcel are reserved for the adjacent Planned Development (PD 03-1417). Tract 12A has been removed from the adjacent PD through PRS 14-1076 with the entitlements for Tract 12A remaining in the adjacent PD (PD 03-1417); and
- 2.2 Notwithstanding anything on the PD site plan or herein these conditions to the contrary, the maximum amount of development within the area designed on the certified general site plan as Tract 9A shall be limited by certain restrictions placed on the allowable uses and the cumulative trip generation of all existing and proposed uses within Tract 9A, as further detailed below. This condition has the effect that, depending upon the amount and type of uses ultimately developed within the PD, the maximum entitlements described above may not be constructible. Each of the following shall apply:
 - a. Access to Covington Garden Dr. serving Tracts 9A and 10 shall be required. Such access shall be restricted to right-in/right-out movements only, and the developer shall construct a raised concrete separator concurrent with the initial increment of development within Tract 9A. Access to Paseo al Mar Blvd. serving Tracts 9A and 10 shall

be optional. Only right-in/right-out access to Paseo al Mar Blvd. shall be permitted. If there is access only to Covington Garden Dr., then the maximum development potential within Tract 9A shall be significantly less, as governed by the trip cap thresholds which apply separate to each access as further described below. Additionally, in the event optional Paseo al Mar Blvd. access is constructed:

- i. The internal layout/configuration of the internal drive aisles within Tract 9A shall be subject to review and approval of Hillsborough County Public Utilities at the time of plat/site/construction plan review; and,
 - ii. Concurrent with plat/site/construction plan approval, the property owner shall dedicate and convey an ingress/egress easement to Hillsborough County, such that Tract 10 can be accessed through the optional driveway connection within Tract 9A.
- b. The cumulative gross trip generation of all uses within Tract 9A shall not exceed the following thresholds at the required Tract 9A Covington Garden Dr. access:
 - i. An inbound a.m. peak hour amount equal to 50 gross inbound a.m. peak hour trips less the number of gross inbound a.m. peak hour trips generated by development within Tract 10; and,
 - ii. An inbound p.m. peak hour amount equal to 50 gross inbound p.m. peak hour trips less the number of gross inbound p.m. peak hour trips generated by development within Tract 10.
- c. The cumulative gross trip generation of all uses within Tract 9A shall not exceed the following thresholds at the optional Tract 9A Paseo al Mar Blvd. access:
 - i. An inbound a.m. peak hour amount equal to 80 gross inbound a.m. peak hour trips less the number of gross inbound a.m. peak hour trips generated by development within Tract 10; and,
 - ii. An inbound p.m. peak hour amount equal to 80 gross inbound p.m. peak hour trips less the number of gross inbound p.m. peak hour trips generated by development within Tract 10.
- d. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on the site. The list shall contain data including gross floor area, type of use, date the use was approved by Hillsborough County, references to the site/subdivision Project Identification (PI) number (or if no PI number exists, a copy of the permit or other official reference number), calculations detailing the individual increment and cumulative project gross trip generation impacts, and source for the data used to develop such estimates.
- e. In calculating the trip generation impacts of existing and proposed development, sole authority to determine the appropriateness of certain ITE land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be

calculated utilizing the latest available ITE Trip Generation Manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine appropriate trip generation rates for proposes of calculating whether proposed entitlements exceed the trip cap. Given the wide range of potential uses, and since the transportation analysis submitted for purposes of the zoning does not necessarily represent a worst-case scenario of potential trip generation impacts for any individual use or group of uses, the utilization of certain land use codes within the zoning level analysis shall have no bearing on the appropriateness of the codes ultimately chosen to study project impacts, including whether uses can ultimately be authorized consistent with the above trip cap.

3. In order to track project development in accordance with the DRI Equivalency Matrix (trade-off mechanism), a Tracking Table shall be submitted with each Preliminary Plan or Preliminary Plat submitted for each portion of project development. Each tracking table should show the following:
 - 3.1 (1) the original approved amount of development [number and type of residential units or square feet], (2) the amount of development [number and type of residential units or square feet] having previously received Preliminary Plan or Preliminary Plat approval, (3) the amount of development proposed by the Preliminary Plan or Preliminary Plat for the subject portion of the project, and (4) the remaining development entitlements, by type of development, after Preliminary Plan or Preliminary Plat submittal for the subject portion of the project. The Tracking Table shall document any land use trade-offs undertaken prior to the time of Preliminary Plan or Preliminary Plat submittal for the subject portion of the project. The Tracking Table shall include the original amount of Park acreage to be provided, the amount having previously received Preliminary Plan or Preliminary Plat approval, the amount proposed by the Preliminary Plan or Preliminary Plat submittal for the subject portion of the project, and the remaining park acreage to be provided.
4. The primary use on Tracts 1, 3-6, 9B, 12-14, 16-17, and 19-23 shall be residential. Except for Tracts 3, 14 and 20, the maximum density for any one tract shall be six units per gross acre. Tracts 3, 14 and 20 may allow up to 12 units per gross acre. Residential dwelling types may include single-family detached, villa-duplex and townhouse as provided in the Waterset DRI development order and equivalency matrix. Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, daycare, schools, and churches or other religious institutions. If the retention pond in Tract 9B is proposed to be filled to put in new development approval will be required by the Board of County Commissioners to increase the entitlements.
5. Single-family, duplex and townhome residential development shall comply with the following requirements:

Single-Family Design Standards

Development Type:	Single-Family Detached Standard Lot	Single-Family Detached Slim Lot (el	Single-Family Detached with Alley Access	Single-Family Detached Cluster Home (fl
Standards:				

Minimum Lot Size(a)	4,000 sf	2,800 sf	3,200 sf	2,500 sf
Minimum Lot Width	40 ft	28 ft 33 ft on corner lots	30 ft	20 ft
Minimum Front Yard (bl)	10ft (b)	10 ft (b)	10ft (b)	5 ft (g)
Minimum Side Yard (cl)	0 ft (c)	0 ft (c)	0 ft (c)	5 ft (g)
Minimum Rear Yard (d)	15 ft (d)	15 ft (d)	15 ft (d)	5 ft (g)
Maximum Lot Coverage	50%	70%	70%	80%(f)
Maximum Height	45 ft	45 ft	45 ft	45 ft

- (a) Single-family detached standard lots and single-family detached slim lots less than 4,000 sf shall not exceed 25% of the total SFD lots.
- (b) Front loaded garages shall be setback a minimum of 20-feet from the right-of-way.
- (c) Minimum building separation is 10 feet; If proposed side yard is less than 5-feet, applicant must demonstrate that the 10-foot separation will be provided, through submittal of adjacent property survey showing location of adjacent structure or deed restriction/easement; When the side yard setback is less than 7.5 feet or building separation is less than 15-feet, roof gutters must be installed on that side of the structure. An attached porte cochere may utilize a 3-foot side yard setback.
- (d) An attached garage may utilize a 3-foot rear yard setback. If accessed by an alley, garages shall be setback either 5 ft, 11 ft or 20 ft or greater, from the edge of the alley pavement.
- (e) Units shall include architectural features such as decorative roof elements, arbors or pergolas as the front and rear facades. The level of detailing shall be consistent with the architectural theme. At corner lots, the detailing shall be continued onto the exposed side wall; and, where the home design directs roof runoff water to the side yards, gutters shall be provided on each unit that direct water to the front or rear of the lot. The front door of the unit shall be on the front façade facing the street. The building shall be a minimum of two (2) stories. The garage door shall be single wide and the front yard garage setbacks will be staggered with a 20-foot minimum setback and a 30-foot maximum setback. The parking ratio shall be 3-spaces per unit with one garage space, one driveway space and one space in a common parking lot. Common parking areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.
- (f) Cluster homes shall be comprised of single-family detached units, duplex units or a combination of both, with a shared drive aisle and vehicular courtyard; the shared drive aisle does not count towards lot area; the parking ratio shall be 3-spaces per unit. A minimum of two parking spaces per unit shall be provided on-site. Remaining required parking spaces may be provided through on-street parking or in a common parking area, or in a combination of both. Common parking

areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.

- (g) Minimum 10 ft setback required from street right-of-way; Garages may be attached or a min. 10 ft between garages is required; Vehicular Courtyard shall have a min. width between garages of 25 ft.

Duplex and Townhouses Design Standards

	Villa-Duplex Street Access	Villa-Duplex Alley Access	Townhouse Street Access (with garage)	Townhouse Street Access (not with garage)	Townhouse Alley Access (with garage)	Duplex Cluster Home (d)
Standards:						
Minimum Lot Size	2,700 sf	2,700 sf	1,260 sf	700 sf	1,260 sf	2,500 sf
Minimum Lot Width	30 ft	30 ft	16 ft ^(b)	15 ft ^(b)	16 ft ^(b)	20 ft
Minimum Front Yard	10 ft ^(a)	10 ft	10 ft ^(a)	10 ft	10 ft	5 ft ^(e)
Minimum Side Yard	0 ft ^(b)	0 ft ^(b)	0 ft ^(b)	0 ft ^(b)	0 ft ^(b)	0 ft ^{(b)(e)}
Minimum Rear Yard (c)	0 ft ^(c)	0 ft ^(c)	0 ft ^(c)	0 ft ^(c)	0 ft ^(c)	0 ft ^(e)
Maximum Lot Coverage	70%	70%	95%	100%	95%	80%
Maximum Height	45 ft	45 ft	45 ft	45 ft	45 ft	45 ft

- (a) Front loaded garages shall be setback a minimum of 20-feet from the right-of-way.
- (b) Minimum building separation is 10 feet. An attached porte cochere may utilize a 3 foot side yard setback; when the side yard setback is less than 7.5 feet or building separation is less than 15-feet, roof gutters must be installed on that side of the structure.
- (c) An attached garage may utilize a 3-foot rear yard setback. If accessed by an alley, garages shall be setback either 5 ft, 11 ft or 20 ft or greater, from the edge of the alley pavement.
- (d) Cluster homes shall be comprised of single-family detached units, duplex units or a combination of both, with a shared drive aisle and vehicular courtyard; the shared drive aisle does not count towards lot area; The parking ratio shall be 3-spaces per unit. A minimum of two parking spaces per unit shall be provided on-site. Remaining required parking spaces may be provided through on-street parking or in a common parking area, or in a combination of both. Common parking areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.
- (e) Minimum 10 ft setback required from street right-of-way; Garages may be attached or a min. 10 ft between garages is required; Vehicular Courtyard shall have a min. width between garages of 25 ft.
6. Permitted uses for Multi-family shall be those uses permitted in the Residential Multi-family Conventional (RMC-20) District and shall conform to the standards of that district. Maximum density shall be 20 units per gross acre. Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, day care, schools and churches or other religious institutions.

7. Lots adjacent to the Lake St. Clair community, and lots that are west of and across from Covington Garden Drive where Covington Garden Drive abuts the Lake St. Clair community, shall be single-family detached units and shall be a minimum of 50 feet wide.
8. Lots adjacent to the Oxford subdivision (Covington Park Phase 4A) and the Carrington subdivision (Covington Park phase 5B) shall be single-family detached units and shall be a minimum of 40 feet wide.
9. Within all tracts, each detached single-family standard dwelling unit is permitted one accessory dwelling unit, a maximum of 45' in height, on the same lot with up to 900 square feet of living space. A variance to increase this amount may be requested provided the residential lot is at least 14,520 square feet in size and the living space proposed for the accessory dwelling does not exceed 1,200 square feet or 25 percent of the living space in the principal dwelling on the lot, whichever is less. The accessory dwelling may be a detached structure or attached to the principal single-family dwelling on the lot.
10. The Mixed Use North (MU-N), Mixed Use Central (MU-C), and Mixed Use South (MUS) tracts (Tracts 2, 8, 9, 9A, 24A and 24B) and Town Center (Tract 7) tracts shall be developed with the following uses:
 - 10.1 Commercial General (CG) district uses with a maximum FAR of 0.25. The following CG zoning uses shall be prohibited in Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7) tracts: Radio and Television Transmitting facilities; Lawn Care/Landscaping; Lumber/Other Building Materials; Minor Motor Vehicle Repairs; Motor Vehicle Sales, Rentals, and Auctions (All Types); Recreational Vehicle Sales and Rentals; Private Pleasure Craft Sales and Rentals; Rental Leasing, Light Equipment and Farm Equipment; Wholesale Distribution; Labor Pools (All Types); Mini-warehouses.
 - 10.2 Business Professional Office (BPO) district uses.
 - 10.3 Residential units at a maximum density of 20 units per acre. Residential dwelling types may include single-family detached, villa-duplex, townhouse, and multi family.
 - 10.4 Home Occupation uses may be allowed as an accessory use in a dwelling unit, in a manner clearly incidental and accessory to the residential use.
 - 10.5 Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, day care, schools and churches or other religious institutions.
 - 10.6 Mixed use buildings incorporating such uses as, but not limited to, office, retail, restaurant, live-work units and residential uses shall also be permitted.
 - 10.7 Within each tract (Tracts 2, 7, 8, 9, 9A, 24 A and 24B standard distance requirements for the Alcoholic Beverage Development Permit per Section 6.11.11.D shall not apply being these tracts are mixed uses/town center tracts.
 - 10.8 Within the Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7), to allow interconnectivity, no buffering shall be required between residential and non-residential uses.

11. Non-residential, mixed use and multi-family development in Mixed Use (Tracts 2, 8, 9, 9A, a portion of 24 A and 24B) and Town Center (Tract 7) tracts shall comply with the following requirements:
Standards:

Minimum Front Setback:	0 feet
Maximum Front Setback on main (collector) streets:	25 feet
Minimum Side Setback:	0 feet*
Minimum Rear Setback:	0 feet
Maximum Lot Coverage:	50%
Maximum Height:	6-stories

* A minimum building separation may be required for non-residential structures by the County building code even where the above table imposes no minimum setback.

- 11.1 The property depicted on the General Site Plan for PRS 25-0191 shall comply with the following requirements;

Standards:

Minimum Front Setback:	0 feet
Minimum Front Setback on main (collector) streets:	25 feet
Minimum Side Setback:	0 feet*
Minimum Rear Setback:	0 feet
Maximum Lot Coverage:	50%
Maximum Height:	6-stories

*A minimum building separation may be required for non-residential structures by the County building code even where the above table imposes no minimum setback.

12. Retail, office and office/retail use buildings within the Mixed Use (Tracts 2, 8, 9, 9A, a portion of 24 A and 24B) and Town Center (Tract 7) tracts shall be subject to the following design criteria:

- 12.1 Facades shall be parallel to straight frontage lines and the chord of curved or broken frontage lines.
- 12.2 Not less than 40 percent of the total surface area of the first floor front elevation shall be in public entrances and windows. Windows utilized to meet this requirement shall be transparent.
- 12.3 All street-level retail uses with sidewalk frontage shall have an individual entrance with direct access to the sidewalk, regardless of any other access which may be provided.
- 12.4 Buildings shall be articulated so that facades which face public streets and exceed 50 feet in horizontal length shall include vertical piers, columns, colonnades or other vertical visual elements to break the plane of the facade. Such vertical visual elements shall be spaced 15 feet to 35 feet apart along the facade.

- 12.5 Galleries and arcades may be constructed over sidewalks in the public right-of-way provided an easement agreement is approved by and dedicated to Hillsborough County to guarantee public use of the sidewalks. In such cases, the distance from the storefront to the inside face of the support columns shall be a minimum of eight feet, and the distance from the outside face of the support columns to the inside edge of the street curb shall be no less than 36 inches.
 - 12.6 Drive-through window services and queuing lanes for such services may not be located between the front facade of the building and the main street, and must be designed so as to have minimal impact on pedestrian traffic along the main street.
 - 12.7 These design standards shall not be applicable to property depicted on the General Site Plan for PRS 25-0191.
13. Track 25B shall be developed with a fire station. The Retail/Office tract (Tract 25A) shall be developed with the following uses:
 - 13.1 Commercial General Uses (CG) in accordance with CG district standards. However the following CG zoning uses shall be prohibited: Radio and Television Transmitting facilities; Lawn Care/Landscaping; Lumber/Other Building Materials; Minor Motor Vehicle Repairs; Motor Vehicle Sales, Rentals, and Auctions (All Types); Recreational Vehicle Sales and Rentals; Private Pleasure Craft Sales and Rentals; Rental Leasing, Light Equipment and Farm Equipment; Wholesale Distribution; Labor Pools (All Types); Mini-warehouses.
 - 13.2 Business Professional Office (BPO) uses shall be in accordance with BPO district standards. To insure mixed use, a minimum of 15% of the total tract square footage of development shall be devoted to office uses.
14. Wireless communication facilities, subject to Section 06.11.29 of the Land Development Code, shall be permitted in the Mixed Use North, Mixed Use Central and Mixed Use South tracts (Tracts 2, 8, 9, 9A and 24A and 24B) the Town Center tract (Tract 7) and the Retail/Office tract (Tract 25A). All wireless communication structures shall be camouflaged.
15. Park, recreational and school uses shall be allowed on all Tracts. The School sites may be co-located with the Parks subject to the execution of a co-location agreement between the Hillsborough County School Board and the Hillsborough County Parks and Recreation Department, the acreage in Tracts 11 and 18 designated for schools, parks and recreation facilities may be modified as provided for in said agreement. Should Hillsborough County Parks Department or Hillsborough County School Board determine any of the sites are not required the use permitted shall be residential.
16. Upon request of the School Board, the Developer shall dedicate and convey at no cost to the Hillsborough County School Board, upland land of a total of 40 acres that is acceptable to the Hillsborough County School Board to accommodate up to 2,300 student stations at the elementary and/or middle school level. The Developer shall convey this acreage upon request by the School Board. The property shall be conveyed within six (6) months of the date of the request, but not conveyed prior to June 1, 2016, unless otherwise agreed upon by the Developer and the Hillsborough County School District. The Developer shall construct the roads shown on the General Site Plan that provides access to the school sites. This road will be constructed and conveyed to the appropriate governmental entity no later than January 1, 2017, unless otherwise agreed upon by the Developer and the Hillsborough

County School District. Prior to any such conveyance, the Developer shall provide for construction vehicle access, as may be necessary by the Hillsborough County School District. If the school site(s) is not accepted by the Hillsborough County School Board, the site(s) may be used for single-family or multifamily residential development only so long as the total number of dwelling units does not exceed the number of units allowed.

[THIS CONDITION HAS BEEN SATISFIED.]

17. There shall be a minimum of twenty-seven (27) acres of community and neighborhood park/recreation areas provided, which acreage shall include mini-parks and the trail (South Coast Greenway) corridor, throughout the project. Said parks shall be connected to all dwelling units by a system of sidewalks and crosswalks and shall be plainly visible from subdivision streets to promote user safety. They shall be distributed throughout the subdivision so the dwelling units within the subdivision are located within 1,320 feet of a park as measured in a straight line, and pedestrian access from those lots to the park is not precluded by natural or man-made barriers. The total amount may be distributed into a single area or multiple areas as necessary to provide the required placement. Said parks shall be owned and maintained by a homeowner's association, community development district, or other similar entity.
18. An 80-acre park for a regional sports complex shall be located ~~either in Tract 12, Tract 13, or Tract 15.~~
19. The Developer shall: (a) include the school sites and the park sites in its Master Drainage Plan so as to enable the County and the School District to avoid the expense of providing on-site stormwater retention and, (b) shall provide the infrastructure for both potable water and central sewer service in conjunction with the construction of the road that will provide access to the sites.
20. ~~Tract 10 is proposed shall be for a Hillsborough County Reclaimed Water Tank(s). If the 5-acre site is not accepted by Hillsborough County, the site may be used for a school site or for single family residential development only so long as the total number of dwelling units does not exceed the number of units allowed.~~
21. A community Fire Station shall ~~be included within the development to be located on~~ within Tract 25B the east side of Waterset Boulevard (24th Street) and within one (1) mile north of 19th Avenue NW. It shall be a minimum of 1.2 acres in size or a site sufficient to accommodate the construction of a 10,000 s.f. one-story fire station facility. This acreage and/or site, shall be sufficient to provide for all related site requirements and/or improvements (e.g. parking, circular drive, ingress and egress driveways) as determined by Hillsborough County. The Developer shall provide stormwater facilities off-site, within the master storm water system or onsite within an expanded site boundary, as agreed upon by the Hillsborough County Fire Rescue Department. The site shall ~~be located to have direct egress on to a collector or arterial roadway~~ access to 19th Ave. NE. Notwithstanding anything herein these conditions or on the PD site plan to the contrary: a) the access connection(s) serving Tract 25B shall be for the exclusive use of the Fire Station; and, b) the number and location of these access connection(s), as well as the extent to which site access improvements may be required, shall be determined at the time of site/construction plan review for development within this Tract.

The Developer shall dedicate and convey this site to the County at no cost to the County. Impact fee offsets for the dedication of the fire station property shall be awarded in accordance with the requirements of state law and the procedures of the Consolidated Impact Assessment Program Fee Ordinance. Prior to preliminary site plan or preliminary plat approval within any of the above

mentioned area, the developer shall coordinate with the Hillsborough County Fire Rescue office to determine the specific ~~location and~~ size during the site plan review phase. Within 90-days of a request by Hillsborough County Fire Rescue Department, the developer shall dedicate and convey the property.

