



**PD Modification Application: PRS 24-0133**

**Zoning Hearing Master Date: NA**

**BOCC Land Use Meeting Date: January 9, 2024**

**1.0 APPLICATION SUMMARY**

**Applicant:** NexMetro Bay Farms, LP

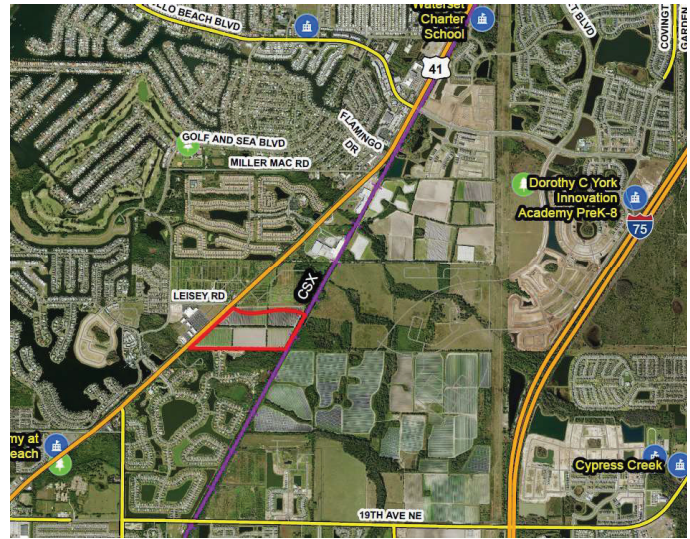
**FLU Category:** OC-20/SMU-6

**Service Area:** Urban

**Site Acreage:** 71.1

**Community  
Plan Area:** Apollo Beach

**Overlay:** None



**Introduction Summary:**

PD 06-1035 was approved in 2007 to allow for 71.1 acres located along the east side of N US Highway 41 (N US 41) to the south of Leisey Road to be developed with up to 300,000 square feet (SF) of Commercial Intensive (CI) uses, and 335,000 SF of office (BPO), flexspace uses, personal services, minor industrial, RCP, warehousing, and open storage.

| Existing Approval(s):   | Proposed Modification(s):  |
|---|--|
| US 41 access configuration requires the construction of a southbound to northbound <i>exclusive</i> U-turn lane between the southbound left turn and northbound through lanes on US 41 at its intersection with Leisey Road | Offsite improvement modification allow for the southbound to northbound U-turn lane located between the southbound left-turn and northbound through lanes on US 41 at its intersection with Leisey Road to be nonexclusive instead of exclusive. |
| The development plan shows five outparcels.   | The general development plan is being changed to show six outparcels.  |
| Single storm water pond configuration (pond located near SW boundary of Pocket A)   | The storm water pond located near the southwest boundary of development Pocket A is being changed to two ponds to allow for an additional internal access point.   |