22. Recreational enhancements to the Lake in Tract 5 may be permitted and may include, but not be limited to, such uses as boardwalks, docks, recreational buildings, and beach improvements. Any improvements shall be subject to approval by the Environmental Protection Commission and other agencies having regulatory jurisdiction. Said recreational enhancements shall be owned and maintained by a homeowner's association, community development district, or other similar entity.
23. Existing agricultural uses may continue to operate at no greater intensity than at present and shall be considered conforming uses until such time as they are developed as residential. No agricultural activities shall be initiated on land not previously under such uses. Silvicultural activities shall be limited solely to upland areas and shall not be conducted within 30 feet of the EPC wetland line.
24. Within the Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7) tracts, on-street parking can be credited towards the required number of spaces. Parking may be permitted on another lot in conformance with Hillsborough County code Section 6.05.02(D).
25. A trail (South Coast Greenway) will be provided along Waterset Boulevard and 30" Street, as shown on the General Site Plan. The trail shall be a minimum of 30 feet in width on average, shall include a continuous 12-foot wide paved trail meeting County paved trail standards, or alternative standards as approved by the Hillsborough County Parks, Recreation and Conservation Department, Greenways Program. The trail may deviate away from Waterset Boulevard and 30" Street, but shall be located adjacent to the Waterset Boulevard right-of-way at the northern boundary of the project and shall be located adjacent to the 30" Street right-of-way at the southern boundary of the project. The trail may contain design features such as benches, walkways, gazebos, kiosks, and recreational amenities.

Where a stormwater pond is located within the 30-foot corridor, the pond's top of bank shall be a minimum of seven (7) feet from the edge of the paved trail, except where the trail crosses a pond. The final alignment of the trail will be determined in conjunction with the Hillsborough County Parks, Recreation and Conservation Department, Greenways Program.

The trail and any 8 foot wide sidewalks shall be required herein these conditions shall be open to the public and accommodate all types of recreational uses and non-motorized transportation suitable for a paved trail. Where the trail crosses a collector roadway, proper pavement markings and signage shall be installed, in accordance with Hillsborough County paved trail design standards. Per the LDC, any bicycle path or trail identified on an adopted bicycle/trail map shall be constructed by proposed developments. The trail shall be owned and maintained by a homeowners association, a community development district, or other similar entity.

26. A minimum 8-foot wide sidewalk shall be provided which connects the South Coast Greenway to the 80-acre Regional Sports Complex. [THIS CONDITION HAS BEEN SATISFIED.]
27. Residential tracts abutting Waterset Boulevard shall have a 24-foot buffer from the road right-of-way.

28. If multi-family or single-family attached residential units are proposed along the northern property line of Tract 16 or along the southern property line of Tract 21, a minimum 30- foot setback shall be required to the principal structure(s) from the perimeter property line.
29. For residential uses on Tracts adjacent to 1-75 or the CSX Railroad, buffering shall be provided in accordance with Section 6.06.00.06.C.6., Areas of Excessive Traffic or Noise.
30. Lots may have access via a shared driveway. The width of the shared driveway shall be the same as a standard driveway. Access via alleyways and shared parallel driveways to the roadways shall be encouraged and permitted, given they meet applicable County standards. The Developer may also propose additional context sensitive and livable roadway design alternatives for review and acceptance by County transportation staff.
31. The internal access points depicted on the General Site Plan are conceptual. Any modification to the location and number of access points shall be reviewed by Hillsborough County during the construction plan review phase. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department. Final design, if approved by Hillsborough County Development Services Department may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.
32. Prior to Site Plan Approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. Turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where any turn lane is provided. The Developer shall construct the turn lanes at his expense.
33. Turn lane improvements as shown in the following table will be provided at time of construction of adjacent project access roads and Traffic Signals will be provided when warranted; Annually, the Developer shall complete an evaluation with FDOT and Hillsborough County, as appropriate, to determine whether a warrant study is required for the signalization of the roadway intersections identified. Should it be determined that a warrant study is required, the Developer shall provide same in the annual report. Furthermore, if a traffic signal is warranted, and the results are approved by Hillsborough County, then the developer shall submit 100% signal design plans to Hillsborough County within 180 days of Hillsborough County approval. Construction of the traffic signal shall commence within 120 days of approval of the final signal plans by Hillsborough County. If Hillsborough County elects to conduct a traffic signal warrant and finds that a signal is warranted, then the developer shall comply with the timing schedule described above.

Intersection	Improvement
19th Ave. and 24 th St.	Signalize, EB & SB left turn lanes, WB & SB right turn lanes
19th Ave. and 30 th St.	Signalize, Dual (2) EB left turn lanes & SB left turn lanes, WB & SB right turn lanes, SB through lane

Big Bend and Waterset Boulevard	2nd WB left turn lane, 2nd NB left turn lane
Apollo Beach Boulevard and US 41	EB exclusive through travel lane on Apollo Beach Boulevard at US Hwy 41; Dual WB left turn lanes, a through travel lane, and right turn lane on the Apollo Beach Boulevard extension at US Hwy 41; SB left turn lane on US Hwy 41 at Apollo Beach Boulevard; and NB right turn lane on US Hwy 41 at Apollo Beach Boulevard

34. A minimum of fifty (50) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway. If any neighborhood pod/cluster has 150 or more dwelling units, then the Developer shall provide vehicular cross-access to an adjacent neighborhood pod/cluster that has its own access to a roadway shown on the General Site Plan, unless the cross-access is not feasible due to environmental constraints.
35. Within all Mixed Use (Tracts 2, 8, 9, 24 A and 24B) and Town Center (Tract 7) tracts, a minimum of sixty (60) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway.
36. Throughout the development, the Developer shall provide pedestrian and bicycle interconnectivity between adjacent pods/clusters that do not provide for vehicular access between the pods/clusters, unless the interconnectivity is not feasible due to environmental constraints. All access shall be via an improved surface such as a sidewalk, wood boardwalk, pavers, or pervious concrete, and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act; access shall not be via grass, gravel, sand, mulch, or some other non-compacted surface. Bicycle and pedestrian connectivity points shall be spaced such that, where possible, they are no more than 1,320 feet apart. Distance between connectivity points shall be shown on all preliminary plat submittals.
37. At the time of Final Plat approval, the Developer shall dedicate and convey a minimum of 124 feet of right-of-way for 30th Street, from the northern property line of Tract 16 to the southern project boundary, and a minimum of 110 feet of right-of-way from the southern property line of Tract 12 to Apollo Beach Boulevard. [THIS CONDITION HAS BEEN SATIFIED.]
38. At the time of Final Plat approval of the adjacent phase or at the request of Hillsborough County, whoever is earlier, the Developer shall dedicate and convey a minimum of one hundred and twenty four (124) feet of right-of-way for Road A, from the western project boundary to Waterset Blvd.
39. The Developer shall dedicate and convey to Hillsborough County a minimum of 124 feet of right-of-way for Waterset Blvd. The right-of-way shall extend from Big Bend Rd to the development's southern property boundary.
40. The Developer shall dedicate and convey a minimum of 64 feet of right-of-way for Covington Garden Dr., in the location generally shown on General Site Plan. The right-of-way extend from Big Bend Rd. to Waterset Blvd. [THIS CONDITION HAS BEEN SATIFIED.]

41. The Developer shall construct two (2) lanes of the north-south arterial (Waterset Boulevard) from the northern property boundary to the southern property boundary. The roadway shall be designed as a two (2) lane divided roadway expandable to four (4) lanes within the median. The roadway shall include bicycle lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards. Additionally:
- 41.1 The Developer shall construct Waterset Boulevard, between Covington Garden Dr. and 19th Ave. NE, commensurate with the development of adjacent tracts, but in no event later than February 25, 2028.
- 41.2 By December 31, 2023, the Developer shall complete a continuous north-south road connection, consisting of either: (a) Waterset Boulevard in its entirety; or, (b) Waterset Boulevard to its point of intersection with 30th Street, and 30th Street from the southern property boundary to its point of intersection with Waterset Boulevard. [CONDITION 41.2 HAS BEEN SATISFIED.]
42. ~~The Developer shall construct two (2) lanes of~~ With respect to the east-west collector (Road A) from Waterset Blvd. to the western property boundary.:
- 42.1 The master drainage system within tracts adjacent to the Road A right-of-way shall be constructed to accommodate design of the roadway drainage for a future ~~shall include the northernmost or southernmost two (2) lanes and shall be expandable to a four (4) lane divided roadway, and include bicycle lanes, and sidewalks.~~
- 42.2 The design and construction of the roadway segment between Waterset Blvd. and Freestone Cir. shall be as a two (2) lane divided roadway expandable to four (4) lanes within the median. The roadway shall include bicycle lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards.
- 42.3 The developer shall only be required to stabilize, sod or seed, and construct drainage systems within that portion of the 124 foot-wide-right-of-way between Freestone Circle and the western property boundary, as necessary to accommodate the stabilized interim condition.
- 42.4 The Developer shall construct Road A, as described above, commensurate with the development of adjacent tracts, but in no event later than ~~April 28, 2025~~ February 25, 2028.
43. The developer shall construct Covington Garden Dr., continuing from its existing terminus south and west to Waterset Blvd., as a two (2) lane collector roadway as shown on the General Site Plan. The design and construction of the roadway shall include bicycle lanes, sidewalks and drainage facilities to accommodate the roadway and any required turn lanes. The roadway shall be designed to meet all Hillsborough County standards.
- The Developer shall construct Covington Garden Dr., commensurate with the development of adjacent tracts, but in no event later than December 31, 2023. [THIS CONDITION HAS BEEN SATISFIED.]

44. The Developer shall construct Apollo Beach Boulevard extension roadway as depicted on the General Site Plan. The roadway shall be designed as a four (4) lane divided roadway from US 41 and to the eastern property line of Tract 6. From US 41 to the eastern property line of Tract 6, the Developer shall dedicate and convey a total of 124 feet of right-of-way and construct four (4) lanes of a four lane roadway. The connections shall be designed and constructed to provide for a consistent roadway cross-section in accordance with Hillsborough County Roadway Design Standards. The roadway shall include bike lanes and sidewalks along the entire portion of the roadway, with one (1) of the sidewalks being constructed as a minimum 8-foot sidewalk on one (1) side of Apollo Beach Boulevard. This sidewalk shall be permitted to taper to a width of 5-feet at approach to the 1-75 flyover if necessary to conform to the final bridge designs approved by the Public Works Department. There will be no traffic calming devices -such as speed bumps, speed tables or chicanes - installed on the roadways.

The Developer shall construct the Apollo Beach Boulevard extension commensurate with the development of adjacent tracts, but in no event later than December 31, 2017. [THIS CONDITION HAS BEEN SATISFIED.]

45. The Developer shall construct 30th Street from 19th Avenue to the northern boundary of Tract 16, connecting into Waterset Boulevard, and from Apollo Beach Boulevard extension to the southern boundary of Tract 12 as a two (2) lane collector roadway as depicted on the General Site Plan. The roadways shall include bike lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards. There will be no traffic calming devices -such as speed bumps, speed tables or chicanes -installed on the roadways.

The Developer shall construct 30th Street commensurate with the development of adjacent tracts, but in no event later than April 28, 2025. [THIS CONDITION HAS BEEN SATISFIED.]

46. Railroad crossing and/or access shall be subject to review and approval by C.S.X.
47. A sidewalk shall be constructed along the property boundary of US 41. A waiver may be permitted if the developer provides written documentation from C.S.X. railroad and FDOT that the sidewalk cannot be constructed due to railway safety issues.
48. The Developer shall provide for a continuous east-west roadway (Milestone Drive) from Covington Garden Drive through Tracts 3, 4, 5, and 7, and terminating at Apollo Beach Boulevard. If the 80-acre Regional Sports Complex is not located in Tract 12, then a roadway connection with Milestone Drive shall be provided through Tract 12 to its southern property boundary. [THIS CONDITION HAS BEEN SATISFIED.]
49. ~~Option 1~~ In the event the final permits and designs are completed for a 4-lane bridge extending Apollo Beach Boulevard over Interstate 75, ("the I-75 Flyover Bridge"), then within 60 days of the County's acceptance of final permits and designs the 1-75 Flyover Bridge the Developer shall dedicate and convey within Tract 6 sufficient right-of-way of a width not less than 124 feet, or that necessary to accommodate the I-7 5 Flyover Bridge as designed, whichever is greater. Such dedication and conveyance shall also include land sufficient to accommodate drainage for the 1-75 Flyover Bridge. The Developer shall be responsible for constructing the remaining 4-lane extension of Apollo Beach

Boulevard from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs and conditions described herein these zoning conditions.

~~Option 2~~

~~In the event the County elects not to fund the completion of the design and permitting of the Flyover Bridge, then the Developer shall (at the time of Final Plat approval of property within 600 feet of the southernmost property boundary of Tract 6, but in no event earlier than May 31, 2015 and in no event later than December 31, 2023), dedicate and convey sufficient right of way, of a width not less than 124 feet and in a location mutually agreeable to the Hillsborough County and the Developer, necessary to accommodate the 1-75 Flyover Bridge. This dedication and conveyance shall also include land sufficient to accommodate drainage for the 1-75 Flyover Bridge. The County shall be responsible for constructing the remaining 4-lane extension from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs described herein these zoning conditions. The Developer shall be required to dedicate and convey land necessary for the completion of the remaining 4-lane extension of the Apollo Beach Boulevard Extension from Covington Garden Drive to any future I-75 Flyover Bridge approach.~~

~~Requirements for Option 1 or Option 2~~

No development shall occur within 600 feet of the southernmost property boundary of Tract 6 until such time as the final alignment ~~(in Option 1) or likely alignment (in Option 2)~~ of the Apollo Beach Boulevard extension is approved by Public Works. [THIS CONDITION HAS BEEN SATISFIED.]

50. Houses fronting the collector roadways shall be permitted, if access is provided via alleyways parallel to the roadway given they meet applicable County standards. The Developer may also propose additional context sensitive and livable roadway design alternatives for review and acceptance by County transportation staff. TND street typical sections from the Hillsborough County Transportation Technical Manual may be used as an option.
51. The Developer shall construct the Regional Roadway Improvements as required in the Waterset Development of Regional Impact Development Order conditions. The Big Bend Road traffic analysis shall be started no later than January 31, 2015. The Apollo Beach and US 41 Intersection shall be completed no later than December 31, 2016, unless the process of obtaining necessary CSX approval makes it impossible for the Developer to meet this deadline, in which case the deadline shall be extended to a date mutually acceptable to the Developer and Hillsborough County. Contributions related to the 1-75 Flyover Bridge shall proceed in accordance with the terms and conditions set forth in the Development Order. [THIS CONDITION HAS BEEN SATISFIED.]
52. The Developer shall install traffic signals, when warranted and approved by Hillsborough County, at the intersections of the major north/south collector roadways. Prior to Construction Plan Approval, the Developer shall submit a Traffic Signal Warrant Study to determine when the traffic signal is warranted. Once warrants are established, the Developer shall submit preliminary design plans for the signal concurrent with the design plans for the intersection. The Developer shall be responsible for the cost of the design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department.

53. The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. Except as otherwise required herein these conditions, the sidewalks shall be a minimum width of five (5) feet and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act. The trail (South Coast Greenway) described in Condition 25 may be provided in lieu of a 5-foot sidewalk along the side of a roadway to which the trail is adjacent.
54. Transit Amenities. The Developer shall provide two bus bays with shelters and associated amenities at the bus stops and associated roadway improvements along 19th Avenue, to be generally located between 24th and 30th Streets and 30th and the eastern property line respectively. The Developer shall also provide ADA sidewalks and connections from the internal development with direct access to the transit improvements.
55. The Developer shall cooperate with HART in the future placement of bus stops and related facilities along the major corridors through the project including providing notice to the Community Development District and the Home Owners Associations(s) of the planned future placement of these facilities within the community.
56. The Developer shall coordinate with HART, Tampa Electric Company (TECO) and Hillsborough County to locate a Park & Ride/Trail Head facility along Waterset Boulevard at the TECO right-of-way crossing between either Tracts 13 and 16 or Tracts 14 and 17. The Park & Ride location shall accommodate buses, bicycles, vanpools and carpools. [THIS CONDITION HAS BEEN SATISFIED.]
57. The Developer shall coordinate with HART and Tampa Bay Area Regional Transportation Authority (TBARTA) to promote multi-modal alternatives by distributing ridesharing information to be provided by HART and TBARTA to the project residents and employees.
58. The Developer shall provide documentation, satisfactory to Hillsborough County, depicting all flood zones for the development, and the potential areas of wave action for category B, C, D, and E evacuations, prior to or concurrent with construction plans or building plans submitted for approval.
59. Non-residential signs with the project signs shall be limited to building signs and monument signs. All monument signs shall be a maximum of 15 feet in height and shall be constructed of materials similar to the buildings they serve and comply with all Land Development Code sign regulations. Billboards shall be prohibited. Notwithstanding the foregoing, pole signage shall be permitted on folio numbers 053966.0010 and 053975.2432 in accordance with the Land Development Code.
60. Approval of this application does not ensure that water will be available at the time when the applicant seeks approval to actually develop.
61. The locations of trees that qualify as Grand Oaks must be identified on the submitted preliminary plan/plat as part of the Site Development/Subdivision Review process. Site design features to avoid the removal of these trees are to be displayed on the submitted preliminary plan.
62. An evaluation of the property identified a number of significantly mature trees. The stature of these trees would warrant every effort to minimize their removal. The applicant is encouraged prior to

submittal of preliminary plans through the Land Development Code's Site Development or Subdivision process to consult with staff of the Natural Resource Unit for design input addressing these trees.

63. The developer shall provide a wildlife survey of any endangered, threatened, or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines. The survey information must be provided upon submittal of the preliminary plans through the site development/subdivision process.
64. A Gopher tortoise burrow survey in accordance with the Florida Fish and Wildlife Conservation Commission (FFWCC) published wildlife methodology guidelines must be submitted. A discussion of any commensal species observed during this survey must be included. A copy of the survey and documentation indicating the method to be used for managing gopher tortoises and other potential listed species observed on-site must be provided to Natural Resource Review of the Development Services Department upon submittal of all preliminary plats. Essential Wildlife Habitat as defined by the Hillsborough County Land Development Code must be addressed if applicable in consideration of the overall project boundaries.
65. Southeastern American Kestrels have been observed utilizing portions of the project site's property. This species is listed as a species of special concern by FFWCC. Per the Hillsborough County Land Development Code, Article 4, Section 4.01.10, when a listed species essential habitat is documented, on-site protection of that habitat is required. Type (I) and (II) forage classifications for the kestrel are documented on-site. In accordance with the guidelines in the Stys (1993) technical report, this property is biologically significant for kestrels and qualifies as essential wildlife habitat. Preservation criteria should be provided in accordance with the Land Development Code Article 4, 4.01.12 and the guidelines listed in the Stys (1993) report. Documentation indicating the proposed method to resolve the kestrel habitat protection requirement must be submitted and approved by Natural Resource Review of the Development Services Department prior to preliminary site plan approval.
66. Approval of the zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval. The construction and location of any proposed wetland crossing for internal roadways and adjacent development road connection alignments shall be reviewed by EPC pursuant to Chapter 1-11, Wetlands, Rules of the EPC, to determine whether such crossing and alignments are necessary to accomplish reasonable use of the subject property. Prior to the issuance of any building or land alteration permits or other development, the wetlands must be field delineated in its entirety by EPC staff and the wetland line surveyed. The survey must then be submitted to EPC staff for approval. After survey approval, the wetland line must appear on all site plans and must be labeled as "EPC Wetland Line." The wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code.
67. Construction of this site must meet the criteria of the Stormwater Technical Manual in effect at the time of Construction Plan submittal.
68. The site is located within a sub-basin of the Bullfrog Creek Watershed and is defined as having a peak-sensitive basin flow capacity (discharge limited to 2.33 year, 24-hour pre-developed peak rate), if there is a positive outfall.

69. If there are stormwater drainage complaints more stringent discharge rates may be imposed. This area does on appear on the Department of Public Works list of "redlined areas."
70. All areas which convey or store stormwater will have an associated 100-year floodplain due to stormwater runoff and flows, including those conveyance and storage facilities in storm surge areas. The Engineer -of-Record shall be responsible for determining the on-site 100-year floodplain elevations if not determined by a FEMA study. No development (structures or fill) shall be allowed in any 100-year frequency non-tidal floodplain unless provisions are made to compensate for the reduction in storage volume due to the proposed development.
71. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.
72. The technical manuals are designed to limit impacts due to new development to adjacent properties but contain criteria that may be exceeded by conditions beyond Hillsborough County control.
73. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
74. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
75. Prior to approval by the Hillsborough County Board of County Commissioners at the scheduled Land Use Meeting, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above, the Land Development Code (LDC) and/or the recommendations of the Land Use Hearing Officer. The revised general site plan shall be certified upon approval of the petition at the scheduled Board of County Commissioners Land Use Meeting. Prior to petition approval and certification, if it is determined the certified plan does not accurately reflect the conditions of approval, the requirements of the LDC and/or the recommendations of the Land Use Hearing Officer, as may be modified at the Board of County Commissioners Land Use Meeting, said plan will be deemed invalid and a revised General Development Plan shall be submitted for certification. Certification of the revised plan (and approval of the petition) shall occur at the next available Board of County Commissioners Land Use Meeting. The submittal deadline for the revised General Development Plan under all of the above scenarios shall be the deadline for the filing of Oral Argument.

The following additional conditions of approval 76 – 85 shall apply to area modified by PRS 25-0191, i.e. (Folio No. 54244.0062), hereinbelow referred to as the "Subject Area":

76. Notwithstanding anything herein these conditions to the contrary, the Subject Area shall be served by (and limited to) four (4) vehicular access connections at the following points, as displayed on the site plan:

- a. One (1) right-in/right-out access to 19th Ave NE;
 - b. One (1) right-in/right-out access to 30th St NE;
 - c. One (1) right-in/right-out access to the north-south collector roadway located along the eastern boundary of the Subject Area; and,
 - d. One (1) full access to the east-west collector roadway located along the northern boundary of the Subject Area.
77. Prior to or concurrent with the initial increment of development within the Subject Area, the developer shall be required to construct the following site access improvements:
- a. A northbound to eastbound right turn lane on 30th St NE into the Subject Area;
 - b. A westbound to northbound right turn lane on 19th Ave. NE into the Subject Area.
 - c. A raised concrete separator along 19th Ave NE sufficient to restrict the access authorized via Condition 76.a, above, such that only right-in/right-out movements are permitted (i.e. for a minimum distance of 100 feet from either side of the access, or as otherwise approved by Hillsborough County at the time of site/construction plan review); and,
 - i. A raised concrete separator along the portion of the north-south collector roadway located along the east side of the Subject Area (i.e. convert those striped portions of the existing median to a raised concrete median, such that there is a continuous raised concrete median along the north-south collector roadway between the east- west collector roadway located along the north side of the Subject Area and 19th Ave. NE).
78. The developer shall be required to convert those portions of the striped median along the east-west collector roadway located north of the Subject Area to raised medians, where such striping is not otherwise removed for the purposes of converting such area for usage as a turn lane.
79. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, the following site access and other improvements shall be substantially complete for beneficial use prior to issuance of Certificates of Occupancy (temporary or otherwise) for any development within the subject area:
- a. Signalization of the intersection of 30th St. NE and 19th Ave NE;
 - b. Construction of an eastbound to northbound left turn lane on 19th Ave. NE at its intersection with the north-south collector roadway located immediately east of the Subject Area;
80. Prior to or concurrent with the initial increment of development within the Subject Area, the developer shall construct a mid-block pedestrian crossing between the pedestrian sidewalk located along the eastern side of 30th St. NE and the South Coast Greenway trail located along the west side of 30th St. NE. Such crossing shall be located at or in the vicinity of the intersection of 30th St. NE and the east/west collector roadway located along the northern boundary of the Subject Area. Final location shall be subject to review and approval by Hillsborough County Public Works. The developer shall be responsible for installing all signage, pedestrian signalization and/or Rapid Rectangular Flashing Beacons (RRFBs) determined to be necessary by Public Works.

81. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
82. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
83. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
84. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
85. Applicable only to the area under PRS 25-0191: Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development plan or certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.
86. Applicable only to the area under PRS 25-1200: Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development plan or certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.
 - 86.1 In accordance with LDC Section 5.03.07.C, the certified PD general site plan for PRS 25-1200 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.
 - 86.2 Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
 - 86.3 The construction and location of any proposed environmental impacts are not approved by this

- correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
- 86.4 If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 86.5 Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
- 86.6 The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- 86.7 Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
- 86.8 Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

Zoning Administrator Sign Off:

J. Brian Grady

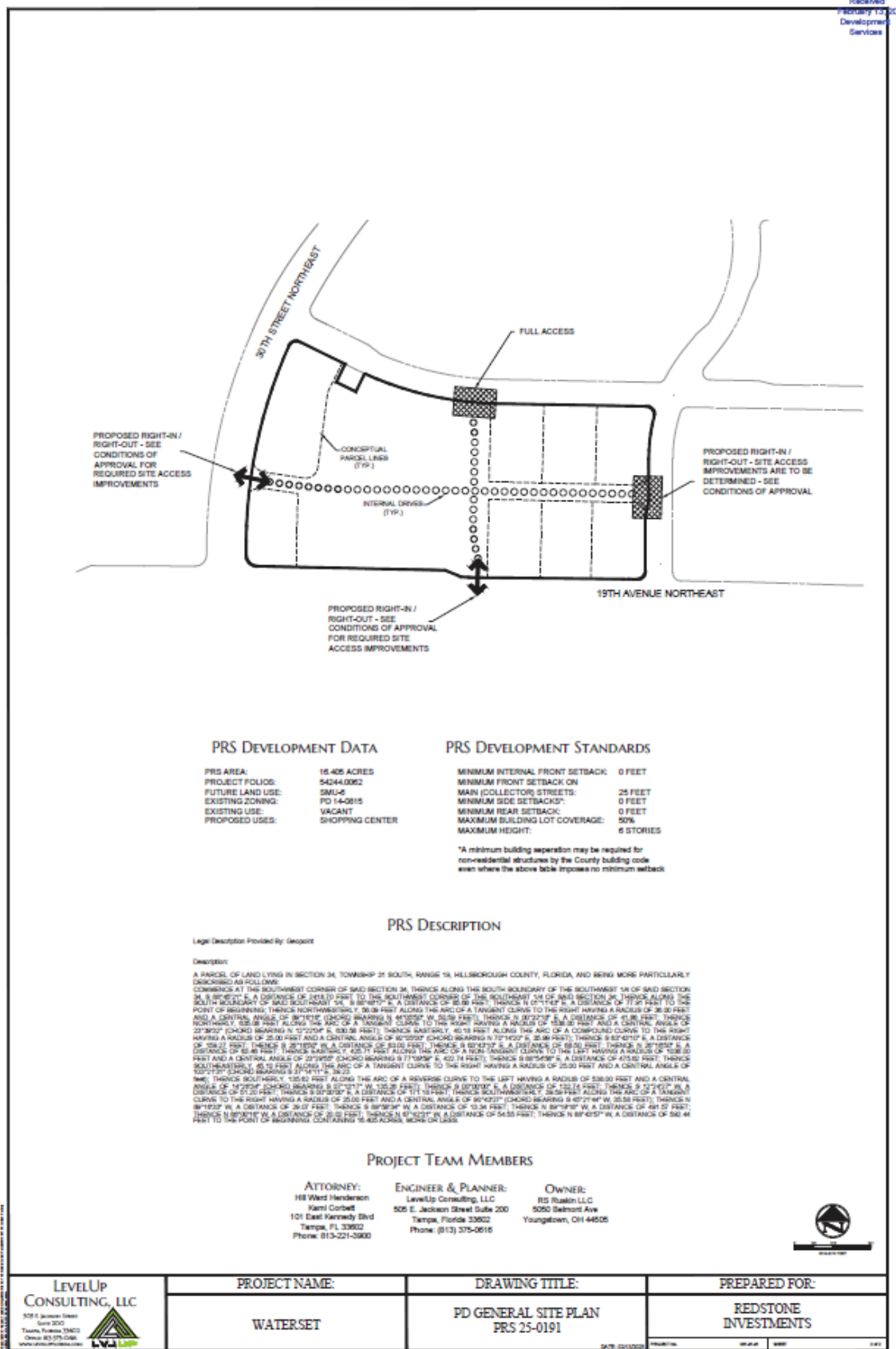
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDNACE WITH HILLSBOROGUH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

7.0 ADDITIONAL INFORMATION

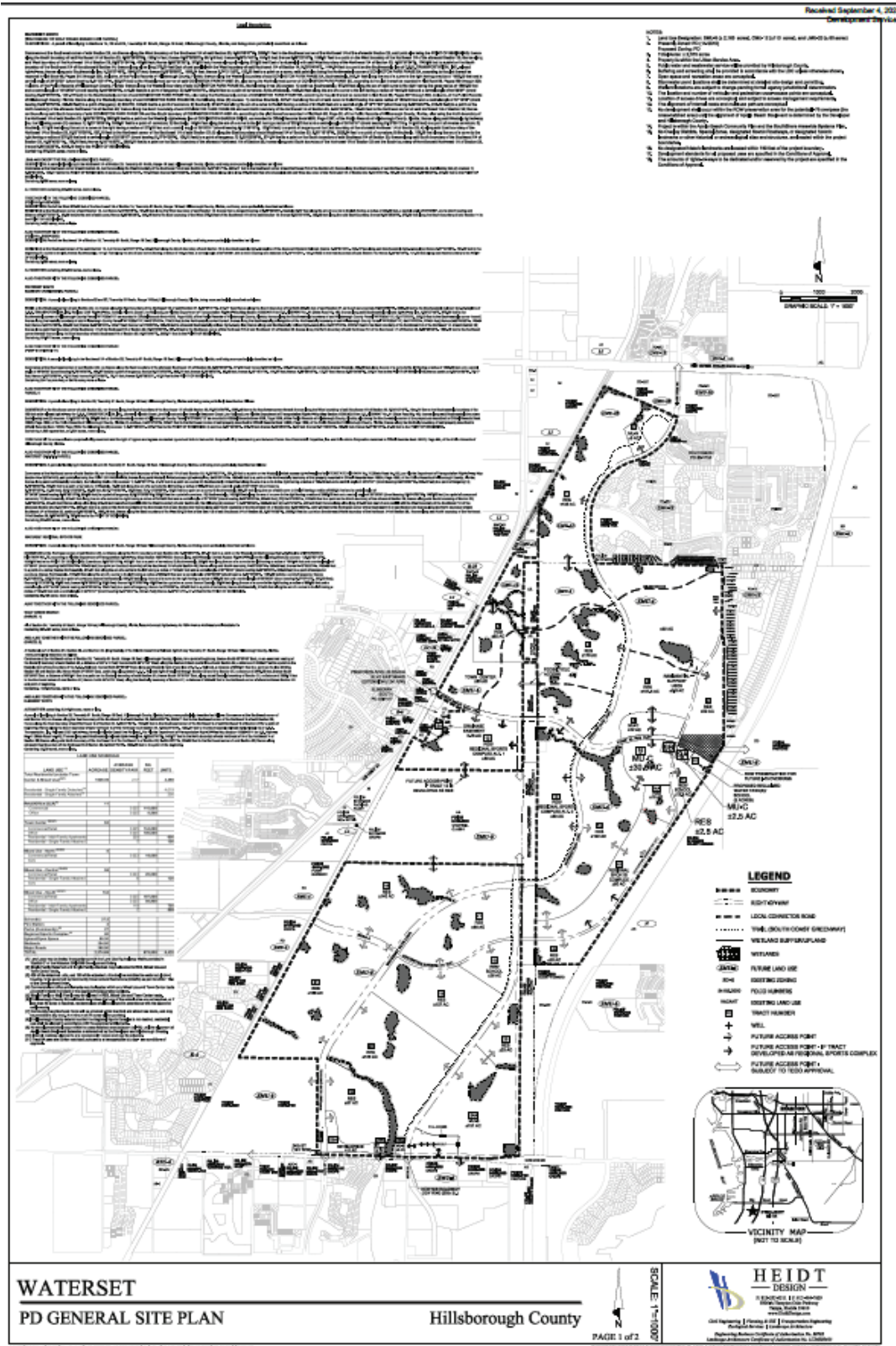
8.0 Site Plan

8.2 Approved Site Plan (Full): Page 2 of 2, PRS 25-0191 Subject Site Location



8.0 Site Plan

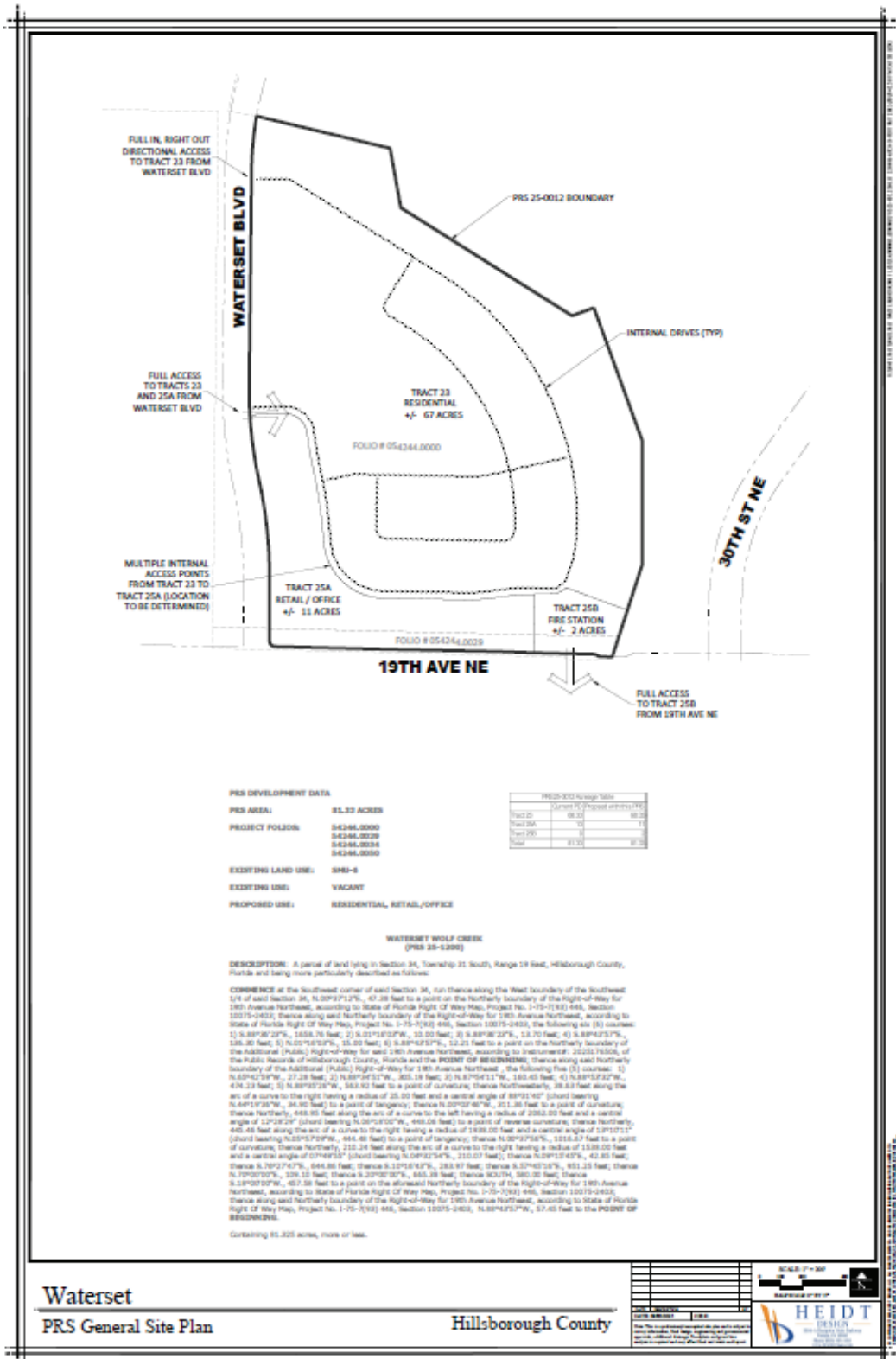
8.3 Proposed Site Plan (Full): Page 1 of 2



8.0 Site Plan

8.4 Proposed Site Plan (Full): Page 2 of 2, PRS 25-0191 Subject Site Location

Received September 4, 2025
Development Services



8.0 FULL TRANSPORTATION REPORT

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 10/24/2025

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

PLANNING AREA/SECTOR: APB/ South

PETITION NO: PRS 25-1200

☐

This agency has no comments.

☐

This agency has no objection.

☒

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

☐

This agency objects for the reasons set forth below.

REVISED CONDITIONS

21. A community Fire Station shall ~~be included within the development to~~ be located within on the east side of Waterset Boulevard (24th Street) and within one (1) mile north of 19th Avenue NW Tract 25B. It shall be a minimum of 1.2 acres in size or a site sufficient to accommodate the construction of a 10,000 s.f. one-story fire station facility. This acreage and/or site, shall be sufficient to provide for all related site requirements and/or improvements (e.g. parking, circular drive, ingress and egress driveways) as determined by Hillsborough County. The Developer shall provide stormwater facilities off-site, within the master storm water system or onsite within an expanded site boundary, as agreed upon by the Hillsborough County Fire Rescue Department. The site shall ~~be located to~~ have direct ~~egress on to a collector or arterial roadway~~ access to 19th Ave. NE. Notwithstanding anything herein these conditions or on the PD site plan to the contrary: a) the access connection(s) serving Tract 25B shall be for the exclusive use of the Fire Station; and, b) the number and location of these access connection(s), as well as the extent to which site access improvements may be required, shall be determined at the time of site/construction plan review for development within this Tract. The Developer shall dedicate and convey this site to the County at no cost to the County. Prior to preliminary site plan or preliminary plat approval within any of the above mentioned area, the developer shall coordinate with the Hillsborough County Fire Rescue office to determine the specific ~~location and~~ size during the site plan review phase. Within 90-days of a request by Hillsborough County Fire Rescue Department, the developer shall dedicate and convey the property.

[The applicant is proposing to modify the above condition. Transportation staff is only recommending language/changes relative to transportation related issues. Other changes to this condition which were proposed by the applicant, such as a modification of language governing the size of the parcel and impact fee creditability, were excluded from the above and are deferred to zoning staff for coordination with the Fire Marshall and/or other agencies which can review and take a position on those issues, as appropriate.]

26. A minimum 8-foot wide sidewalk shall be provided which connects the South Coast Greenway to the 80-acre Regional Sports Complex. [\[THIS CONDITION HAS BEEN SATISFIED.\]](#)

[The applicant is proposing to modify the above condition as shown above. Transportation staff concurs that the above improvements have been completed.]

34. A minimum of fifty (50) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway. If any neighborhood pod/cluster has 150 or more dwelling units, then the Developer shall provide vehicular cross-access to an adjacent neighborhood pod/cluster that has its own access to a roadway shown on the General Site Plan, [unless the cross-access is not feasible due to environmental constraints](#).

[The applicant is proposing to modify the above condition as shown above. Transportation staff has no objection to this request.]

36. Throughout the development, the Developer shall provide pedestrian and bicycle interconnectivity between adjacent pods/clusters that do not provide for vehicular access between the pods/clusters, [unless the interconnectivity is not feasible due to environmental constraints](#). All access shall be via an improved surface such as a sidewalk, wood boardwalk, pavers, or pervious concrete, and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act; access shall not be via grass, gravel, sand, mulch, or some other non-compacted surface. Bicycle and pedestrian connectivity points shall be spaced such that, where possible, they are no more than 1,320 feet apart. Distance between connectivity points shall be shown on all preliminary plat submittals.

[The applicant is proposing to modify the above condition as shown above. Transportation staff has no objection to this request.]

37. At the time of Final Plat approval, the Developer shall dedicate and convey a minimum of 124 feet of right-of-way for ~~30th~~ 30" Street, from the northern property line of Tract 16 to the southern project boundary, and [a minimum of 110 feet of right-of-way](#) from the southern property line of Tract 12 to Apollo Beach Boulevard. [\[THIS CONDITION HAS BEEN SATISFIED.\]](#)

[The applicant is proposing to modify the above condition as generally shown above. Transportation staff concurs that the above dedication and conveyance has been completed. Staff notes that the change from 124 feet to 110 feet is consistent with the applicable Transportation Technical Manual (TTM) standards for collector roadways which was in effect at the time the roadways were constructed, and no other special conditions existed which necessitated a wider right-of-way (e.g. those portions of 30th St. which run adjacent to the South Coast Greenway necessitated the wider 124-foot minimum section).]

40. The Developer shall dedicate and convey a minimum of 64 feet of right-of-way for Covington Garden Dr., in the location generally shown on General Site Plan. The right-of-way extend from Big Bend Rd. to Waterset Blvd. [\[THIS CONDITION HAS BEEN SATISFIED.\]](#)

[The applicant is proposing to modify the above condition as shown above. Transportation staff concurs that the above dedication and conveyance has been completed.]

41. The Developer shall construct two (2) lanes of the north-south arterial (Waterset Blvd.) from the northern property boundary to the southern property boundary. The roadway shall be designed as a two (2) lane divided roadway expandable to four (4) lanes within the median. The roadway shall include bicycle lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards. Additionally:

41.1 The developer shall construct Waterset Boulevard, between Covington Garden Dr. and 19th Ave. NE, commensurate with the development of adjacent tracts, but in no event later than February 25, 2028.

41.2 By December 31, 2023, the Developer shall complete a continuous north-south road connection, consisting of either: (a) Waterset Boulevard in its entirety; or, (b) Waterset Boulevard to its point of intersection with 30th Street, and 30th Street from the southern property boundary to its point of intersection with Waterset Boulevard. [CONDITION 41.2 HAS BEEN SATISFIED].

[The applicant is proposing to modify the above condition. The dates listed above have been included to match the revised dates as shown within the Development of Regional Impact (DRI) Development Order (DO) amendment which is being concurrently processed via file 25-1209, and as further discussed therein. Transportation staff concurs that 41.2 option (b) improvements have been completed, and the Stormwater Section concurs that ponds were sized to accommodate the future 4-lane roadway within those constructed portions.]

42. ~~The Developer shall construct two (2) lanes of~~ With respect to the east-west collector (Road A) from Waterset Blvd. to the western property boundary. ~~;~~

42.1 The master drainage system within tracts adjacent to the Road A right-of-way shall be constructed to accommodate design of the roadway drainage for a future ~~shall include the northernmost or southernmost two (2) lanes and shall be expandable to a~~ four (4) lane divided roadway, and include bicycle lanes, and sidewalks.

42.2 The design and construction of the roadway segment between Waterset Blvd. and Freestone Cir. shall be as a two (2) lane divided roadway expandable to four (4) lanes within the median. The roadway shall include bicycle lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards.

42.3 The developer shall only be required to stabilize, sod or seed, and construct drainage systems within that portion of the 124 foot-wide-right-of-way between Freestone Cir. and the western property boundary, as necessary to accommodate the stabilized interim condition.

42.4 The Developer shall construct Road A as described above, commensurate with the development of adjacent tracts, but in no event later than ~~April 28, 2025~~ February 25, 2028.