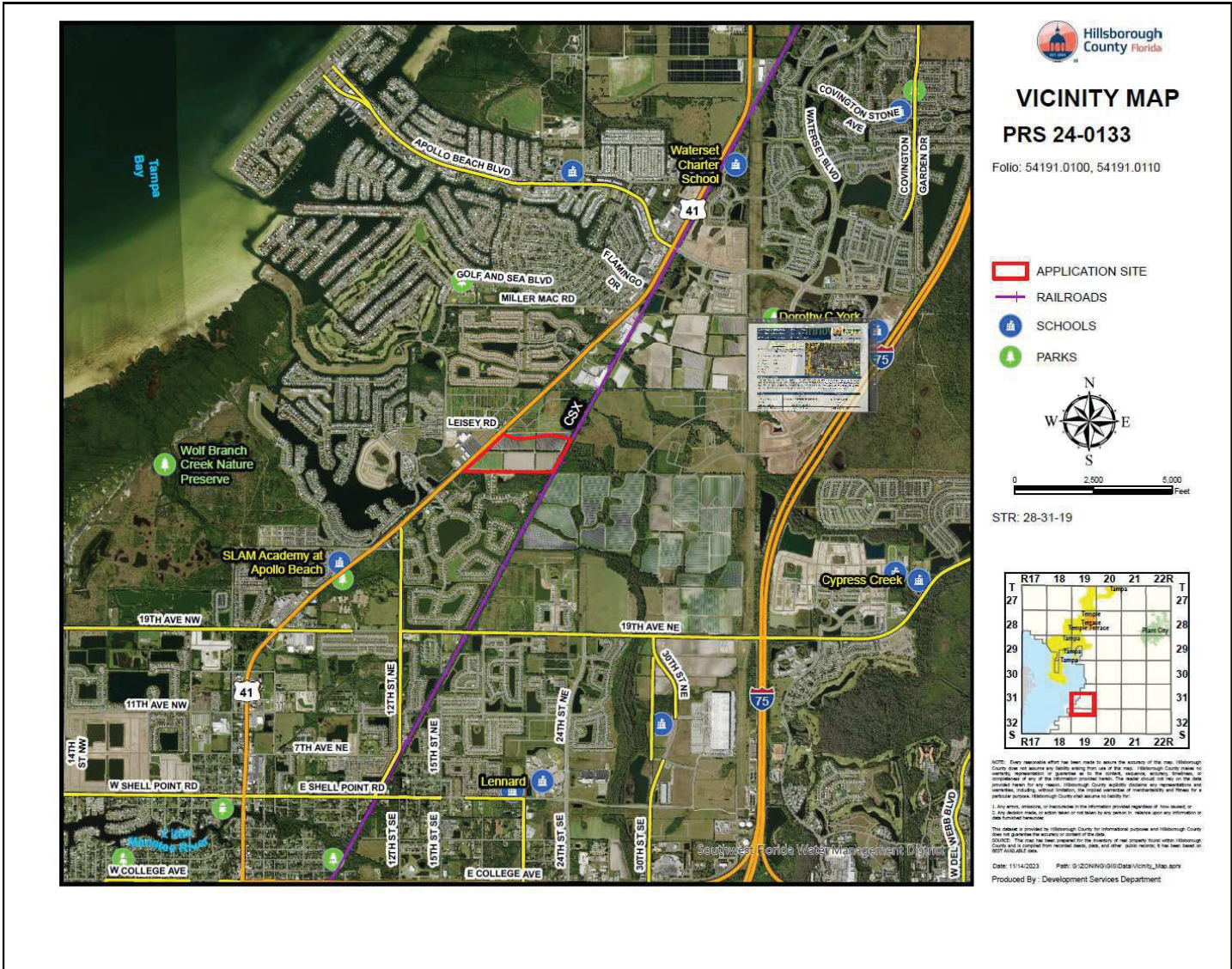
**Additional Information:**

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

|   |   |
|---|---|
| <b>Planning Commission Recommendation:</b><br>N/A | <b>Development Services Recommendation:</b><br>Approvable, subject to proposed conditions |
|---|---|