[Transportation Review Section staff is proposing to modify the above condition with respect to the limits of the proposed physical extension. The applicant is proposing to modify the conditions with respect to the deadline for compliance. Staff notes that while dedication of the right-of-way must extend to the western project boundary as addressed in existing approved condition 38, there is no need to construct the roadway to that same extent. Given CSX's policy that a minimum of 3 existing at grade crossings must be closed for every 1 new crossing proposed, it is extremely unlikely that the Leisey Rd. Ext. (Road A) will ever occur at grade. As such, any extension would have to be designed as a flyover bridge, and elevation of the facility necessary to reach required vertical clearance heights would start to occur well east of the western terminus. Given this, any infrastructure installed in this area would provide no interim benefit but would create additional impervious area that would incur costs to maintain and ultimately require removal (so that the flyover could be constructed in its place). Such unused dead-end facility could also become a location for illegal dumping, with the costs for each clean up falling to the County. No funding for completion of the flyover has been identified within the CIP. Additionally, completion of the extension was not identified as either a cost feasible or unfunded project within the County's 2050 Long Range Transportation Plan (LRTP), indicating the project is currently anticipated for completion beyond this planning horizon. The dates listed above have been revised to match the revised dates as shown within the Development of Regional Impact (DRI) Development Order (DO) amendment, which is being concurrently processed via file 25-1209, and as further discussed therein.]

43. The developer shall construct Covington Garden Dr., continuing from its existing terminus south and west to Waterset Blvd., as a two (2) lane collector roadway as shown on the General Site Plan. The design and construction of the roadway shall include bicycle lanes, sidewalks and drainage facilities to accommodate the roadway and any required turn lanes. The roadway shall be designed to meet all Hillsborough County standards.

The Developer shall construct Covington Garden Dr., commensurate with the development of adjacent tracts, but in no event later than December 31, 2023. [THIS CONDITION HAS BEEN SATISFIED].

[The applicant is proposing to modify the above condition as shown above. Transportation staff concurs that the above improvements have been completed.]

44. The Developer shall construct Apollo Beach Boulevard extension roadway as depicted on the General Site Plan. The roadway shall be designed as a four (4) lane divided roadway from US 41 and to the eastern property line of Tract 6. From US 41 to the eastern property line of Tract 6, the Developer shall dedicate and convey a total of 124 feet of right-of-way and construct four (4) lanes of a four lane roadway. The connections shall be designed and constructed to provide for a consistent roadway cross-section in accordance with Hillsborough County Roadway Design Standards. The roadway shall include bike lanes and sidewalks along the entire portion of the roadway, with one (1) of the sidewalks being constructed as a minimum 8-foot sidewalk on one (1) side of Apollo Beach Boulevard. This sidewalk shall be permitted to taper to a width of 5-feet at approach to the 1-75 flyover if necessary to conform to the final bridge designs approved by the Public Works Department. There will be no traffic calming devices -such as speed bumps, speed tables or chicanes - installed on the roadways.

The Developer shall construct the Apollo Beach Boulevard extension commensurate with the development of adjacent tracts, but in no event later than December 31, 2017. [THIS CONDITION HAS BEEN SATISFIED].

[The applicant is proposing to modify the above condition. Transportation staff concurs that the above improvements have been completed.]

45. The Developer shall construct ~~30"~~30th Street from ~~19"~~19th Avenue to the northern boundary of Tract 16, connecting into Waterset Boulevard, and from Apollo Beach Boulevard extension to the southern boundary of Tract 12 as a two (2) lane collector roadway as depicted on the General Site Plan. The roadways shall include bike lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards. There will be no traffic calming devices -such as speed bumps, speed tables or chicanes -installed on the roadways.

The Developer shall construct ~~30"~~30th Street commensurate with the development of adjacent tracts, but in no event later than April 28, 2025. [THIS CONDITION HAS BEEN SATISFIED.]

[The applicant is proposing to modify the above condition as shown above. Transportation staff concurs that the above improvements have been completed, and the Stormwater Section concurs that ponds were sized to accommodate the future 4-lane roadway.]

48. The Developer shall provide for a continuous east-west roadway (Milestone Drive) from Covington Garden Drive through Tracts 3, 4, 5, and 7, and terminating at Apollo Beach Boulevard. If the 80-acre Regional Sports Complex is not located in Tract 12, then a roadway connection with Milestone Drive shall be provided through Tract 12 to its southern property boundary. [THIS CONDITION HAS BEEN SATISFIED].

[The applicant is proposing to modify the above condition as shown above. Transportation staff concurs that the above improvements have been completed.]

49. ~~Option 1~~ In the event the final permits and designs are completed for a 4-lane bridge extending Apollo Beach Boulevard over Interstate 75, ("the I-75 Flyover Bridge"), then within 60 days of the County's acceptance of final permits and designs the ~~I-75~~I-75 Flyover Bridge the Developer shall dedicate and convey within Tract 6 sufficient right-of-way of a width not less than 124 feet, or that necessary to accommodate the ~~I-7-5~~I-75 Flyover Bridge as designed, whichever is greater. Such dedication and conveyance shall also include land sufficient to accommodate drainage for the 1-75 Flyover Bridge. The Developer shall be responsible for constructing the remaining 4-lane extension of Apollo Beach Boulevard from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs and conditions described herein these zoning conditions.

~~Option 2~~

~~In the event the County elects not to fund the completion of the design and permitting of the Flyover Bridge, then the Developer shall (at the time of Final Plat approval of property~~

~~within 600 feet of the southernmost property boundary of Tract 6, but in no event earlier than May 31, 2015 and in no event later than December 31, 2023), dedicate and convey sufficient right-of-way, of a width not less than 124 feet and in a location mutually agreeable to the Hillsborough County and the Developer, necessary to accommodate the I-75 Flyover Bridge. This dedication and conveyance shall also include land sufficient to accommodate drainage for the I-75 Flyover Bridge. The County shall be responsible for constructing the remaining 4-lane extension from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs described herein these zoning conditions. The Developer shall be required to dedicate and convey land necessary for the completion of the remaining 4-lane extension of the Apollo Beach Boulevard Extension from Covington Garden Drive to any future I-75 Flyover Bridge approach.~~

~~Requirements for Option 1 or Option 2~~

No development shall occur within 600 feet of the southernmost property boundary of Tract 6 until such time as the final alignment ~~(in Option 1) or likely alignment (in Option 2)~~ of the Apollo Beach Boulevard extension is approved by Public Works. [THIS CONDITION HAS BEEN SATISFIED].

[The applicant is proposing to modify the above condition as generally shown above. Transportation staff concurs that the above improvements have been completed. Staff also notes that the Option 2 language is appropriately struck, since Option 1 (i.e. the funding and construction of the flyover bridge project) was ultimately selected and completed.]

51. The Developer shall construct the Regional Roadway Improvements as required in the Waterset Development of Regional Impact Development Order conditions. The Big Bend Road traffic analysis shall be started no later than January 31, 2015. The Apollo Beach and US 41 Intersection shall be completed no later than December 31, 2016, unless the process of obtaining necessary CSX approval makes it impossible for the Developer to meet this deadline, in which case the deadline shall be extended to a date mutually acceptable to the Developer and Hillsborough County. Contributions related to the I-75 Flyover Bridge shall proceed in accordance with the terms and conditions set forth in the Development Order. [THIS CONDITION HAS BEEN SATISFIED].

[The applicant is proposing to modify the above condition as shown above. Transportation staff concurs that the above improvements have been completed.]

56. The Developer shall coordinate with HART, Tampa Electric Company (TECO) and Hillsborough County to locate a Park & Ride/Trail Head facility along Waterset Boulevard at the TECO right-of-way crossing between either Tracts 13 and 16 or Tracts 14 and 17. The Park & Ride location shall accommodate buses, bicycles, vanpools and carpools. [THIS CONDITION HAS BEEN SATISFIED].

[The applicant is proposing to modify the above condition as shown above. Staff notes that the developer reached out to TECO, who indicated that "Tampa Electric does not allow any permanent buildings or structures under our lines..." and that "parking and parking lots are not permitted...". Given the above and the fact that the entire area identified for the facilities are owned by TECO, Transportation staff concurs that the above condition has been satisfied.]

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
 - Correct the label reading “PRS 25-0012 Boundary” with a label instead reading “PRS 1200 Boundary”.

SUMMARY OF REQUESTS AND CONCLUSIONS

The applicant is requesting a Minor Modification (PRS) to previously approved Planned Development (PD) 14-0815. PD 14-0815 was approved as a combination/modification to five previously approved PDs (04-1723, 06-1680, 11-0027, 11-0028, and 11-0568). PD 14-0815 was most recently amended via PRS 25-0191. The PD is also known as the Waterset Development of Regional Impact (#266), a concurrent review of the DRI modification is occurring via file DRI 25-1209.

The applicant is proposing to modify a variety of transportation and non-transportation related conditions. Transportation related changes are shown hereinabove, together with staff analysis and commentary provided below for each condition. If staff did not address a specific requested change within this report, it's because that condition (or element of a condition) was not within Transportation's purview to review and comment (i.e. staff understands the zoning case planner was coordinating review by other agencies as needed). The majority of condition changes are being proposed to document compliance with existing conditions or otherwise clean up existing conditions to reflect options which have since been exercised. The applicant is also proposing to modify the land use table to take 2.5 acres out of the Retail/Office (SLR) parcel (i.e. proposed Tract 25A) and assign those 2.5 acres to the Fire Station (i.e. proposed Tract 25B). A commensurate decrease in square-footage is being proposed. Specifically, within Tract 25A, commercial entitlements are being decreased from 130,680 s.f. to 106,000 s.f. and office entitlements are being reduced from 10,000 s.f. to 8,100 s.f. Staff notes that, at the time of the writing of this report, those changes were not included within the case file record; however, zoning staff provided the above values which formed the basis of the below review

Consistent with Sec. 6.2.1.C. of the Development Procedures Manual (DRPM), no transportation analysis was required to process this request. Staff notes that the proposed changes will decrease the overall maximum trip generation potential of the proposed project. Site access impacts (and the extent to which improvements may be needed) related to the new fire station access proposed on 19th Ave. will be analyzed at the time of site/construction plan review for the station. No other changes to external project access are proposed. Although not included in the previously approved land use table as a separate use, the fire station was envisioned in the zoning conditions.

Staff has prepared the below comparison of the maximum trip generation potential under the existing and proposed zoning, with the analysis being confined to development within Tract 25. Data shown below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 12th Edition.

Approved Zoning (Tract 25 Only):

Zoning, Land Use/Size*	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
130,680 s.f. Commercial Uses (ITE LUC 821)	13,254	463	1,121
10,000 s.f. Office Uses (ITE LUC 710)	270	31	41
Subtotal:	13,524	494	1,162

**Land Use Code (LUC) 710 from the 20-0004 report/analysis was utilized for consistency. LUCs for commercial uses were updated due to difference in Trip Generation Manual editions.*

Proposed Zoning (Tract 25A and 25B Only):

Zoning, Land Use/Size*	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
106,000 s.f. Commercial Uses (ITE LUC 821)	10,752	375	910
8,100 s.f. Office Uses (ITE LUC 710)	258	29	39
Fire Rescue Station (assumed 10,000 g.s.f.) (ITE LUC 575)	50 (est.)	5 (est.)	5
Subtotal:	11,060	409	954

**Land Use Code (LUC) 710 from the 20-0004 report/analysis was utilized for consistency. LUCs for commercial uses were updated due to difference in Trip Generation Manual editions.*

Trip Generation Difference (Tracts 25/A/B Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(-) 2,464	(-) 85	(-) 208

ROADWAY LEVELS OF SERVICE (LOS) INFORMATION

Roadway	From	To	LOS Standard	Peak Hour LOS
Big Bend Rd	US 41	I-75	D	D
US 41	Apollo Beach Blvd	Big Bend	D	D
US 41	Leisey Rd.	Apollo Beach Blvd.	D	F
19 th Ave	US 41	24 th St. NE	D	C
19 th Ave	24 th St. NE	Cypress Village Blvd.	D	F

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

Ratliff, James

From: Williams, Joe H. <JHWilliams@tecoenergy.com>
Sent: Tuesday, September 30, 2025 9:00 AM
To: Eric Francis
Cc: Bose, Swati; Williams, Michael; Tirado, Sheida; Ratliff, James; brownd2@gohart.org; Rodriguez, Dan; King, Amanda; lwheat@heidtdesign.com
Subject: RE: HART Park & Ride on TECO Property Adjacent to Waterset Boulevard

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Good morning, Eric,

Thank you for reaching out. Below is the general process for applying to the Land Use Committee (LUC).

The LUC reviews requests such as this on a monthly basis. The committee is comprised of Real Estate, Legal, Transmission Operations, Transmission Engineering, Distribution, Line Clearance, and Environmental. The Committee will review your application and will approve or deny it based on collective business decisions. If your request is denied, you will be notified in writing. If your request is approved, you will be contacted to provide additional information and informed of the next step(s) in the process. The Land Use Committee's role is to ensure that the proposed projects aligns with the terms of the easement and complies with relevant regulations.

Tampa Electric does not allow any permanent buildings or structures under our lines, parking and parking lots are not permitted, and any roadways, driveways, sidewalks, and utilities must cross the easement perpendicularly, not parallel to our facilities and pole lines. Buildings and structures tend to cause line clearance issues, which we must maintain according to federal guidelines. If poles or lines must be raised to accommodate something, that cost would be the responsibility of the builder or landowner. We must also maintain a 100' radius around each of our transmission poles, fencing and gates are typically needed when a development comes in in order to secure our easement from trespassing and dumping, and there are building specs for any drivable concrete drive surfaces or sidewalks that our trucks may need to utilize (5,000 psi fiber mesh concrete and drop curbs). Retention ponds under our lines are also not permitted, as this impacts access for repair in the event of maintenance or an emergency.

All of the following items must be submitted for an application to be considered:

- Please click on the link to access the application form → [transrwappform.pdf \(tampaelectric.com\)](#) complete and signed application form, and return it via email.
- Include information describing the proposed use and estimated start and end date of project.
- CAD File, Site Plan and/or Sketch that includes accurate depiction of the proposed use for the site.
- Site Plan that includes accurate depiction of all transmission and distribution facilities (i.e. poles, guy wires and anchors, etc.) adjacent to or in the proposed use area.
- Location of existing swales, ditches, ponds, rivers and/or canals located within the easement/site.

- Landscaping plan with planting list, depicting maximum maturity height of all proposed vegetation.
- Utility plan with material list and method of installation (directional bore or trench).
- Type of equipment, if any, that will be used during construction and/or stored on TECO easement.
- An application fee of \$500 made in the form of a check made payable to Tampa Electric Company. The application fee is non-refundable. Please mail check to: **Tampa Electric Company, Attn: Joseph H. Williams – Plaza 9, 702 N. Franklin Street, Tampa, FL 33602**

The next Land Use Meeting is scheduled for Thursday, November 13th. All requirements and submissions must be received 15 days before the scheduled meeting date.

If you have any questions or concerns, please do not hesitate to contact me.

Joseph H. Williams
Real Estate Analyst
TEC Land Use Committee Chair
Tampa Electric | Peoples Gas
3600 Midtown Drive
Tampa, FL 33607
Office (813) 228-1405
Cell (813) 992-8871

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From: Otero, Monica <MOtero@tecoenergy.com>
Sent: Monday, September 29, 2025 11:44 AM
To: Eric Francis <ericf@heidtdesign.com>; Williams, Joe H. <JHWilliams@tecoenergy.com>
Cc: boses@hillsboroughcounty.org; williamsm@hcfl.gov; tirados@hcfl.gov; ratliffja@hcfl.gov; brownd2@gohart.org; rodriguezdz@gohart.org; King, Amanda <amanda.king@brookfieldrp.com>; lwheat@heidtdesign.com
Subject: FW: HART Park & Ride on TECO Property Adjacent to Waterset Boulevard

Hello Eric –

Thanks for reaching out. Joe Williams (copied on this email) will review the project and shared his feedback.

Monica Otero
Real Estate Manager
 Tampa Electric Company and Peoples Gas System
 3600 Midtown Drive | Tampa, FL 33607



From: Eric Francis <ericf@heidtdesign.com>
Sent: Thursday, September 25, 2025 2:02 PM
To: Otero, Monica <MOtero@tecoenergy.com>
Cc: Bose, Swati <BoseS@HillsboroughCounty.ORG>; Williams, Michael <williamsm@hcfl.gov>; Tirado, Sheida <tirados@hcfl.gov>; Ratliff, James <ratliffja@hcfl.gov>; DeWayne Brown <brownd2@gohart.org>; Daniel Rodriguez <rodriguezdz@gohart.org>; King, Amanda <amanda.king@brookfieldrp.com>; Lisa Wheat <lwheat@heidtdesign.com>
Subject: HART Park & Ride on TECO Property Adjacent to Waterset Boulevard

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Monica,

I am reaching out to determine the feasibility of adding a HART Park & Ride Facility on TECO's Property adjacent to Waterset Boulevard.

The Waterset PD Zoning Conditions includes this (#56):

The Developer shall coordinate with HART, Tampa Electric Company (TECO) and Hillsborough County to locate a Park & Ride/Trail Head facility along Waterset Boulevard at the TECO right-of-way crossing between either Tracts 13 and 16 or Tracts 14 and 17. The Park & Ride location shall accommodate buses, bicycles, vanpools and carpools.

The condition specifies that the Park & Ride Facility could be located in the general vicinity of Waterset Boulevard where it crosses the TECO corridor. The tracts referenced are shown on the attached 'Zoning Site Plan.pdf.' Several years ago, this was coordinated with the applicable entities and determined that the Park & Ride would make the most sense at the Regional Park Site (Tract 13). However, the current plan for the Regional Park no longer includes the facility. With the Park Site no longer a viable option, the only spot left is TECO property, Folio 054165-0100. I've attached a screenshot of the property appraiser card.

Is this an option? What would TECO need to determine if this was possible?

I will defer to HART as to the exact specifics of the Park & Ride facility, but generally it would include driveways, parking area, sidewalks including a connection to the adjacent Southcoast Greenway Trail, and associated amenities and shelters. DeWayne Brown and Dan Rodriguez with HART are copied. If TECO determines that this may work, we can have further discussion for these details.

Please let me know if there is anyone else in the Land Use group that I should reach out to. And feel free to reach out to discuss further if anyone on the Land Use Committee has questions.

Thank you,

Eric Francis, P.E.

Vice President



Heidt Design, LLC

Main: (813) 253-5311 Ext. 1026

Cell: (727) 481-0952

5904-A Hampton Oaks Parkway

Tampa, FL 33610

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Ratliff, James

From: Hyman, Doug (Robert)
Sent: Friday, October 24, 2025 9:42 AM
To: Ratliff, James; Eric Francis
Cc: Lisa Wheat; Kevin Reali
Subject: RE: Waterset - Collector Road Ultimate Build-Out Stormwater Design
Attachments: Waterset - Collector Road Ultimate Build Out CN.pdf

Good morning James,

In my opinion, which is weighted towards the attached Tables and Eric's professional engineering judgement, we have reasonable assurance that the CN (the CN is an engineering parameter generally representative of the degree to which surfaces will shed stormwater runoff) utilized for Waterset Boulevard and 30th Street as four lane collector roadways at buildout is conservative, and therefore the stormwater runoff from these collector roadways is not underestimated, and is adequately accounted for in stormwater management system design.

Please feel free to contact me if you have any questions.

Thank you.
Doug Hyman

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From: Eric Francis <ericf@heidtdesign.com>

Sent: Wednesday, October 22, 2025 4:28 PM

To: Hyman, Doug (Robert) <HymanD@hcfl.gov>; Ratliff, James <RatliffJa@hcfl.gov>

Cc: Lisa Wheat <lwheat@heidtdesign.com>; Kevin Realı <kreali@stearnsweaver.com>

Subject: RE: Waterset - Collector Road Ultimate Build-Out Stormwater Design

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Sounds good, thanks Doug. I'm open tomorrow from 9:30 – 3:30 (with the exception of 11-12).

Eric Francis, P.E.

Vice President



Heidt Design, LLC

Main: (813) 253-5311 Ext. 1026

Cell: (727) 481-0952

5904-A Hampton Oaks Parkway

Tampa, FL 33610

From: Hyman, Doug (Robert) <HymanD@hcfl.gov>

Sent: Wednesday, October 22, 2025 4:18 PM

To: Eric Francis <ericf@heidtdesign.com>; Ratliff, James <RatliffJa@hcfl.gov>

Cc: Lisa Wheat <lwheat@heidtdesign.com>; Kevin Realı <kreali@stearnsweaver.com>

Subject: RE: Waterset - Collector Road Ultimate Build-Out Stormwater Design

Hi Eric,

I basically follow, but not completely. That is not to say that there is any error in your presentation.

Probably a phone call or a brief Teams call would be very helpful so that we can go over the Tables and I can thoroughly understand them. James would not necessarily need to attend, and if you go with a Teams he can be an “optional” invite.

Thank you.

Douglas Hyman. P.E., CFM

Engineer

Development Services

E: HymanD@HCFL.gov

P: (813) 274.6746

601 E. Kennedy Blvd., Tampa, FL 33602

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Hillsborough County Florida

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From: Eric Francis <ericf@heidtdesign.com>
Sent: Tuesday, October 21, 2025 9:31 AM
To: Hyman, Doug (Robert) <HymanD@hcfl.gov>; Ratliff, James <RatliffJa@hcfl.gov>
Cc: Lisa Wheat <lwheat@heidtdesign.com>; Kevin Reali <kreali@stearnsweaver.com>
Subject: Waterset - Collector Road Ultimate Build-Out Stormwater Design

External email: Use caution when clicking on links, opening attachments or replying to this email.

Doug and James,

I wanted to follow up on the stormwater design for the collector roads in Waterset. The zoning conditions specify that while we can construct only two lanes for Waterset Boulevard and 30th Street, we need to accommodate the ultimate build out of four lanes in the stormwater system. We have done this with each phase of design, but were asked to summarize this in a way that Stormwater (Doug) could verify so that James could deem these conditions satisfied.

Attached is a PDF. On the first page, we show the typical section of these roadways. Note, both are 124' ROW, with 76' of pavement/sidewalk and 48' of grass/open space. The sections have changed a bit over the years with lanes going from 12' to 11' and bike lanes going from 4' to 7', but the worst case scenario is the 76' of pavement/sidewalk, so that is what we used. Based on this ratio of pervious to impervious, at final build-out, the Curve Number for these collector roads is calculated to be 91.3.

The remaining pages in the exhibit show that we have used 92 or 93 in all phases.

I am hopeful that this provides enough information for Doug to verify that we have accounted for final build-out for the stormwater system serving the collector roads. If you need any additional information, please let me know.

Thanks,

Eric Francis, P.E.
Vice President



Heidt Design, LLC
Main: (813) 253-5311 Ext. 1026
Cell: (727) 481-0952
5904-A Hampton Oaks Parkway
Tampa, FL 33610

**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted January 21, 2025.

1. The development of the Waterset project shall proceed in strict accordance with the terms and conditions contained in the Development Order for the DRI, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County. Approval is based upon the General Site Plan received September 8, 2014.
2. The total number of residential units is 6,428, commercial use is 498,480 square feet, and office use is 198,900 square feet. Land Uses may be modified based on the approved Land Use Equivalency Matrix in accordance with the DRI #266 Development Order. As shown in the following table, in order to preserve the multi-use nature of this development, land use exchanges will be limited so that the following minimums and maximums (30%) for each land use will be observed:

Use	Minimum	Approved	Maximum
Single-Family Detached Residential (dus)	2,533	4,019 ¹	4,705
Single-Family Attached Residential (dus)	671	1,059 ²	1,247
Multi-Family Apartment (dus)	945	1,350	1,755
Commercial I Retail	336,336	498,480	648,024
Office (sf)	139,230	198,900	258,570
¹ 400 units shall be for Senior Adult Living			
² 100 units shall be for Senior Adult Living			

- 2.1 The area on the certified general site plan identified as Tract 12A cannot be used toward calculating density and/or intensity (FAR) within the Planned Development. Available entitlements under the Comprehensive Plan for this parcel are reserved for the adjacent Planned Development (PD 03-1417). Tract 12A has been removed from the adjacent PD through PRS 14-1076 with the entitlements for Tract 12A remaining in the adjacent PD (PD 03-1417.); and
- 2.2 Notwithstanding anything on the PD site plan or herein these conditions to the contrary, the maximum amount of development within the area designed on the certified general site plan as Tract 9A shall be limited by certain restrictions placed on the allowable uses and the cumulative trip generation of all existing and proposed uses within Tract 9A, as further detailed below. This condition has the effect that, depending upon the amount and type of uses ultimately developed within the PD, the maximum entitlements described above may not be constructible. Each of the following shall apply:
 - a. Access to Covington Garden Dr. serving Tracts 9A and 10 shall be required. Such access shall be restricted to right-in/right-out movements only, and the developer shall construct a raised concrete separator concurrent with the initial increment of development within Tract 9A. Access to Paseo al Mar Blvd. serving Tracts 9A and 10 shall be optional. Only right-in/right-out access to Paseo al Mar Blvd. shall be permitted. If there is access only to Covington Garden Dr., then the maximum development potential within Tract 9A shall be significantly less, as governed by the trip cap thresholds which apply separate to each access as further described below. Additionally, in the event optional Paseo al Mar. Blvd. access is constructed:

-
- i. The internal layout/configuration of the internal drive aisles within Tract 9A shall be subject to review and approval of Hillsborough County Public Utilities at the time of plat/site/construction plan review; and,
 - ii. Concurrent with plat/site/construction plan approval, the property owner shall dedicate and convey an ingress/egress easement to Hillsborough County, such that Tract 10 can be accessed through the optional driveway connection within Tract 9A.
 - b. The cumulative gross trip generation of all uses within Tract 9A shall not exceed the following thresholds at the required Tract 9A Covington Garden Dr. access:
 - i. An inbound a.m. peak hour amount equal to 50 gross inbound a.m. peak hour trips less the number of gross inbound a.m. peak hour trips generated by development within Tract 10; and,
 - ii. An inbound p.m. peak hour amount equal to 50 gross inbound p.m. peak hour trips less the number of gross inbound p.m. peak hour trips generated by development within Tract 10.
 - c. The cumulative gross trip generation of all uses within Tract 9A shall not exceed the following thresholds at the optional Tract 9A Paseo al Mar Blvd. access:
 - i. An inbound a.m. peak hour amount equal to 80 gross inbound a.m. peak hour trips less the number of gross inbound a.m. peak hour trips generated by development within Tract 10; and,
 - ii. An inbound p.m. peak hour amount equal to 80 gross inbound p.m. peak hour trips less the number of gross inbound p.m. peak hour trips generated by development within Tract 10.
 - d. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on the site. The list shall contain data including gross floor area, type of use, date the use was approved by Hillsborough County, references to the site/subdivision Project Identification (PI) number (or if no PI number exists, a copy of the permit or other official reference number), calculations detailing the individual increment and cumulative project gross trip generation impacts, and source for the data used to develop such estimates.
 - e. In calculating the trip generation impacts of existing and proposed development, sole authority to determine the appropriateness of certain ITE land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE Trip Generation Manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine appropriate trip generation rates for proposes of calculating whether proposed entitlements exceed the trip cap. Given the wide

range of potential uses, and since the transportation analysis submitted for purposes of the zoning does not necessarily represent a worst-case scenario of potential trip generation impacts for any individual use or group of uses, the utilization of certain land use codes within the zoning level analysis shall have no bearing on the appropriateness of the codes ultimately chosen to study project impacts, including whether uses can ultimately be authorized consistent with the above trip cap.

3. In order to track project development in accordance with the DRI Equivalency Matrix (trade-off mechanism), a Tracking Table shall be submitted with each Preliminary Plan or Preliminary Plat submitted for each portion of project development. Each tracking table should show the following:
 - 3 .1 (1) the original approved amount of development [number and type of residential units or square feet], (2) the amount of development [number and type of residential units or square feet] having previously received Preliminary Plan or Preliminary Plat approval, (3) the amount of development proposed by the Preliminary Plan or Preliminary Plat for the subject portion of the project, and (4) the remaining development entitlements, by type of development, after Preliminary Plan or Preliminary Plat submittal for the subject portion of the project. The Tracking Table shall document any land use trade-offs undertaken prior to the time of Preliminary Plan or Preliminary Plat submittal for the subject portion of the project. The Tracking Table shall include the original amount of Park acreage to be provided, the amount having previously received Preliminary Plan or Preliminary Plat approval, the amount proposed by the Preliminary Plan or Preliminary Plat submittal for the subject portion of the project, and the remaining park acreage to be provided.
4. The primary use on Tracts 1, 3-6, 9B, 12-14, 16-17, and 19-23 shall be residential. Except for Tracts 3, 14 and 20, the maximum density for any one tract shall be six units per gross acre. Tracts 3, 14 and 20 may allow up to 12 units per gross acre. Residential dwelling types may include single-family detached, villa-duplex and townhouse as provided in the Waterset DRI development order and equivalency matrix. Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, daycare, schools, and churches or other religious institutions. If the retention pond in Tract 9B is proposed to be filled to put in new development approval will be required by the Board of County Commissioners to increase the entitlements.
5. Single-family, duplex and townhome residential development shall comply with the following requirements:

Single-Family Design Standards

Development Type:	Single-Family Detached Standard Lot	Single-Family Detached Slim Lot (el	Single-Family Detached with Alley Access	Single-Family Detached Cluster Home (fl
Standards:				
Minimum Lot Size(a)	4,000 sf	2,800 sf	3,200 sf	2,500 sf
Minimum Lot Width	40 ft	28 ft 33 ft on corner lots	30 ft	20 ft
Minimum Front Yard (bl	10ft (b)	10 ft (b)	10ft (b)	5 ft (g)
Minimum Side Yard (cl	0 ft (c)	0 ft (c)	0 ft (c)	5 ft (g)
Minimum Rear Yard (d)	15 ft (d)	15 ft (d)	15 ft (d)	5 ft (g)
Maximum Lot Coverage	50%	70%	70%	80%(f)
Maximum Height	45 ft	45 ft	45 ft	45 ft

- (a) Single-family detached standard lots and single-family detached slim lots less than 4,000 sf shall not exceed 25% of the total SFD lots.
- (b) Front loaded garages shall be setback a minimum of 20-feet from the right-of-way.
- (c) Minimum building separation is 10 feet; If proposed side yard is less than 5-feet, applicant must demonstrate that the 10-foot separation will be provided, through submittal of adjacent property survey showing location of adjacent structure or deed restriction/easement; When the side yard setback is less than 7.5 feet or building separation is less than 15-feet, roof gutters must be installed on that side of the structure. An attached porte cochere may utilize a 3-foot side yard setback.
- (d) An attached garage may utilize a 3-foot rear yard setback. If accessed by an alley, garages shall be setback either 5 ft, 11 ft or 20 ft or greater, from the edge of the alley pavement.
- (e) Units shall include architectural features such as decorative roof elements, arbors or pergolas as the front and rear facades. The level of detailing shall be consistent with the architectural theme. At corner lots, the detailing shall be continued onto the exposed side wall; and, where the home design directs roof runoff water to the side yards, gutters shall be provided on each unit that direct water to the front or rear of the lot. The front door of the unit shall be on the front façade facing the street. The building shall be a minimum of two (2) stories. The garage door shall be single wide and the front yard garage setbacks will be staggered with a 20-foot minimum setback and a 30-foot maximum setback. The parking ratio shall be 3-spaces per unit with one garage space, one driveway space and one space in a common parking lot. Common parking areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.

- (f) Cluster homes shall be comprised of single-family detached units, duplex units or a combination of both, with a shared drive aisle and vehicular courtyard; the shared drive aisle does not count towards lot area; the parking ratio shall be 3-spaces per unit. A minimum of two parking spaces per unit shall be provided on-site. Remaining required parking spaces may be provided through on-street parking or in a common parking area, or in a combination of both. Common parking areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.
- (g) Minimum 10 ft setback required from street right-of-way; Garages may be attached or a min. 10 ft between garages is required; Vehicular Courtyard shall have a min. width between garages of 25 ft.

Duplex and Townhouses Design Standards

	Villa-Duplex Street Access	Villa-Duplex Alley Access	Townhouse Street Access (with garage)	Townhouse Street Access (not with garage)	Townhouse Alley Access (with garage)	Duplex Cluster Home (d)
Standards:						
Minimum Lot Size	2,700 sf	2,700 sf	1,260 sf	700 sf	1,260 sf	2,500 sf
Minimum Lot Width	30 ft	30 ft	16 ft ^(b)	15 ft ^(b)	16 ft ^(b)	20 ft
Minimum Front Yard	10 ft ^(a)	10 ft	10 ft ^(a)	10 ft	10 ft	5 ft ^(c)
Minimum Side Yard	0 ft ^(b)	0 ft ^(b)	0 ft ^(b)	0 ft ^(b)	0 ft ^(b)	0 ft ^{(b)(e)}
Minimum Rear Yard (c)	0 ft ^(c)	0 ft ^(c)	0 ft ^(c)	0 ft ^(c)	0 ft ^(c)	0 ft ^(c)
Maximum Lot Coverage	70%	70%	95%	100%	95%	80%
Maximum Height	45 ft	45 ft	45 ft	45 ft	45 ft	45 ft

- (a) Front loaded garages shall be setback a minimum of 20-feet from the right-of-way.
- (b) Minimum building separation is 10 feet. An attached porte cochere may utilize a 3 foot side yard setback; when the side yard setback is less than 7.5 feet or building separation is less than 15-feet, roof gutters must be installed on that side of the structure.
- (c) An attached garage may utilize a 3-foot rear yard setback. If accessed by an alley, garages shall be setback either 5 ft, 11 ft or 20 ft or greater, from the edge of the alley pavement.
- (d) Cluster homes shall be comprised of single-family detached units, duplex units or a combination of both, with a shared drive aisle and vehicular courtyard; the shared drive aisle does not count towards lot area; The parking ratio shall be 3-spaces per unit. A minimum of two parking spaces per unit shall be provided on-site. Remaining required parking spaces may be provided through on-street parking or in a common parking area, or in a combination of both. Common parking areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.
- (e) Minimum 10 ft setback required from street right-of-way; Garages may be attached or a min. 10 ft between garages is required; Vehicular Courtyard shall have a min. width between garages of 25 ft.
6. Permitted uses for Multi-family shall be those uses permitted in the Residential Multi-family Conventional (RMC-20) District and shall conform to the standards of that district. Maximum density shall be 20 units per gross acre. Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, day care, schools and churches or other religious institutions.

7. Lots adjacent to the Lake St. Clair community, and lots that are west of and across from Covington Garden Drive where Covington Garden Drive abuts the Lake St. Clair community, shall be single-family detached units and shall be a minimum of 50 feet wide.
8. Lots adjacent to the Oxford subdivision (Covington Park Phase 4A) and the Carrington subdivision (Covington Park phase 5B) shall be single-family detached units and shall be a minimum of 40 feet wide.
9. Within all tracts, each detached single-family standard dwelling unit is permitted one accessory dwelling unit, a maximum of 45' in height, on the same lot with up to 900 square feet of living space. A variance to increase this amount may be requested provided the residential lot is at least 14,520 square feet in size and the living space proposed for the accessory dwelling does not exceed 1,200 square feet or 25 percent of the living space in the principal dwelling on the lot, whichever is less. The accessory dwelling may be a detached structure or attached to the principal single-family dwelling on the lot.
10. The Mixed Use North (MU-N), Mixed Use Central (MU-C), and Mixed Use South (MUS) tracts (Tracts 2, 8, 9, 9A, 24A and 24B) and Town Center (Tract 7) tracts shall be developed with the following uses:
 - 10.1 Commercial General (CG) district uses with a maximum FAR of 0.25. The following CG zoning uses shall be prohibited in Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7) tracts: Radio and Television Transmitting facilities; Lawn Care/Landscaping; Lumber/Other Building Materials; Minor Motor Vehicle Repairs; Motor Vehicle Sales, Rentals, and Auctions (All Types); Recreational Vehicle Sales and Rentals; Private Pleasure Craft Sales and Rentals; Rental Leasing, Light Equipment and Farm Equipment; Wholesale Distribution; Labor Pools (All Types); Mini-warehouses.
 - 10.2 Business Professional Office (BPO) district uses.
 - 10.3 Residential units at a maximum density of 20 units per acre. Residential dwelling types may include single-family detached, villa-duplex, townhouse, and multi family.
 - 10.4 Home Occupation uses may be allowed as an accessory use in a dwelling unit, in a manner clearly incidental and accessory to the residential use.
 - 10.5 Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, day care, schools and churches or other religious institutions.
 - 10.6 Mixed use buildings incorporating such uses as, but not limited to, office, retail, restaurant, live-work units and residential uses shall also be permitted.
 - 10.7 Within each tract (Tracts 2, 7, 8, 9, 9A, 24 A and 24B standard distance requirements for the Alcoholic Beverage Development Permit per Section 6.11.11.D shall not apply being these tracts are mixed uses/town center tracts.
 - 10.8 Within the Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7), to allow interconnectivity, no buffering shall be required between residential and non-residential uses.
11. Non-residential, mixed use and multi-family development in Mixed Use (Tracts 2, 8, 9, 9A, a portion of 24 A and 24B) and Town Center (Tract 7) tracts shall comply with the following requirements:

Standards:

Minimum Front Setback:	0 feet
Maximum Front Setback on main (collector) streets:	25 feet
Minimum Side Setback:	0 feet*
Minimum Rear Setback:	0 feet
Maximum Lot Coverage:	50%
Maximum Height:	6-stories

* A minimum building separation may be required for non-residential structures by the County building code even where the above table imposes no minimum setback.

- 11.1 The property depicted on the General Site Plan for PRS 25-0191 shall comply with the following requirements;

Standards:

Minimum Front Setback:	0 feet
Minimum Front Setback on main (collector) streets:	25 feet
Minimum Side Setback:	0 feet*
Minimum Rear Setback:	0 feet
Maximum Lot Coverage:	50%
Maximum Height:	6-stories

*A minimum building separation may be required for non-residential structures by the County building code even where the above table imposes no minimum setback.

12. Retail, office and office/retail use buildings within the Mixed Use (Tracts 2, 8, 9, 9A, a portion of 24 A and 24B) and Town Center (Tract 7) tracts shall be subject to the following design criteria:

- 12.1 Facades shall be parallel to straight frontage lines and the chord of curved or broken frontage lines.
- 12.2 Not less than 40 percent of the total surface area of the first floor front elevation shall be in public entrances and windows. Windows utilized to meet this requirement shall be transparent.
- 12.3 All street-level retail uses with sidewalk frontage shall have an individual entrance with direct access to the sidewalk, regardless of any other access which may be provided.
- 12.4 Buildings shall be articulated so that facades which face public streets and exceed 50 feet in horizontal length shall include vertical piers, columns, colonnades or other vertical visual elements to break the plane of the facade. Such vertical visual elements shall be spaced 15 feet to 35 feet apart along the facade.
- 12.5 Galleries and arcades may be constructed over sidewalks in the public right-of-way provided an easement agreement is approved by and dedicated to Hillsborough County to guarantee public use of the sidewalks. In such cases, the distance from the storefront to the inside face of the support columns shall be a minimum of eight feet, and the distance from the outside face of the support columns to the inside edge of the street curb shall be no less than 36 inches.

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- 12.6 Drive-through window services and queuing lanes for such services may not be located between the front facade of the building and the main street, and must be designed so as to have minimal impact on pedestrian traffic along the main street.
- 12.7 These design standards shall not be applicable to property depicted on the General Site Plan for PRS 25-0191.
13. The Retail/Office tract (Tract 25) shall be developed with the following uses:
- 13.1 Commercial General Uses (CG) in accordance with CG district standards. However the following CG zoning uses shall be prohibited: Radio and Television Transmitting facilities; Lawn Care/Landscaping; Lumber/Other Building Materials; Minor Motor Vehicle Repairs; Motor Vehicle Sales, Rentals, and Auctions (All Types); Recreational Vehicle Sales and Rentals; Private Pleasure Craft Sales and Rentals; Rental Leasing, Light Equipment and Farm Equipment; Wholesale Distribution; Labor Pools (All Types); Mini-warehouses.
- 13.2 Business Professional Office (BPO) uses shall be in accordance with BPO district standards. To insure mixed use, a minimum of 15% of the total tract square footage of development shall be devoted to office uses.
14. Wireless communication facilities, subject to Section 06.11.29 of the Land Development Code, shall be permitted in the Mixed Use North, Mixed Use Central and Mixed Use South tracts (Tracts 2, 8, 9, 9A and 24) the Town Center tract (Tract 7) and the Retail/Office tract (Tract 25). All wireless communication structures shall be camouflaged.
15. Park, recreational and school uses shall be allowed on all Tracts. The School sites may be co-located with the Parks subject to the execution of a co-location agreement between the Hillsborough County School Board and the Hillsborough County Parks and Recreation Department, the acreage in Tracts 11 and 18 designated for schools, parks and recreation facilities may be modified as provided for in said agreement. Should Hillsborough County Parks Department or Hillsborough County School Board determine any of the sites are not required the use permitted shall be residential.
16. Upon request of the School Board, the Developer shall dedicate and convey at no cost to the Hillsborough County School Board, upland land of a total of 40 acres that is acceptable to the Hillsborough County School Board to accommodate up to 2,300 student stations at the elementary and/or middle school level. The Developer shall convey this acreage upon request by the School Board. The property shall be conveyed within six (6) months of the date of the request, but not conveyed prior to June 1, 2016, unless otherwise agreed upon by the Developer and the Hillsborough County School District. The Developer shall construct the roads shown on the General Site Plan that provides access to the school sites. This road will be constructed and conveyed to the appropriate governmental entity no later than January 1, 2017, unless otherwise agreed upon by the Developer and the Hillsborough County School District. Prior to any such conveyance, the Developer shall provide for construction vehicle access, as may be necessary by the Hillsborough County School District. If the school site(s) is not accepted by the Hillsborough County School Board, the site(s) may be used for single-family or multifamily residential development only so long as the total number of dwelling units does not exceed the number of units allowed.
[THIS CONDITION HAS BEEN SATISFIED.]