### 2.0 LAND USE MAP SET AND SUMMARY DATA

#### 2.1 Vicinity Map



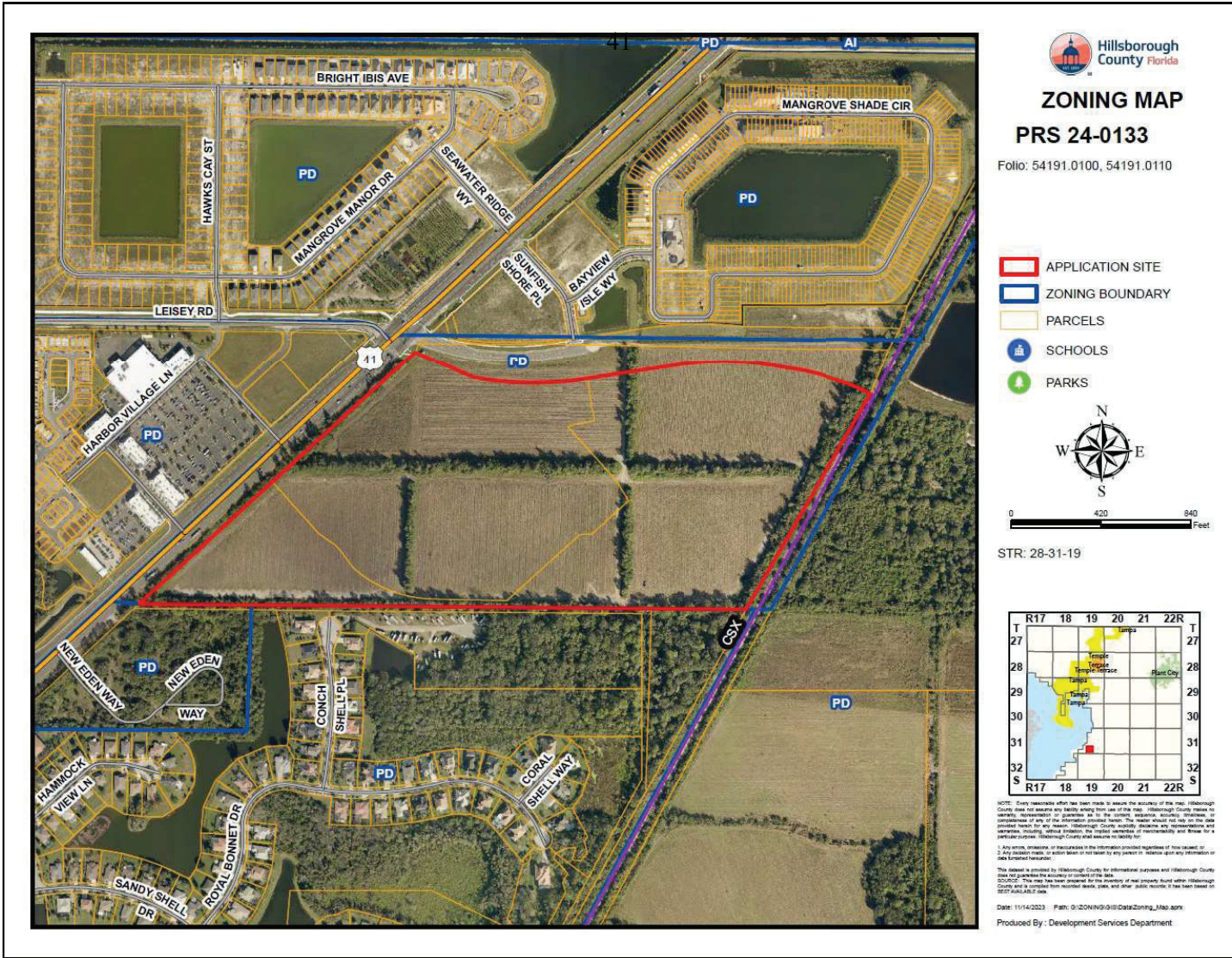
#### Context of Surrounding Area:

The subject property is located at the southeast corner of the N US 41 intersection and Leisey Road (Brandermill Road). The uses in the immediate vicinity include single-family residential, auto repair, shopping center, railroad right-of-way, acreage, and vacant lands.



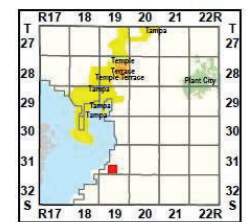
2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



**Hillsborough County Florida**  
**ZONING MAP**  
**PRS 24-0133**  
 Folio: 54191.0100, 54191.0110

- APPLICATION SITE
  - ZONING BOUNDARY
  - PARCELS
  - S SCHOOLS
  - P PARKS
- 0 420 840 Feet
- STR: 28-31-19



NOTE: Every endeavor has been made to assure the accuracy of this map. Hillsborough County does not warrant any liability arising from use of this map. Hillsborough County makes no warranty, representation or guarantee as to the current, separate, accurate, truthful or completeness of any of the information depicted herein. The reader should not rely on the data provided herein for any reason. Hillsborough County neither warrants nor represents and assumes no liability for any errors, omissions or inaccuracies in the information provided regardless of how caused or if any person makes or acts based on or relies on any person in reliance upon any information not furnished herein.

This material is provided by Hillsborough County for informational purposes and Hillsborough County does not guarantee the accuracy or content of the data.

©2023. This map has been prepared for the property of real interests held within Hillsborough County and is compiled from recorded deed, plat, and other public records. It has been based on BEST AVAILABLE data.

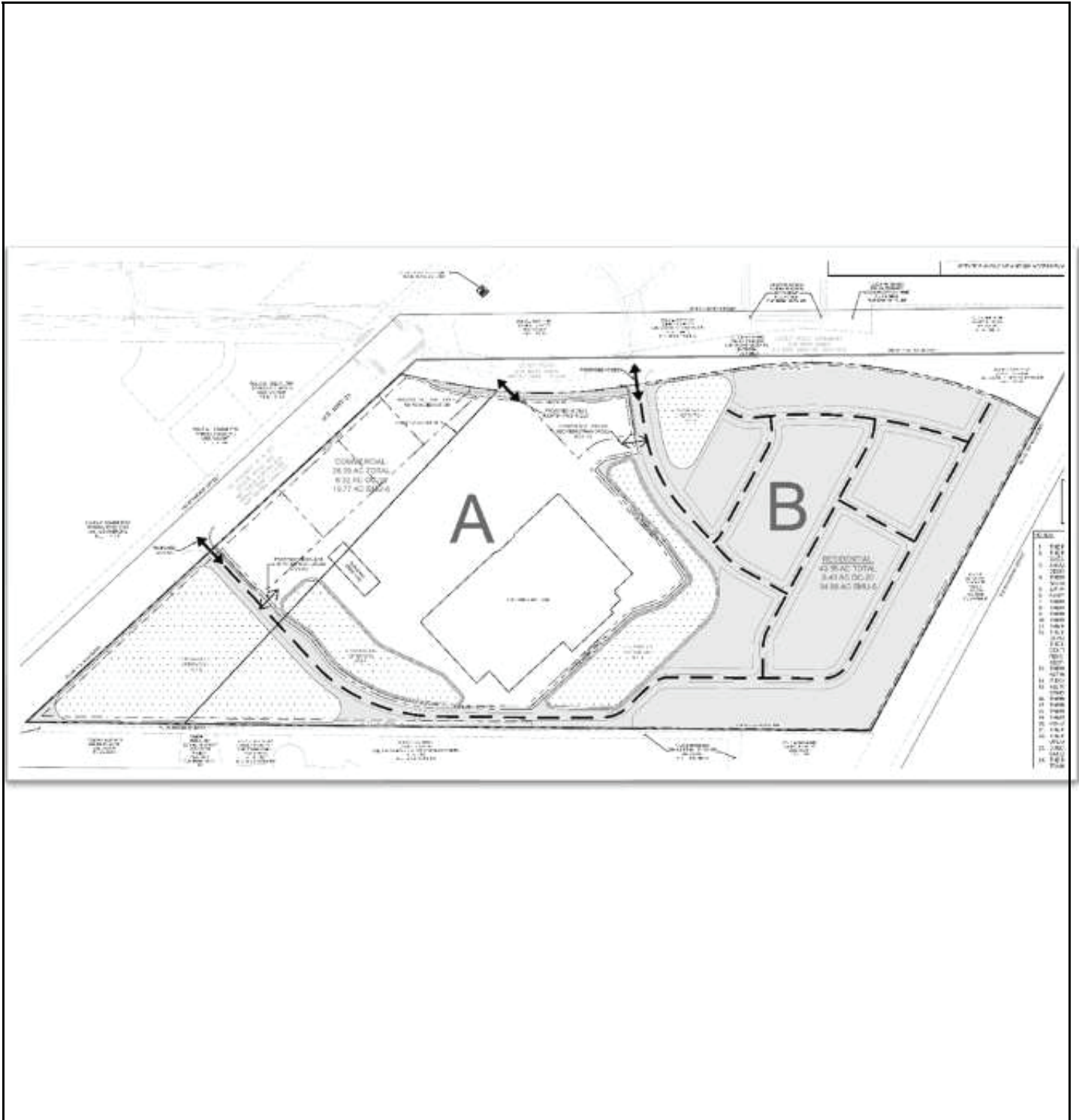
Date: 11/14/2023 File: G:\ZONING\GIS\Data\Zoning\_Map.aprx  
 Produced By: Development Services Department