17. There shall be a minimum of twenty-seven (27) acres of community and neighborhood park/recreation areas provided, which acreage shall include mini-parks and the trail (South Coast Greenway) corridor, throughout the project. Said parks shall be connected to all dwelling units by a system of sidewalks and crosswalks and shall be plainly visible from subdivision streets to promote user safety. They shall be distributed throughout the subdivision so the dwelling units within the subdivision are located within 1,320 feet of a park as measured in a straight line, and pedestrian access from those lots to the park is not precluded by natural or man-made barriers. The total amount may be distributed into a single area or multiple areas as necessary to provide the required placement. Said parks shall be owned and maintained by a homeowner's association, community development district, or other similar entity.
18. An 80-acre park for a regional sports complex shall be located either in Tract 12, Tract 13, or Tract 15.
19. The Developer shall: (a) include the school sites and the park sites in its Master Drainage Plan so as to enable the County and the School District to avoid the expense of providing on-site stormwater retention and, (b) shall provide the infrastructure for both potable water and central sewer service in conjunction with the construction of the road that will provide access to the sites.
20. Tract 10 is proposed for Hillsborough County Reclaimed Water Tank(s). If the 5-acre site is not accepted by Hillsborough County, the site may be used for a school site or for single-family residential development only so long as the total number of dwelling units does not exceed the number of units allowed.
21. A community Fire Station shall be included within the development to be located on the east side of Waterset Boulevard (24th Street) and within one (1) mile north of 19th Avenue NW. It shall be a minimum of 1.2 acres in size or a site sufficient to accommodate the construction of a 10,000 s.f. one-story fire station facility. This acreage and/or site, shall be sufficient to provide for all related site requirements and/or improvements (e.g. parking, circular drive, ingress and egress driveways) as determined by Hillsborough County. The Developer shall provide stormwater facilities off-site, within the master storm water system or onsite within an expanded site boundary, as agreed upon by the Hillsborough County Fire Rescue Department. The site shall be located to have direct egress on to a collector or arterial roadway. The Developer shall dedicate and convey this site to the County at no cost to the County. Prior to preliminary site plan or preliminary plat approval within any of the above mentioned area, the developer shall coordinate with the Hillsborough County Fire Rescue office to determine the specific location and size during the site plan review phase. Within 90-days of a request by Hillsborough County Fire Rescue Department, the developer shall dedicate and convey the property.
22. Recreational enhancements to the Lake in Tract 5 may be permitted and may include, but not be limited to, such uses as boardwalks, docks, recreational buildings, and beach improvements. Any improvements shall be subject to approval by the Environmental Protection Commission and other agencies having regulatory jurisdiction. Said recreational enhancements shall be owned and maintained by a homeowner's association, community development district, or other similar entity.
23. Existing agricultural uses may continue to operate at no greater intensity than at present and shall be considered conforming uses until such time as they are developed as residential. No agricultural activities shall be initiated on land not previously under such uses. Silvicultural activities shall be limited solely to upland areas and shall not be conducted within 30 feet of the EPC wetland line.

24. Within the Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7) tracts, on-street parking can be credited towards the required number of spaces. Parking may be permitted on another lot in conformance with Hillsborough County code Section 6.05.02(D).
25. A trail (South Coast Greenway) will be provided along Waterset Boulevard and 30" Street, as shown on the General Site Plan. The trail shall be a minimum of 30 feet in width on average, shall include a continuous 12-foot wide paved trail meeting County paved trail standards, or alternative standards as approved by the Hillsborough County Parks, Recreation and Conservation Department, Greenways Program. The trail may deviate away from Waterset Boulevard and 30" Street, but shall be located adjacent to the Waterset Boulevard right-of-way at the northern boundary of the project and shall be located adjacent to the 30" Street right-of-way at the southern boundary of the project. The trail may contain design features such as benches, walkways, gazebos, kiosks, and recreational amenities.

Where a stormwater pond is located within the 30-foot corridor, the pond's top of bank shall be a minimum of seven (7) feet from the edge of the paved trail, except where the trail crosses a pond. The final alignment of the trail will be determined in conjunction with the Hillsborough County Parks, Recreation and Conservation Department, Greenways Program.

The trail and any 8 foot wide sidewalks shall be required herein these conditions shall be open to the public and accommodate all types of recreational uses and non-motorized transportation suitable for a paved trail. Where the trail crosses a collector roadway, proper pavement markings and signage shall be installed, in accordance with Hillsborough County paved trail design standards. Per the LDC, any bicycle path or trail identified on an adopted bicycle/trail map shall be constructed by proposed developments. The trail shall be owned and maintained by a homeowners association, a community development district, or other similar entity.

26. A minimum 8-foot wide sidewalk shall be provided which connects the South Coast Greenway to the 80-acre Regional Sports Complex.
27. Residential tracts abutting Waterset Boulevard shall have a 24-foot buffer from the road right-of-way.
28. If multi-family or single-family attached residential units are proposed along the northern property line of Tract 16 or along the southern property line of Tract 21, a minimum 30- foot setback shall be required to the principal structure(s) from the perimeter property line.
29. For residential uses on Tracts adjacent to 1-75 or the CSX Railroad, buffering shall be provided in accordance with Section 6.06.00.06.C.6., Areas of Excessive Traffic or Noise.
30. Lots may have access via a shared driveway. The width of the shared driveway shall be the same as a standard driveway. Access via alleyways and shared parallel driveways to the roadways shall be encouraged and permitted, given they meet applicable County standards. The Developer may also propose additional context sensitive and livable roadway design alternatives for review and acceptance by County transportation staff.
31. The internal access points depicted on the General Site Plan are conceptual. Any modification to the location and number of access points shall be reviewed by Hillsborough County during the construction plan review phase. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land

Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department. Final design, if approved by Hillsborough County Development Services Department may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.

32. Prior to Site Plan Approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. Turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where any turn lane is provided. The Developer shall construct the turn lanes at his expense.
33. Turn lane improvements as shown in the following table will be provided at time of construction of adjacent project access roads and Traffic Signals will be provided when warranted; Annually, the Developer shall complete an evaluation with FDOT and Hillsborough County, as appropriate, to determine whether a warrant study is required for the signalization of the roadway intersections identified. Should it be determined that a warrant study is required, the Developer shall provide same in the annual report. Furthermore, if a traffic signal is warranted, and the results are approved by Hillsborough County, then the developer shall submit 100% signal design plans to Hillsborough County within 180 days of Hillsborough County approval. Construction of the traffic signal shall commence within 120 days of approval of the final signal plans by Hillsborough County. If Hillsborough County elects to conduct a traffic signal warrant and finds that a signal is warranted, then the developer shall comply with the timing schedule described above.

Intersection	Improvement
19th Ave. and 24 th St.	Signalize, EB & SB left turn lanes, WB & SB right turn lanes
19th Ave. and 30 th St.	Signalize, Dual (2) EB left turn lanes & SB left turn lanes, WB & SB right turn lanes, SB through lane
Big Bend and Waterset Boulevard	2nd WB left turn lane, 2nd NB left turn lane
Apollo Beach Boulevard and US 41	EB exclusive through travel lane on Apollo Beach Boulevard at US Hwy 41; Dual WB left turn lanes, a through travel lane, and right turn lane on the Apollo Beach Boulevard extension at US Hwy 41; SB left turn lane on US Hwy 41 at Apollo Beach Boulevard; and NB right turn lane on US Hwy 41 at Apollo Beach Boulevard

34. A minimum of fifty (50) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway. If any neighborhood pod/cluster has 150 or more dwelling units, then the Developer shall provide vehicular cross-access to an adjacent neighborhood pod/cluster that has its own access to a roadway shown on the General Site Plan.
35. Within all Mixed Use (Tracts 2, 8, 9, 24 A and 24B) and Town Center (Tract 7) tracts, a minimum of sixty (60) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway.

36. Throughout the development, the Developer shall provide pedestrian and bicycle interconnectivity between adjacent pods/clusters that do not provide for vehicular access between the pods/clusters. All access shall be via an improved surface such as a sidewalk, wood boardwalk, pavers, or pervious concrete, and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act; access shall not be via grass, gravel, sand, mulch, or some other non-compacted surface. Bicycle and pedestrian connectivity points shall be spaced such that, where possible, they are no more than 1,320 feet apart. Distance between connectivity points shall be shown on all preliminary plat submittals.
37. At the time of Final Plat approval, the Developer shall dedicate and convey a minimum of 124 feet of right-of-way for 30" Street, from the northern property line of Tract 16 to the southern project boundary, and from the southern property line of Tract 12 to Apollo Beach Boulevard.
38. At the time of Final Plat approval of the adjacent phase or at the request of Hillsborough County, whoever is earlier, the Developer shall dedicate and convey a minimum of one hundred and twenty four (124) feet of right-of-way for Road A, from the western project boundary to Waterset Blvd.
39. The Developer shall dedicate and convey to Hillsborough County a minimum of 124 feet of right-of-way for Waterset Blvd. The right-of-way shall extend from Big Bend Rd to the development's southern property boundary.
40. The Developer shall dedicate and convey a minimum of 64 feet of right-of-way for Covington Garden Dr., in the location generally shown on General Site Plan. The right-of-way extend from Big Bend Rd. to Waterset Blvd.
41. The Developer shall construct two (2) lanes of the north-south arterial (Waterset Boulevard) from the northern property boundary to the southern property boundary. The roadway shall be designed as a two (2) lane divided roadway expandable to four (4) lanes within the median. The roadway shall include bicycle lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards.

The Developer shall construct Waterset Boulevard commensurate with the development of adjacent tracts. By December 31, 2023, the Developer shall complete a continuous north-south road connection, consisting of either: (a) Waterset Boulevard in its entirety; or, (b) Waterset Boulevard to its point of intersection with 30" Street, and 30" Street from the southern property boundary to its point of intersection with Waterset Boulevard.

42. The Developer shall construct two (2) lanes of the east-west collector (Road A) from Waterset Blvd. to the western property boundary. The design of the roadway shall include the northernmost or southernmost two (2) lanes and shall be expandable to a four (4) lane divided roadway, and include bicycle lanes, and sidewalks. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards. The Developer shall construct Road A commensurate with the development of adjacent tracts, but in no event later than April 28, 2025.
43. The developer shall construct Covington Garden Dr., continuing from its existing terminus south and west to Waterset Blvd., as a two (2) lane collector roadway as shown on the General Site Plan. The design and construction of the roadway shall include bicycle lanes, sidewalks and drainage facilities to accommodate

the roadway and any required turn lanes. The roadway shall be designed to meet all Hillsborough County standards.

The Developer shall construct Covington Garden Dr., commensurate with the development of adjacent tracts, but in no event later than December 31, 2023.

44. The Developer shall construct Apollo Beach Boulevard extension roadway as depicted on the General Site Plan. The roadway shall be designed as a four (4) lane divided roadway from US 41 and to the eastern property line of Tract 6. From US 41 to the eastern property line of Tract 6, the Developer shall dedicate and convey a total of 124 feet of right-of-way and construct four (4) lanes of a four lane roadway. The connections shall be designed and constructed to provide for a consistent roadway cross-section in accordance with Hillsborough County Roadway Design Standards. The roadway shall include bike lanes and sidewalks along the entire portion of the roadway, with one (1) of the sidewalks being constructed as a minimum 8-foot sidewalk on one (1) side of Apollo Beach Boulevard. This sidewalk shall be permitted to taper to a width of 5-feet at approach to the 1-75 flyover if necessary to conform to the final bridge designs approved by the Public Works Department. There will be no traffic calming devices -such as speed bumps, speed tables or chicanes - installed on the roadways.

The Developer shall construct the Apollo Beach Boulevard extension commensurate with the development of adjacent tracts, but in no event later than December 31, 2017.

45. The Developer shall construct 30" Street from 19" Avenue to the northern boundary of Tract 16, connecting into Waterset Boulevard, and from Apollo Beach Boulevard extension to the southern boundary of Tract 12 as a two (2) lane collector roadway as depicted on the General Site Plan. The roadways shall include bike lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards. There will be no traffic calming devices -such as speed bumps, speed tables or chicanes -installed on the roadways.

The Developer shall construct 30" Street commensurate with the development of adjacent tracts, but in no event later than April 28, 2025.

46. Railroad crossing and/or access shall be subject to review and approval by C.S.X.
47. A sidewalk shall be constructed along the property boundary of US 41. A waiver may be permitted if the developer provides written documentation from C.S.X. railroad and FDOT that the sidewalk cannot be constructed due to railway safety issues.
48. The Developer shall provide for a continuous east-west roadway (Milestone Drive) from Covington Garden Drive through Tracts 3, 4, 5, and 7, and terminating at Apollo Beach Boulevard. If the 80-acre Regional Sports Complex is not located in Tract 12, then a roadway connection with Milestone Drive shall be provided through Tract 12 to its southern property boundary.
49. Option 1 In the event the final permits and designs are completed for a 4-lane bridge extending Apollo Beach Boulevard over Interstate 75, ("the I-75 Flyover Bridge"), then within 60 days of the County's acceptance of final permits and designs the 1-75 Flyover Bridge the Developer shall dedicate and convey within Tract 6 sufficient right-of-way of a width not less than 124 feet, or that necessary to accommodate the I-7 5 Flyover Bridge as designed, whichever is greater. Such dedication and conveyance shall also

include land sufficient to accommodate drainage for the 1-75 Flyover Bridge. The Developer shall be responsible for constructing the remaining 4-lane extension of Apollo Beach Boulevard from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs and conditions described herein these zoning conditions.

Option 2

In the event the County elects not to fund the completion of the design and permitting of the Flyover Bridge, then the Developer shall (at the time of Final Plat approval of property within 600 feet of the southernmost property boundary of Tract 6, but in no event earlier than May 31, 2015 and in no event later than December 31, 2023), dedicate and convey sufficient right-of-way, of a width not less than 124 feet and in a location mutually agreeable to the Hillsborough County and the Developer, necessary to accommodate the 1-75 Flyover Bridge. This dedication and conveyance shall also include land sufficient to accommodate drainage for the 1-75 Flyover Bridge. The County shall be responsible for constructing the remaining 4-lane extension from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs described herein these zoning conditions. The Developer shall be required to dedicate and convey land necessary for the completion of the remaining 4-lane extension of the Apollo Beach Boulevard Extension from Covington Garden Drive to any future I-75 Flyover Bridge approach.

Requirements for Option 1 or Option 2

No development shall occur within 600 feet of the southernmost property boundary of Tract 6 until such time as the final alignment (in Option 1) or likely alignment (in Option 2) of the Apollo Beach Boulevard extension is approved by Public Works.

50. Houses fronting the collector roadways shall be permitted, if access is provided via alleyways parallel to the roadway given they meet applicable County standards. The Developer may also propose additional context sensitive and livable roadway design alternatives for review and acceptance by County transportation staff. TND street typical sections from the Hillsborough County Transportation Technical Manual may be used as an option.
51. The Developer shall construct the Regional Roadway Improvements as required in the Waterset Development of Regional Impact Development Order conditions. The Big Bend Road traffic analysis shall be started no later than January 31, 2015. The Apollo Beach and US 41 Intersection shall be completed no later than December 31, 2016, unless the process of obtaining necessary CSX approval makes it impossible for the Developer to meet this deadline, in which case the deadline shall be extended to a date mutually acceptable to the Developer and Hillsborough County. Contributions related to the 1-75 Flyover Bridge shall proceed in accordance with the terms and conditions set forth in the Development Order.
52. The Developer shall install traffic signals, when warranted and approved by Hillsborough County, at the intersections of the major north/south collector roadways. Prior to Construction Plan Approval, the Developer shall submit a Traffic Signal Warrant Study to determine when the traffic signal is warranted. Once warrants are established, the Developer shall submit preliminary design plans for the signal concurrent with the design plans for the intersection. The Developer shall be responsible for the cost of the design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department.

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53. The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. Except as otherwise required herein these conditions, the sidewalks shall be a minimum width of five (5) feet and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act. The trail (South Coast Greenway) described in Condition 25 may be provided in lieu of a 5-foot sidewalk along the side of a roadway to which the trail is adjacent.
54. Transit Amenities. The Developer shall provide two bus bays with shelters and associated amenities at the bus stops and associated roadway improvements along 19" A venue, to be generally located between 24" and 30" Streets and 30" and the eastern property line respectively. The Developer shall also provide ADA sidewalks and connections from the internal development with direct access to the transit improvements.
55. The Developer shall cooperate with HART in the future placement of bus stops and related facilities along the major corridors through the project including providing notice to the Community Development District and the Home Owners Associations(s) of the planned future placement of these facilities within the community.
56. The Developer shall coordinate with HART, Tampa Electric Company (TECO) and Hillsborough County to locate a Park & Ride/Trail Head facility along Waterset Boulevard at the TECO right-of-way crossing between either Tracts 13 and 16 or Tracts 14 and 17. The Park & Ride location shall accommodate buses, bicycles, vanpools and carpools.
57. The Developer shall coordinate with HART and Tampa Bay Area Regional Transportation Authority (TBARTA) to promote multi-modal alternatives by distributing ridesharing information to be provided by HART and TBARTA to the project residents and employees.
58. The Developer shall provide documentation, satisfactory to Hillsborough County, depicting all flood zones for the development, and the potential areas of wave action for category B, C, D, and E evacuations, prior to or concurrent with construction plans or building plans submitted for approval.
59. Project signs shall be limited to building signs and monument signs. All monument signs shall be a maximum of 15 feet in height and shall be constructed of materials similar to the buildings they serve and comply with all Land Development Code sign regulations. Billboards shall be prohibited. Notwithstanding the foregoing, pole signage shall be permitted on folio numbers 053966.0010 and 053975.2432 in accordance with the Land Development Code.
60. Approval of this application does not ensure that water will be available at the time when the applicant seeks approval to actually develop.
61. The locations of trees that qualify as Grand Oaks must be identified on the submitted preliminary plan/plat as part of the Site Development/Subdivision Review process. Site design features to avoid the removal of these trees are to be displayed on the submitted preliminary plan.
62. An evaluation of the property identified a number of significantly mature trees. The stature of these trees would warrant every effort to minimize their removal. The applicant is encouraged prior to submittal of preliminary plans through the Land Development Code's Site Development or Subdivision process to consult with staff of the Natural Resource Unit for design input addressing these trees.

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63. The developer shall provide a wildlife survey of any endangered, threatened, or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines. The survey information must be provided upon submittal of the preliminary plans through the site development/subdivision process.
64. A Gopher tortoise burrow survey in accordance with the Florida Fish and Wildlife Conservation Commission (FFWCC) published wildlife methodology guidelines must be submitted. A discussion of any commensal species observed during this survey must be included. A copy of the survey and documentation indicating the method to be used for managing gopher tortoises and other potential listed species observed on-site must be provided to Natural Resource Review of the Development Services Department upon submittal of all preliminary plats. Essential Wildlife Habitat as defined by the Hillsborough County Land Development Code must be addressed if applicable in consideration of the overall project boundaries.
65. Southeastern American Kestrels have been observed utilizing portions of the project site's property. This species is listed as a species of special concern by FFWCC. Per the Hillsborough County Land Development Code, Article 4, Section 4.01.10, when a listed species essential habitat is documented, on-site protection of that habitat is required. Type (I) and (II) forage classifications for the kestrel are documented on-site. In accordance with the guidelines in the Stys (1993) technical report, this property is biologically significant for kestrels and qualifies as essential wildlife habitat. Preservation criteria should be provided in accordance with the Land Development Code Article 4, 4.01.12 and the guidelines listed in the Stys (1993) report. Documentation indicating the proposed method to resolve the kestrel habitat protection requirement must be submitted and approved by Natural Resource Review of the Development Services Department prior to preliminary site plan approval.
66. Approval of the zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval. The construction and location of any proposed wetland crossing for internal roadways and adjacent development road connection alignments shall be reviewed by EPC pursuant to Chapter 1-11, Wetlands, Rules of the EPC, to determine whether such crossing and alignments are necessary to accomplish reasonable use of the subject property. Prior to the issuance of any building or land alteration permits or other development, the wetlands must be field delineated in its entirety by EPC staff and the wetland line surveyed. The survey must then be submitted to EPC staff for approval. After survey approval, the wetland line must appear on all site plans and must be labeled as "EPC Wetland Line." The wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code.
67. Construction of this site must meet the criteria of the Stormwater Technical Manual in effect at the time of Construction Plan submittal.
68. The site is located within a sub-basin of the Bullfrog Creek Watershed and is defined as having a peak-sensitive basin flow capacity (discharge limited to 2.33 year, 24-hour pre-developed peak rate), if there is a positive outfall.
69. If there are stormwater drainage complaints more stringent discharge rates may be imposed. This area does on appear on the Department of Public Works list of "redlined areas."

70. All areas which convey or store stormwater will have an associated 100-year floodplain due to stormwater runoff and flows, including those conveyance and storage facilities in storm surge areas. The Engineer - of-Record shall be responsible for determining the on-site 100-year floodplain elevations if not determined by a FEMA study. No development (structures or fill) shall be allowed in any 100-year frequency non-tidal floodplain unless provisions are made to compensate for the reduction in storage volume due to the proposed development.
71. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.
72. The technical manuals are designed to limit impacts due to new development to adjacent properties but contain criteria that may be exceeded by conditions beyond Hillsborough County control.
73. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
74. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
75. Prior to approval by the Hillsborough County Board of County Commissioners at the scheduled Land Use Meeting, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above, the Land Development Code (LDC) and/or the recommendations of the Land Use Hearing Officer. The revised general site plan shall be certified upon approval of the petition at the scheduled Board of County Commissioners Land Use Meeting. Prior to petition approval and certification, if it is determined the certified plan does not accurately reflect the conditions of approval, the requirements of the LDC and/or the recommendations of the Land Use Hearing Officer, as may be modified at the Board of County Commissioners Land Use Meeting, said plan will be deemed invalid and a revised General Development Plan shall be submitted for certification. Certification of the revised plan (and approval of the petition) shall occur at the next available Board of County Commissioners Land Use Meeting. The submittal deadline for the revised General Development Plan under all of the above scenarios shall be the deadline for the filing of Oral Argument.

The following additional conditions of approval shall apply to area modified by PRS 25-0191, i.e. (Folio No. 54244.0062), hereinbelow referred to as the "Subject Area":

76. Notwithstanding anything herein these conditions to the contrary, the Subject Area shall be served by (and limited to) four (4) vehicular access connections at the following points, as displayed on the site plan:
 - a. One (1) right-in/right-out access to 19th Ave NE;
 - b. One (1) right-in/right-out access to 30th St NE;
 - c. One (1) right-in/right-out access to the north-south collector roadway located along the eastern boundary of the Subject Area; and,
 - d. One (1) full access to the east-west collector roadway located along the northern boundary of the Subject Area.

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77. Prior to or concurrent with the initial increment of development within the Subject Area, the developer shall be required to construct the following site access improvements:
- a. A northbound to eastbound right turn lane on 30th St NE into the Subject Area;
 - b. A westbound to northbound right turn lane on 19th Ave. NE into the Subject Area.
 - c. A raised concrete separator along 19th Ave NE sufficient to restrict the access authorized via Condition 76.a, above, such that only right-in/right-out movements are permitted (i.e. for a minimum distance of 100 feet from either side of the access, or as otherwise approved by Hillsborough County at the time of site/construction plan review); and,
 - i. A raised concrete separator along the portion of the north-south collector roadway located along the east side of the Subject Area (i.e. convert those striped portions of the existing median to a raised concrete median, such that there is a continuous raised concrete median along the north-south collector roadway between the east- west collector roadway located along the north side of the Subject Area and 19th Ave. NE).
78. The developer shall be required to convert those portions of the striped median along the east-west collector roadway located north of the Subject Area to raised medians, where such striping is not otherwise removed for the purposes of converting such area for usage as a turn lane.
79. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, the following site access and other improvements shall be substantially complete for beneficial use prior to issuance of Certificates of Occupancy (temporary or otherwise) for any development within the subject area:
- a. Signalization of the intersection of 30th St. NE and 19th Ave NE;
 - b. Construction of an eastbound to northbound left turn lane on 19th Ave. NE at its intersection with the north-south collector roadway located immediately east of the Subject Area;
80. Prior to or concurrent with the initial increment of development within the Subject Area, the developer shall construct a mid-block pedestrian crossing between the pedestrian sidewalk located along the eastern side of 30th St. NE and the South Coast Greenway trail located along the west side of 30th St. NE. Such crossing shall be located at or in the vicinity of the intersection of 30th St. NE and the east/west collector roadway located along the northern boundary of the Subject Area. Final location shall be subject to review and approval by Hillsborough County Public Works. The developer shall be responsible for installing all signage, pedestrian signalization and/or Rapid Rectangular Flashing Beacons (RRFBs) determined to be necessary by Public Works.
81. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
82. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.

-
83. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
84. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
85. Applicable only to the area under PRS 25-0191: Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development plan or certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 10/24/2025

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

PLANNING AREA/SECTOR: APB/ South

PETITION NO: PRS 25-1200

☐

This agency has no comments.

☐

This agency has no objection.

☒

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

☐

This agency objects for the reasons set forth below.

REVISED CONDITIONS

21. A community Fire Station shall ~~be included within the development to~~ be located within on the east side of Waterset Boulevard (24th Street) and within one (1) mile north of 19th Avenue NW Tract 25B. It shall be a minimum of 1.2 acres in size or a site sufficient to accommodate the construction of a 10,000 s.f. one-story fire station facility. This acreage and/or site, shall be sufficient to provide for all related site requirements and/or improvements (e.g. parking, circular drive, ingress and egress driveways) as determined by Hillsborough County. The Developer shall provide stormwater facilities off-site, within the master storm water system or onsite within an expanded site boundary, as agreed upon by the Hillsborough County Fire Rescue Department. The site shall ~~be located to~~ have direct ~~egress on to a collector or arterial roadway~~ access to 19th Ave. NE. Notwithstanding anything herein these conditions or on the PD site plan to the contrary: a) the access connection(s) serving Tract 25B shall be for the exclusive use of the Fire Station; and, b) the number and location of these access connection(s), as well as the extent to which site access improvements may be required, shall be determined at the time of site/construction plan review for development within this Tract. The Developer shall dedicate and convey this site to the County at no cost to the County. Prior to preliminary site plan or preliminary plat approval within any of the above mentioned area, the developer shall coordinate with the Hillsborough County Fire Rescue office to determine the specific ~~location and~~ size during the site plan review phase. Within 90-days of a request by Hillsborough County Fire Rescue Department, the developer shall dedicate and convey the property.

[The applicant is proposing to modify the above condition. Transportation staff is only recommending language/changes relative to transportation related issues. Other changes to this condition which were proposed by the applicant, such as a modification of language governing the size of the parcel and impact fee creditability, were excluded from the above and are deferred to zoning staff for coordination with the Fire Marshall and/or other agencies which can review and take a position on those issues, as appropriate.]

26. A minimum 8-foot wide sidewalk shall be provided which connects the South Coast Greenway to the 80-acre Regional Sports Complex. [\[THIS CONDITION HAS BEEN SATISFIED.\]](#)

[The applicant is proposing to modify the above condition as shown above. Transportation staff concurs that the above improvements have been completed.]

34. A minimum of fifty (50) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway. If any neighborhood pod/cluster has 150 or more dwelling units, then the Developer shall provide vehicular cross-access to an adjacent neighborhood pod/cluster that has its own access to a roadway shown on the General Site Plan, [unless the cross-access is not feasible due to environmental constraints](#).

[The applicant is proposing to modify the above condition as shown above. Transportation staff has no objection to this request.]

36. Throughout the development, the Developer shall provide pedestrian and bicycle interconnectivity between adjacent pods/clusters that do not provide for vehicular access between the pods/clusters, [unless the interconnectivity is not feasible due to environmental constraints](#). All access shall be via an improved surface such as a sidewalk, wood boardwalk, pavers, or pervious concrete, and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act; access shall not be via grass, gravel, sand, mulch, or some other non-compacted surface. Bicycle and pedestrian connectivity points shall be spaced such that, where possible, they are no more than 1,320 feet apart. Distance between connectivity points shall be shown on all preliminary plat submittals.

[The applicant is proposing to modify the above condition as shown above. Transportation staff has no objection to this request.]

37. At the time of Final Plat approval, the Developer shall dedicate and convey a minimum of 124 feet of right-of-way for ~~30th~~ 30" Street, from the northern property line of Tract 16 to the southern project boundary, and [a minimum of 110 feet of right-of-way](#) from the southern property line of Tract 12 to Apollo Beach Boulevard. [\[THIS CONDITION HAS BEEN SATISFIED.\]](#)

[The applicant is proposing to modify the above condition as generally shown above. Transportation staff concurs that the above dedication and conveyance has been completed. Staff notes that the change from 124 feet to 110 feet is consistent with the applicable Transportation Technical Manual (TTM) standards for collector roadways which was in effect at the time the roadways were constructed, and no other special conditions existed which necessitated a wider right-of-way (e.g. those portions of 30th St. which run adjacent to the South Coast Greenway necessitated the wider 124-foot minimum section).]

40. The Developer shall dedicate and convey a minimum of 64 feet of right-of-way for Covington Garden Dr., in the location generally shown on General Site Plan. The right-of-way extend from Big Bend Rd. to Waterset Blvd. [\[THIS CONDITION HAS BEEN SATISFIED.\]](#)

[The applicant is proposing to modify the above condition as shown above. Transportation staff concurs that the above dedication and conveyance has been completed.]

41. The Developer shall construct two (2) lanes of the north-south arterial (Waterset Blvd.) from the northern property boundary to the southern property boundary. The roadway shall be designed as a two (2) lane divided roadway expandable to four (4) lanes within the median. The roadway shall include bicycle lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards. Additionally:

41.1 The developer shall construct Waterset Boulevard, between Covington Garden Dr. and 19th Ave. NE, commensurate with the development of adjacent tracts, but in no event later than February 25, 2028.

41.2 By December 31, 2023, the Developer shall complete a continuous north-south road connection, consisting of either: (a) Waterset Boulevard in its entirety; or, (b) Waterset Boulevard to its point of intersection with 30th Street, and 30th Street from the southern property boundary to its point of intersection with Waterset Boulevard. [CONDITION 41.2 HAS BEEN SATISFIED].

[The applicant is proposing to modify the above condition. The dates listed above have been included to match the revised dates as shown within the Development of Regional Impact (DRI) Development Order (DO) amendment which is being concurrently processed via file 25-1209, and as further discussed therein. Transportation staff concurs that 41.2 option (b) improvements have been completed, and the Stormwater Section concurs that ponds were sized to accommodate the future 4-lane roadway within those constructed portions.]

42. ~~The Developer shall construct two (2) lanes of~~ With respect to the east-west collector (Road A) from Waterset Blvd. to the western property boundary. ~~;~~

42.1 The master drainage system within tracts adjacent to the Road A right-of-way shall be constructed to accommodate design of the roadway drainage for a future ~~shall include the northernmost or southernmost two (2) lanes and shall be expandable to a~~ four (4) lane divided roadway, and include bicycle lanes, and sidewalks.

42.2 The design and construction of the roadway segment between Waterset Blvd. and Freestone Cir. shall be as a two (2) lane divided roadway expandable to four (4) lanes within the median. The roadway shall include bicycle lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards.

42.3 The developer shall only be required to stabilize, sod or seed, and construct drainage systems within that portion of the 124 foot-wide-right-of-way between Freestone Cir. and the western property boundary, as necessary to accommodate the stabilized interim condition.

42.4 The Developer shall construct Road A as described above, commensurate with the development of adjacent tracts, but in no event later than ~~April 28, 2025~~ February 25, 2028.

[Transportation Review Section staff is proposing to modify the above condition with respect to the limits of the proposed physical extension. The applicant is proposing to modify the conditions with respect to the deadline for compliance. Staff notes that while dedication of the right-of-way must extend to the western project boundary as addressed in existing approved condition 38, there is no need to construct the roadway to that same extent. Given CSX's policy that a minimum of 3 existing at grade crossings must be closed for every 1 new crossing proposed, it is extremely unlikely that the Leisey Rd. Ext. (Road A) will ever occur at grade. As such, any extension would have to be designed as a flyover bridge, and elevation of the facility necessary to reach required vertical clearance heights would start to occur well east of the western terminus. Given this, any infrastructure installed in this area would provide no interim benefit but would create additional impervious area that would incur costs to maintain and ultimately require removal (so that the flyover could be constructed in its place). Such unused dead-end facility could also become a location for illegal dumping, with the costs for each clean up falling to the County. No funding for completion of the flyover has been identified within the CIP. Additionally, completion of the extension was not identified as either a cost feasible or unfunded project within the County's 2050 Long Range Transportation Plan (LRTP), indicating the project is currently anticipated for completion beyond this planning horizon. The dates listed above have been revised to match the revised dates as shown within the Development of Regional Impact (DRI) Development Order (DO) amendment, which is being concurrently processed via file 25-1209, and as further discussed therein.]

43. The developer shall construct Covington Garden Dr., continuing from its existing terminus south and west to Waterset Blvd., as a two (2) lane collector roadway as shown on the General Site Plan. The design and construction of the roadway shall include bicycle lanes, sidewalks and drainage facilities to accommodate the roadway and any required turn lanes. The roadway shall be designed to meet all Hillsborough County standards.

The Developer shall construct Covington Garden Dr., commensurate with the development of adjacent tracts, but in no event later than December 31, 2023. [THIS CONDITION HAS BEEN SATISFIED].

[The applicant is proposing to modify the above condition as shown above. Transportation staff concurs that the above improvements have been completed.]

44. The Developer shall construct Apollo Beach Boulevard extension roadway as depicted on the General Site Plan. The roadway shall be designed as a four (4) lane divided roadway from US 41 and to the eastern property line of Tract 6. From US 41 to the eastern property line of Tract 6, the Developer shall dedicate and convey a total of 124 feet of right-of-way and construct four (4) lanes of a four lane roadway. The connections shall be designed and constructed to provide for a consistent roadway cross-section in accordance with Hillsborough County Roadway Design Standards. The roadway shall include bike lanes and sidewalks along the entire portion of the roadway, with one (1) of the sidewalks being constructed as a minimum 8-foot sidewalk on one (1) side of Apollo Beach Boulevard. This sidewalk shall be permitted to taper to a width of 5-feet at approach to the 1-75 flyover if necessary to conform to the final bridge designs approved by the Public Works Department. There will be no traffic calming devices -such as speed bumps, speed tables or chicanes - installed on the roadways.

The Developer shall construct the Apollo Beach Boulevard extension commensurate with the development of adjacent tracts, but in no event later than December 31, 2017. [THIS CONDITION HAS BEEN SATISFIED].

[The applicant is proposing to modify the above condition. Transportation staff concurs that the above improvements have been completed.]

45. The Developer shall construct ~~30"~~30th Street from ~~19"~~19th Avenue to the northern boundary of Tract 16, connecting into Waterset Boulevard, and from Apollo Beach Boulevard extension to the southern boundary of Tract 12 as a two (2) lane collector roadway as depicted on the General Site Plan. The roadways shall include bike lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards. There will be no traffic calming devices -such as speed bumps, speed tables or chicanes -installed on the roadways.

The Developer shall construct ~~30"~~30th Street commensurate with the development of adjacent tracts, but in no event later than April 28, 2025. [THIS CONDITION HAS BEEN SATISFIED.]

[The applicant is proposing to modify the above condition as shown above. Transportation staff concurs that the above improvements have been completed, and the Stormwater Section concurs that ponds were sized to accommodate the future 4-lane roadway.]

48. The Developer shall provide for a continuous east-west roadway (Milestone Drive) from Covington Garden Drive through Tracts 3, 4, 5, and 7, and terminating at Apollo Beach Boulevard. If the 80-acre Regional Sports Complex is not located in Tract 12, then a roadway connection with Milestone Drive shall be provided through Tract 12 to its southern property boundary. [THIS CONDITION HAS BEEN SATISFIED].

[The applicant is proposing to modify the above condition as shown above. Transportation staff concurs that the above improvements have been completed.]

49. ~~Option 1~~ In the event the final permits and designs are completed for a 4-lane bridge extending Apollo Beach Boulevard over Interstate 75, ("the I-75 Flyover Bridge"), then within 60 days of the County's acceptance of final permits and designs the ~~I-75~~I-75 Flyover Bridge the Developer shall dedicate and convey within Tract 6 sufficient right-of-way of a width not less than 124 feet, or that necessary to accommodate the ~~I-7-5~~I-75 Flyover Bridge as designed, whichever is greater. Such dedication and conveyance shall also include land sufficient to accommodate drainage for the 1-75 Flyover Bridge. The Developer shall be responsible for constructing the remaining 4-lane extension of Apollo Beach Boulevard from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs and conditions described herein these zoning conditions.

~~Option 2~~

~~In the event the County elects not to fund the completion of the design and permitting of the Flyover Bridge, then the Developer shall (at the time of Final Plat approval of property~~

~~within 600 feet of the southernmost property boundary of Tract 6, but in no event earlier than May 31, 2015 and in no event later than December 31, 2023), dedicate and convey sufficient right-of-way, of a width not less than 124 feet and in a location mutually agreeable to the Hillsborough County and the Developer, necessary to accommodate the I-75 Flyover Bridge. This dedication and conveyance shall also include land sufficient to accommodate drainage for the I-75 Flyover Bridge. The County shall be responsible for constructing the remaining 4-lane extension from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs described herein these zoning conditions. The Developer shall be required to dedicate and convey land necessary for the completion of the remaining 4-lane extension of the Apollo Beach Boulevard Extension from Covington Garden Drive to any future I-75 Flyover Bridge approach.~~

~~Requirements for Option 1 or Option 2~~

No development shall occur within 600 feet of the southernmost property boundary of Tract 6 until such time as the final alignment ~~(in Option 1) or likely alignment (in Option 2)~~ of the Apollo Beach Boulevard extension is approved by Public Works. [THIS CONDITION HAS BEEN SATISFIED].

[The applicant is proposing to modify the above condition as generally shown above. Transportation staff concurs that the above improvements have been completed. Staff also notes that the Option 2 language is appropriately struck, since Option 1 (i.e. the funding and construction of the flyover bridge project) was ultimately selected and completed.]

51. The Developer shall construct the Regional Roadway Improvements as required in the Waterset Development of Regional Impact Development Order conditions. The Big Bend Road traffic analysis shall be started no later than January 31, 2015. The Apollo Beach and US 41 Intersection shall be completed no later than December 31, 2016, unless the process of obtaining necessary CSX approval makes it impossible for the Developer to meet this deadline, in which case the deadline shall be extended to a date mutually acceptable to the Developer and Hillsborough County. Contributions related to the I-75 Flyover Bridge shall proceed in accordance with the terms and conditions set forth in the Development Order. [THIS CONDITION HAS BEEN SATISFIED].

[The applicant is proposing to modify the above condition as shown above. Transportation staff concurs that the above improvements have been completed.]

56. The Developer shall coordinate with HART, Tampa Electric Company (TECO) and Hillsborough County to locate a Park & Ride/Trail Head facility along Waterset Boulevard at the TECO right-of-way crossing between either Tracts 13 and 16 or Tracts 14 and 17. The Park & Ride location shall accommodate buses, bicycles, vanpools and carpools. [THIS CONDITION HAS BEEN SATISFIED].

[The applicant is proposing to modify the above condition as shown above. Staff notes that the developer reached out to TECO, who indicated that "Tampa Electric does not allow any permanent buildings or structures under our lines..." and that "parking and parking lots are not permitted...". Given the above and the fact that the entire area identified for the facilities are owned by TECO, Transportation staff concurs that the above condition has been satisfied.]

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
 - Correct the label reading “PRS 25-0012 Boundary” with a label instead reading “PRS 1200 Boundary”.

SUMMARY OF REQUESTS AND CONCLUSIONS

The applicant is requesting a Minor Modification (PRS) to previously approved Planned Development (PD) 14-0815. PD 14-0815 was approved as a combination/modification to five previously approved PDs (04-1723, 06-1680, 11-0027, 11-0028, and 11-0568). PD 14-0815 was most recently amended via PRS 25-0191. The PD is also known as the Waterset Development of Regional Impact (#266), a concurrent review of the DRI modification is occurring via file DRI 25-1209.

The applicant is proposing to modify a variety of transportation and non-transportation related conditions. Transportation related changes are shown hereinabove, together with staff analysis and commentary provided below for each condition. If staff did not address a specific requested change within this report, it's because that condition (or element of a condition) was not within Transportation's purview to review and comment (i.e. staff understands the zoning case planner was coordinating review by other agencies as needed). The majority of condition changes are being proposed to document compliance with existing conditions or otherwise clean up existing conditions to reflect options which have since been exercised. The applicant is also proposing to modify the land use table to take 2.5 acres out of the Retail/Office (SLR) parcel (i.e. proposed Tract 25A) and assign those 2.5 acres to the Fire Station (i.e. proposed Tract 25B). A commensurate decrease in square-footage is being proposed. Specifically, within Tract 25A, commercial entitlements are being decreased from 130,680 s.f. to 106,000 s.f. and office entitlements are being reduced from 10,000 s.f. to 8,100 s.f. Staff notes that, at the time of the writing of this report, those changes were not included within the case file record; however, zoning staff provided the above values which formed the basis of the below review

Consistent with Sec. 6.2.1.C. of the Development Procedures Manual (DRPM), no transportation analysis was required to process this request. Staff notes that the proposed changes will decrease the overall maximum trip generation potential of the proposed project. Site access impacts (and the extent to which improvements may be needed) related to the new fire station access proposed on 19th Ave. will be analyzed at the time of site/construction plan review for the station. No other changes to external project access are proposed. Although not included in the previously approved land use table as a separate use, the fire station was envisioned in the zoning conditions.

Staff has prepared the below comparison of the maximum trip generation potential under the existing and proposed zoning, with the analysis being confined to development within Tract 25. Data shown below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 12th Edition.

Approved Zoning (Tract 25 Only):

Zoning, Land Use/Size*	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
130,680 s.f. Commercial Uses (ITE LUC 821)	13,254	463	1,121
10,000 s.f. Office Uses (ITE LUC 710)	270	31	41
Subtotal:	13,524	494	1,162

**Land Use Code (LUC) 710 from the 20-0004 report/analysis was utilized for consistency. LUCs for commercial uses were updated due to difference in Trip Generation Manual editions.*

Proposed Zoning (Tract 25A and 25B Only):

Zoning, Land Use/Size*	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
106,000 s.f. Commercial Uses (ITE LUC 821)	10,752	375	910
8,100 s.f. Office Uses (ITE LUC 710)	258	29	39
Fire Rescue Station (assumed 10,000 g.s.f.) (ITE LUC 575)	50 (est.)	5 (est.)	5
Subtotal:	11,060	409	954

**Land Use Code (LUC) 710 from the 20-0004 report/analysis was utilized for consistency. LUCs for commercial uses were updated due to difference in Trip Generation Manual editions.*

Trip Generation Difference (Tracts 25/A/B Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(-) 2,464	(-) 85	(-) 208

ROADWAY LEVELS OF SERVICE (LOS) INFORMATION

Roadway	From	To	LOS Standard	Peak Hour LOS
Big Bend Rd	US 41	I-75	D	D
US 41	Apollo Beach Blvd	Big Bend	D	D
US 41	Leisey Rd.	Apollo Beach Blvd.	D	F
19 th Ave	US 41	24 th St. NE	D	C
19 th Ave	24 th St. NE	Cypress Village Blvd.	D	F

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

Ratliff, James

From: Williams, Joe H. <JHWilliams@tecoenergy.com>
Sent: Tuesday, September 30, 2025 9:00 AM
To: Eric Francis
Cc: Bose, Swati; Williams, Michael; Tirado, Sheida; Ratliff, James; brownd2@gohart.org; Rodriguez, Dan; King, Amanda; lwheat@heidtdesign.com
Subject: RE: HART Park & Ride on TECO Property Adjacent to Waterset Boulevard

External email: Use caution when clicking on links, opening attachments or replying to this email.

Good morning, Eric,

Thank you for reaching out. Below is the general process for applying to the Land Use Committee (LUC).

The LUC reviews requests such as this on a monthly basis. The committee is comprised of Real Estate, Legal, Transmission Operations, Transmission Engineering, Distribution, Line Clearance, and Environmental. The Committee will review your application and will approve or deny it based on collective business decisions. If your request is denied, you will be notified in writing. If your request is approved, you will be contacted to provide additional information and informed of the next step(s) in the process. The Land Use Committee's role is to ensure that the proposed projects aligns with the terms of the easement and complies with relevant regulations.

Tampa Electric does not allow any permanent buildings or structures under our lines, parking and parking lots are not permitted, and any roadways, driveways, sidewalks, and utilities must cross the easement perpendicularly, not parallel to our facilities and pole lines. Buildings and structures tend to cause line clearance issues, which we must maintain according to federal guidelines. If poles or lines must be raised to accommodate something, that cost would be the responsibility of the builder or landowner. We must also maintain a 100' radius around each of our transmission poles, fencing and gates are typically needed when a development comes in in order to secure our easement from trespassing and dumping, and there are building specs for any drivable concrete drive surfaces or sidewalks that our trucks may need to utilize (5,000 psi fiber mesh concrete and drop curbs). Retention ponds under our lines are also not permitted, as this impacts access for repair in the event of maintenance or an emergency.

All of the following items must be submitted for an application to be considered:

- Please click on the link to access the application form → [transrwappform.pdf \(tampaelectric.com\)](#) complete and signed application form, and return it via email.
- Include information describing the proposed use and estimated start and end date of project.
- CAD File, Site Plan and/or Sketch that includes accurate depiction of the proposed use for the site.
- Site Plan that includes accurate depiction of all transmission and distribution facilities (i.e. poles, guy wires and anchors, etc.) adjacent to or in the proposed use area.
- Location of existing swales, ditches, ponds, rivers and/or canals located within the easement/site.

- Landscaping plan with planting list, depicting maximum maturity height of all proposed vegetation.
- Utility plan with material list and method of installation (directional bore or trench).
- Type of equipment, if any, that will be used during construction and/or stored on TECO easement.
- An application fee of \$500 made in the form of a check made payable to Tampa Electric Company. The application fee is non-refundable. Please mail check to: ***Tampa Electric Company, Attn: Joseph H. Williams – Plaza 9, 702 N. Franklin Street, Tampa, FL 33602***

The next Land Use Meeting is scheduled for Thursday, November 13th. All requirements and submissions must be received 15 days before the scheduled meeting date.

If you have any questions or concerns, please do not hesitate to contact me.

Joseph H. Williams
Real Estate Analyst
TEC Land Use Committee Chair
Tampa Electric | Peoples Gas
3600 Midtown Drive
Tampa, FL 33607
Office (813) 228-1405
Cell (813) 992-8871

 The contents of this email do not constitute and will not give rise to any legally binding obligation on the part of any person or party, and is only the expression of possible terms that might be incorporated into a future binding agreement. [Tampa Electric/Peoples Gas/Seacoast] specifically and expressly rejects digital signatures and requires ink execution and delivery by each party to the other, by an authorized officer or officers of that respective party. The parties to this email shall not be contractually bound unless and until they enter into a formal, written agreement, which must be in form and content satisfactory to each party and to each party's legal counsel, in their sole discretion.

From: Otero, Monica <MOtero@tecoenergy.com>
Sent: Monday, September 29, 2025 11:44 AM
To: Eric Francis <ericf@heidtdesign.com>; Williams, Joe H. <JHWilliams@tecoenergy.com>
Cc: boses@hillsboroughcounty.org; williamsm@hcfl.gov; tirados@hcfl.gov; ratliffja@hcfl.gov; brownd2@gohart.org; rodriguezdz@gohart.org; King, Amanda <amanda.king@brookfieldrp.com>; lwheat@heidtdesign.com
Subject: FW: HART Park & Ride on TECO Property Adjacent to Waterset Boulevard

Hello Eric –

Thanks for reaching out. Joe Williams (copied on this email) will review the project and shared his feedback.

Monica Otero
Real Estate Manager
 Tampa Electric Company and Peoples Gas System
 3600 Midtown Drive | Tampa, FL 33607



From: Eric Francis <ericf@heidtdesign.com>
Sent: Thursday, September 25, 2025 2:02 PM
To: Otero, Monica <MOtero@tecoenergy.com>
Cc: Bose, Swati <BoseS@HillsboroughCounty.ORG>; Williams, Michael <williamsm@hcfl.gov>; Tirado, Sheida <tirados@hcfl.gov>; Ratliff, James <ratliffja@hcfl.gov>; DeWayne Brown <brownd2@gohart.org>; Daniel Rodriguez <rodriguezdz@gohart.org>; King, Amanda <amanda.king@brookfieldrp.com>; Lisa Wheat <lwheat@heidtdesign.com>
Subject: HART Park & Ride on TECO Property Adjacent to Waterset Boulevard

***** CAUTION! EXTERNAL SENDER *** STOP. EXAMINE. VERIFY!! Were you expecting this email? Are grammar and spelling correct? Does the content make sense? Can you verify the sender? To report a suspicious email, use the Forward to Phishing button or forward the email to phishing@tecoenergy.com. Do not click links, open attachments, or enter your ID or password.**

Monica,

I am reaching out to determine the feasibility of adding a HART Park & Ride Facility on TECO's Property adjacent to Waterset Boulevard.

The Waterset PD Zoning Conditions includes this (#56):

The Developer shall coordinate with HART, Tampa Electric Company (TECO) and Hillsborough County to locate a Park & Ride/Trail Head facility along Waterset Boulevard at the TECO right-of-way crossing between either Tracts 13 and 16 or Tracts 14 and 17. The Park & Ride location shall accommodate buses, bicycles, vanpools and carpools.

The condition specifies that the Park & Ride Facility could be located in the general vicinity of Waterset Boulevard where it crosses the TECO corridor. The tracts referenced are shown on the attached 'Zoning Site Plan.pdf.' Several years ago, this was coordinated with the applicable entities and determined that the Park & Ride would make the most sense at the Regional Park Site (Tract 13). However, the current plan for the Regional Park no longer includes the facility. With the Park Site no longer a viable option, the only spot left is TECO property, Folio 054165-0100. I've attached a screenshot of the property appraiser card.

Is this an option? What would TECO need to determine if this was possible?

I will defer to HART as to the exact specifics of the Park & Ride facility, but generally it would include driveways, parking area, sidewalks including a connection to the adjacent Southcoast Greenway Trail, and associated amenities and shelters. DeWayne Brown and Dan Rodriguez with HART are copied. If TECO determines that this may work, we can have further discussion for these details.

Please let me know if there is anyone else in the Land Use group that I should reach out to. And feel free to reach out to discuss further if anyone on the Land Use Committee has questions.

Thank you,

Eric Francis, P.E.

Vice President



Heidt Design, LLC

Main: (813) 253-5311 Ext. 1026

Cell: (727) 481-0952

5904-A Hampton Oaks Parkway

Tampa, FL 33610

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Ratliff, James

From: Hyman, Doug (Robert)
Sent: Friday, October 24, 2025 9:42 AM
To: Ratliff, James; Eric Francis
Cc: Lisa Wheat; Kevin Reali
Subject: RE: Waterset - Collector Road Ultimate Build-Out Stormwater Design
Attachments: Waterset - Collector Road Ultimate Build Out CN.pdf

Good morning James,

In my opinion, which is weighted towards the attached Tables and Eric's professional engineering judgement, we have reasonable assurance that the CN (the CN is an engineering parameter generally representative of the degree to which surfaces will shed stormwater runoff) utilized for Waterset Boulevard and 30th Street as four lane collector roadways at buildout is conservative, and therefore the stormwater runoff from these collector roadways is not underestimated, and is adequately accounted for in stormwater management system design.

Please feel free to contact me if you have any questions.

Thank you.
Doug Hyman

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From: Eric Francis <ericf@heidtdesign.com>

Sent: Wednesday, October 22, 2025 4:28 PM

To: Hyman, Doug (Robert) <HymanD@hcfl.gov>; Ratliff, James <RatliffJa@hcfl.gov>

Cc: Lisa Wheat <lwheat@heidtdesign.com>; Kevin Realı <kreali@stearnsweaver.com>

Subject: RE: Waterset - Collector Road Ultimate Build-Out Stormwater Design

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Sounds good, thanks Doug. I'm open tomorrow from 9:30 – 3:30 (with the exception of 11-12).

Eric Francis, P.E.

Vice President



Heidt Design, LLC

Main: (813) 253-5311 Ext. 1026

Cell: (727) 481-0952

5904-A Hampton Oaks Parkway

Tampa, FL 33610

From: Hyman, Doug (Robert) <HymanD@hcfl.gov>

Sent: Wednesday, October 22, 2025 4:18 PM

To: Eric Francis <ericf@heidtdesign.com>; Ratliff, James <RatliffJa@hcfl.gov>

Cc: Lisa Wheat <lwheat@heidtdesign.com>; Kevin Realı <kreali@stearnsweaver.com>

Subject: RE: Waterset - Collector Road Ultimate Build-Out Stormwater Design

Hi Eric,

I basically follow, but not completely. That is not to say that there is any error in your presentation.

Probably a phone call or a brief Teams call would be very helpful so that we can go over the Tables and I can thoroughly understand them. James would not necessarily need to attend, and if you go with a Teams he can be an “optional” invite.

Thank you.

Douglas Hyman. P.E., CFM

Engineer

Development Services

E: HymanD@HCFL.gov

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Hillsborough County Florida

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From: Eric Francis <ericf@heidtdesign.com>
Sent: Tuesday, October 21, 2025 9:31 AM
To: Hyman, Doug (Robert) <HymanD@hcfl.gov>; Ratliff, James <RatliffJa@hcfl.gov>
Cc: Lisa Wheat <lwheat@heidtdesign.com>; Kevin Reali <kreali@stearnsweaver.com>
Subject: Waterset - Collector Road Ultimate Build-Out Stormwater Design

External email: Use caution when clicking on links, opening attachments or replying to this email.

Doug and James,

I wanted to follow up on the stormwater design for the collector roads in Waterset. The zoning conditions specify that while we can construct only two lanes for Waterset Boulevard and 30th Street, we need to accommodate the ultimate build out of four lanes in the stormwater system. We have done this with each phase of design, but were asked to summarize this in a way that Stormwater (Doug) could verify so that James could deem these conditions satisfied.

Attached is a PDF. On the first page, we show the typical section of these roadways. Note, both are 124' ROW, with 76' of pavement/sidewalk and 48' of grass/open space. The sections have changed a bit over the years with lanes going from 12' to 11' and bike lanes going from 4' to 7', but the worst case scenario is the 76' of pavement/sidewalk, so that is what we used. Based on this ratio of pervious to impervious, at final build-out, the Curve Number for these collector roads is calculated to be 91.3.

The remaining pages in the exhibit show that we have used 92 or 93 in all phases.

I am hopeful that this provides enough information for Doug to verify that we have accounted for final build-out for the stormwater system serving the collector roads. If you need any additional information, please let me know.

Thanks,

Eric Francis, P.E.
Vice President



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AGENCY COMMENT SHEET

REZONING	
HEARING DATE: October 7, 2025 PETITION NO.: 25-1200 EPC REVIEWER: Abbie Weeks CONTACT INFORMATION: (813) 627-2600 x1101 EMAIL: weeksa@epchc.org	COMMENT DATE: September 4, 2025 PROPERTY ADDRESS: North of 19 th Ave NE, between 24 th St NE and 30 th St NE FOLIO #: Portions of 0542440000 and 0542440029 STR: 34-31S-19E
REQUESTED ZONING: Modification to PD	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	N/A
WETLAND LINE VALIDITY	Valid to March 6, 2030 (EPC Authorization)
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetland areas are generally depicted on the site plan
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none">• Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.• The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.• Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The	

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Environmental Protection Commission - Roger P. Stewart Center
3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org

wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

INFORMATIONAL COMMENTS:

The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.

- Chapter 1-11 prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

aow /

ec: kreali@stearnsweaver.com
swalker@stearnsweaver.com

AGENCY COMMENT SHEET

TO: **Zoning/Code Administration, Development Services Department**

FROM: **Reviewer: Andria McMaugh** **Date: 09/04/2025**

Agency: Natural Resources **Petition #: 25-1200**

☐ This agency has **no comment**

☐ This agency has **no objections**

☒ This agency has **no objections, subject to listed or attached conditions**

☐ This agency **objects, based on the listed or attached issues.**

1. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
2. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
3. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

From: [Rideout, Chris](#)
To: [Lampkin, Timothy](#); [Rideout, Michelle](#)
Cc: [Hansen, Raymond](#); [Cerone, Matthew](#); [Cerone, Matthew](#)
Subject: RE: Waterset Zoning Modification Request (PRS 25-1200)
Date: Monday, September 22, 2025 10:45:29 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)

Thank you. I believe this accurately reflects the fire station parcel under consideration and am good with it.

Jarryd- can you please confirm there are no other issues with proposed condition amendment?

Christopher Rideout
Fire Infrastructure Development Manager
Hillsborough County Fire Rescue

P: (813) 272-6600
E: rideoutc@hillsboroughcounty.org
W: hillsboroughcounty.org



Hillsborough County Public Safety Operations Complex
9450 East Columbus Drive - Tampa, Florida 33619

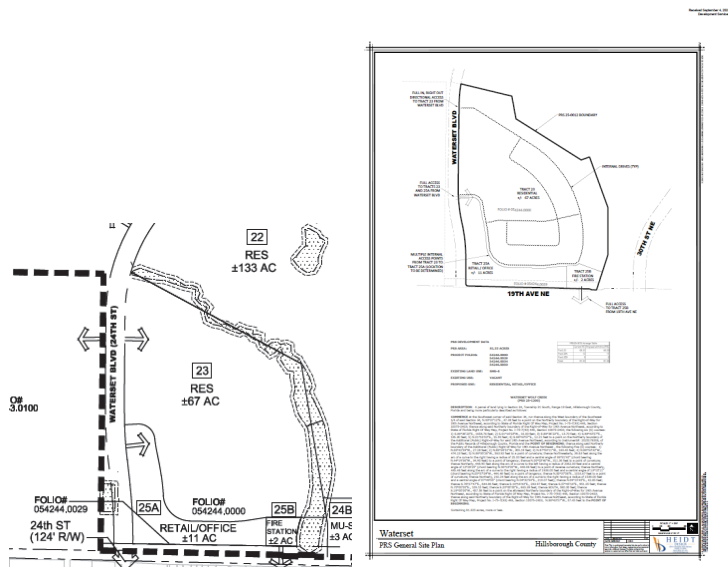
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From: Lampkin, Timothy <LampkinT@hcfl.gov>
Sent: Monday, September 22, 2025 10:41 AM
To: Rideout, Chris <RideoutC@hcfl.gov>; Heinrich, Michelle <HeinrichM@hcfl.gov>
Cc: Hansen, Raymond <HansenR@hcfl.gov>; Dalfino, Jarryd <DalfinoJ@hcfl.gov>; Cerone, Matthew <CeroneM@hcfl.gov>
Subject: RE: Waterset Zoning Modification Request (PRS 25-1200)

Hi Chris:

Please see the Site Plan below. The fire station location is approximately 2 acres directly off 19th Avenue NE. I've also forwarded this email to the applicant, so they are prepared to provide you with additional information should you require it.



Tim Lampkin, AICP
Principal Planner
Community Development Section
Development Services Department

M: (813) 564-4673
E: LampkinT@hillsboroughcounty.org
W: hillsboroughcounty.org

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From: Rideout, Chris <RideoutC@hcfl.gov>
Sent: Monday, September 22, 2025 10:28 AM
To: Lampkin, Timothy <LampkinT@hcfl.gov>; Heinrich, Michelle <HeinrichM@hcfl.gov>
Cc: Hansen, Raymond <HansenR@hcfl.gov>; Dalfino, Jarryd <DalfinoJ@hcfl.gov>; Cerone, Matthew <CeroneM@hcfl.gov>
Subject: RE: Waterset Zoning Modification Request (PRS 25-1200)

Tim- I manage new station development for HCFR. We have made considerable progress with the Waterset folks for the conveyance of a fire station site on the subject parcel generally depicted in yellow below.

Your text amendment below refers to Tract 25B.....can you please provide something that shows the limits of Tract 25B?

I have included Jarryd Dalfino HC Real Estate Technical Mgr and our Planning Chief Matt Cerone.

Thanks.

-Chris

21. A community Fire Station shall be included within the development as is located on the east side of Hillborsough Boulevard (24th Street) and within one (1) mile north of 15th Avenue-NW/Tract 25B. It shall be a minimum of 1.2 acres in size or a site sufficient to accommodate the construction of a 10,000 +/- one-story fire station facility. This acreage, and/or site, shall be reserved for allocated fire station use. The Fire Station shall include improvements (e.g. parking, circular drive, ingress and egress driveways) as determined by Hillsborough County. The Developer shall provide stormwater facilities off-site, within the master storm water system or onsite within an expanded site boundary, as approved by the Hillsborough County Fire Rescue Department. The site shall be dedicated to have direct egress on to a collector or arterial roadway access to 15th Ave. NE. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the access connection(s) serving Tract 25B shall be for the exclusive use of the Fire Station and, (b) the number and location of these connections shall be determined to the extent that such access improvements may be required, shall be determined at the time of site/development plan review for development within this Tract. The Developer shall dedicate and convey this site to the County at no cost to the County. Prior to preliminary site plan or preliminary plat approval within any of the above mentioned area, the developer shall coordinate with the Hillsborough County Fire Rescue office to determine the specific location and size during the site plan review phase. Within 90 days of a request by Hillsborough County Fire Rescue Department, the developer shall dedicate and convey the property.

[The applicant is proposing to modify the above condition. Transportation staff is only recommending language changes relative to transportation related issues. Other changes to that condition which were proposed by the applicant, such as a modification of language governing the size of the parcel and portion for accessibility, were excluded from the above and are referred to zoning staff for coordination with the Fire Marshal or other agencies which can review and take a position on those issues, as appropriate.]

Thanks!

Tim Lampkin, AICP
Principal Planner
Community Development Section
Development Services Department

M: (813) 564-4673
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W: hillsboroughcounty.org

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From: Heinrich, Michelle <HeinrichM@hcfi.gov>
Sent: Wednesday, September 17, 2025 11:36 AM
To: McGuire, Kevin <McGuireK@hcfi.gov>; Fest, Nacole <A.FestN@hcfi.gov>; Hansen, Raymond <R.Hansen8@hcfi.gov>
Cc: Lampkin, Timothy <TLampkinT@hcfi.gov>
Subject: Waterset Zoning Modification Request (PRS 25-1200)

Kevin, Nicole, and Ray,

We are currently reviewing proposed changes to a Planned Development zoning. One change is the siting of a Fire Station. I've attached the proposed site plan and proposed condition changes - condition 21 deals with the Fire Station. Please advise who in your section could review and provide feedback, most importantly, if there's any objections to the proposed changes.

Thanks,
Michelle Heinrich, AICP
Executive Planner
Development Services Department

P: (813) 276-2167
E: heinrichm@HCFI.gov

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Agency Review Comment Sheet

NOTE: Wellhead Resource Protection Areas (WRPA), Potable Water Wellfield Protection Areas (PWWPA), and Surface Water Resource Protection Areas (SWRPA) reviews are based on the most current available data on the Hillsborough County maps, as set forth in Part 3.05.00 of the Land Development Code.

TO: Zoning Review, Development Services **REQUEST DATE:** 8/4/2025

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 8/18/2025

PROPERTY OWNER: NNP-Southbend II LLC **PID:** 25-1200

APPLICANT: Brookfield Properties

LOCATION: 2810 NE 19th Ave. Lot 2 Apollo Beach, FL 33572

FOLIO NO.: Portions of 54244.0000 and 54244.0029

AGENCY REVIEW COMMENTS:

At this time, according to the Hillsborough County BOCC approved maps adopted in the Comprehensive Plan, the site is not located within a Wellhead Resource Protection Area (WRPA) and/or Surface Water Resource Protection Area (SWRPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

At this time, according to the Florida Department of Environmental Protection well location information, the site is not located within 500-feet of non-transient non-community and/or community water system wells; therefore, the site is not located within a Potable Water Wellfield Protection Area (PWWPA).

At this time, Hillsborough County Environmental Services Division has no objection to the applicant's request as it relates to the County's wellhead and surface water protection regulations.

WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: PRS 25-1200 REVIEWED BY: Clay Walker, E.I. DATE: 8/12/2025

FOLIO NO.: portion of 54244.0000, portion of 54244.0029

WATER

- ☐ The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☒ A 12 inch water main exists ☐ (approximately ____ feet from the site), ☒ (adjacent to the site), and is located south of the subject property within the north Right-of-Way of 19th Avenue Northeast. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- ☐ The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- ☒ A 12 inch wastewater forcemain exists ☐ (approximately ____ feet from the project site), ☒ (adjacent to the site) and is located south of the subject property within the south Right-of-Way of Roadway. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water and wastewater systems. The subject area is located within the Hillsborough County Wastewater Service Area and will be served by the South County Wastewater Treatment Plant. If all of the development commitments for the referenced facility are added together, they would exceed the existing reserve capacity of the facility. However, there is a plan in place to address the capacity prior to all of the existing commitments connecting and sending flow to the referenced facility. As such, an individual permit will be required based on the following language noted on the permits: The referenced facility currently does not have, but will have prior to placing the proposed project into operation, adequate reserve capacity to accept the flow from this project.

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 08-08-2025

REVIEWER: Jan Kirwan, Conservation and Environmental Lands Management

APPLICANT: Kevin Reali

PETITION NO: 25-1200

LOCATION: Apollo Beach

FOLIO NO: 54244.0000 (PORTIONS OF), 54244.0029 **SEC:** 34 **TWN:** 31 **RNG:** 19
(PORTONS OF)

- ☒ 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 conditions.

COMMENTS: _____.