Adjacent Zonings and Uses

| Location | Zoning     | Maximum Density/FAR Permitted by Zoning District | Allowable Use  | Existing Use                               |
|----------|------------|--|--|--|
| North    | PD 06-0120 | 3.97 du/1 ga<br>FAR: 0.25                        | BPO, CG, single-family, multi-family residential-                          | Vacant                                     |
| South    | PD 00-1167 | SF: 9 du/ga – MF: 20 du/ga<br>FAR: 0.25          | Single-family, multi-family, CG  | Single-family, conventional                |
| South    | PD 05-1951 | 4.24 du/ga<br>FAR: 0.30                          | BPO, GC, multi-family residential  | Vacant                                     |
| East     | PD 14-0815 | 6 du/ga<br>FAR: 0.25                             | Town center, mixed use commercial and residential                          | Vacant                                     |
| West     | PD 13-0591 | 20 du/ga<br>FAR: 0.25                            | Town center, mixed use commercial, single-family, multi-family residential | Shopping center, automotive repair, vacant |

## 2.0 LAND USE MAP SET AND SUMMARY DATA

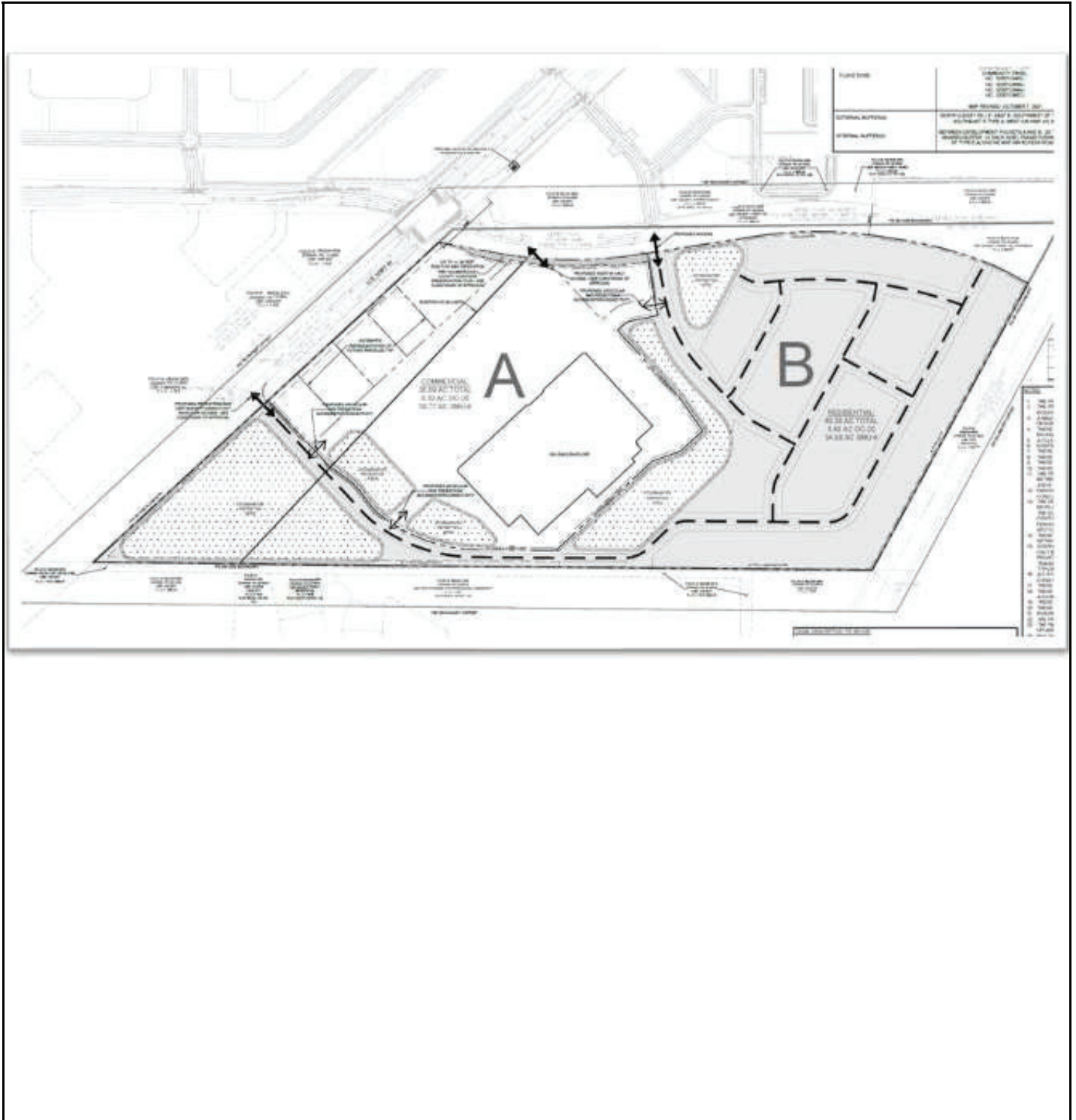
### 2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)





## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

**Adjoining Roadways (check if applicable)**

| Road Name    | Classification                           | Current Conditions   | Select Future Improvements  |
|--------------|--|--|---|
| US 41        | FDOT<br>Principal<br>Arterial -<br>Rural | 4 Lanes<br><input type="checkbox"/> Substandard Road<br><input checked="" type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan<br><input checked="" type="checkbox"/> Site Access Improvements<br><input type="checkbox"/> Substandard Road Improvements<br><input type="checkbox"/> Other               |
| Leisey Road. | County<br>Collector -<br>Urban           | 2 Lanes<br><input checked="" type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width | <input checked="" type="checkbox"/> Corridor Preservation Plan<br><input checked="" type="checkbox"/> Site Access Improvements<br><input type="checkbox"/> Substandard Road<br>Improvements<br><input type="checkbox"/> Other |

**Project Trip Generation**  Not applicable for this request

|                  | Average Annual Daily Trips | A.M. Peak Hour Trips | P.M. Peak Hour Trips |
|------------------|----------------------------|----------------------|----------------------|
| Existing         | 21,540                     | 1,258                | 1,777                |
| Proposed         | 21,540                     | 1,258                | 1,777                |
| Difference (+/-) | +0                         | +0                   | +0                   |

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

**Connectivity and Cross Access**  Not applicable for this request

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

Notes:

**Design Exception/Administrative Variance**  Not applicable for this request

| Road Name/Nature of Request | Type            | Finding         |
|-----------------------------|-----------------|-----------------|
|                             | Choose an item. | Choose an item. |
|                             | Choose an item. | Choose an item. |

Notes:



**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

| <b>INFORMATION/REVIEWING AGENCY</b>   |  |  |  |  |
|---|--|--|--|--|
| <b>Environmental</b>  | <b>Comments Received</b>   | <b>Objections</b>  | <b>Conditions Requested</b>  | <b>Additional Information/Comments</b> |
| Environmental Protection Commission   | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes<br><input type="checkbox"/> No                  | <input type="checkbox"/> Yes<br><input type="checkbox"/> No            |  |
| Natural Resources   | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes<br><input type="checkbox"/> No                  | <input type="checkbox"/> Yes<br><input type="checkbox"/> No            |  |
| Environmental Servicers   | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No       | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No |  |
| Conservation & Environ. Lands Mgmt.   | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes<br><input type="checkbox"/> No                  | <input type="checkbox"/> Yes<br><input type="checkbox"/> No            |  |
| Check if Applicable: <ul style="list-style-type: none"> <li><input type="checkbox"/> Wetlands/Other Surface Waters</li> <li><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</li> <li><input type="checkbox"/> Wellhead Protection Area</li> <li><input type="checkbox"/> Surface Water Resource Protection Area</li> <li><input type="checkbox"/> Potable Water Wellfield Protection Area</li> <li><input type="checkbox"/> Significant Wildlife Habitat</li> <li><input checked="" type="checkbox"/> Coastal High Hazard Area</li> <li><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</li> <li><input type="checkbox"/> Adjacent to ELAPP property</li> <li><input type="checkbox"/> Other _____</li> </ul> |  |  |  |  |
| <b>Public Facilities</b>  | <b>Comments Received</b>   | <b>Objections</b>  | <b>Conditions Requested</b>  | <b>Additional Information/Comments</b> |
| <b>Transportation</b><br><input type="checkbox"/> Design Exc./Adm. Variance Requested<br><input checked="" type="checkbox"/> Off-site Improvements Provided   | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No       | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | See staff report.                      |
| <b>Service Area/ Water &amp; Wastewater</b><br><input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa<br><input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace   | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No       | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No |  |
| <b>Hillsborough County School Board</b><br>Adequate <input checked="" type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A<br>Inadequate <input type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A  | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No       | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No |  |
| <b>Impact/Mobility Fees</b>   |  |  |  |  |
| <b>Comprehensive Plan</b>   | <b>Comments Received</b>   | <b>Findings</b>  | <b>Conditions Requested</b>  | <b>Additional Information/Comments</b> |
| <b>Planning Commission</b><br><input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A<br><input type="checkbox"/> Locational Criteria Waiver Requested<br><input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A  | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No | <input type="checkbox"/> Inconsistent<br><input type="checkbox"/> Consistent | <input type="checkbox"/> Yes<br><input type="checkbox"/> No            |  |

## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

The proposed modification to the offsite improvements is intended to reduce traffic delays and to prevent a traffic weave. The reconfiguration of the internal stormwater and circulation pattern would increase internal connectivity and will not have a significant impact on the surrounding area. The increase in the number of outparcels shown on the development plan will not change the building envelop, increase the amount of entitlements of the site or have a significant impact on the surrounding area. Staff finds the impacts of the proposed modifications compatible with the surrounding development pattern.

### 5.2 Recommendation

Based on the above considerations, staff recommends approval of the request subject to conditions



## 6.0 PROPOSED CONDITIONS

**Approval** - Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted ~~December 28, 2022~~ December 8, 2023.

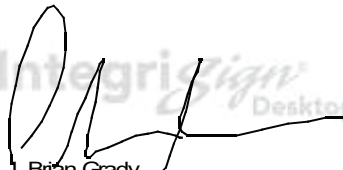
1. The project shall be permitted the following development options:
  - 1.1 Pocket A – 230,000 square feet of the uses allowed in the Commercial Intensive (CI) zoning district (Includes Large Scale Retail Development, Single Tenant Big Box, Includes Garden Center) No Open Storage, except as provided in the Land Development Code (LDC) Section 6.11.106 for Large Scale Retail Development, Single Tenant Big Box.
  - 1.2 Pocket B – 303 Multi-family units. Multifamily development shall be restricted to detached structures containing two or less dwelling units per structure.
2. The project shall be subject to the Apollo Beach Community Plan and Pocket A shall follow the Land Development Code (LDC) Development Standards of the Commercial Intensive (CI) zoning district and, where applicable, LDC Section 6.11.106 – Large Scale Retail Development (Single Tenant Big Box), unless otherwise stated herein:
3. All large scale retail development within Pocket A shall be developed pursuant to LDC Section 6.11.106 Large Scale Retail Development. All other Pocket A development shall comply with the following standards, unless otherwise referenced herein.
  - 3.1 Ground floor walls or sections of walls that front onto U.S. 41 or Leisey Road without windows or entryways shall not exceed twenty (20) feet in length.
  - 3.2 All building elevations fronting along U.S. 41 and Leisey Road shall have an entrance and be designed as a front elevation, regardless of any other access which may be provided. Buildings on corner lots with frontages on two sidewalks may have an individual entrance on each sidewalk, or one entrance oriented diagonally to the corner with direct access to both sidewalks.
  - 3.3 Buildings may be recessed to accommodate courtyards.
  - 3.4 Buildings shall be articulated so that facades that face public streets and exceed fifty (50) feet in horizontal length shall include vertical piers, columns, colonnades or other vertical visual elements to break the plane of the façade. Such vertical visual elements shall be spaced six (6) feet to thirty-five (35) feet apart along the façade.
  - 3.5 Galleries, cafes, and arcades may include outdoor seating.
  - 3.6 Within the building envelope along US 41 directly west of the building labeled “large scale retail”, the developer shall set aside an area or areas, totaling no less than 30% of this frontage, for the construction of a building, or buildings, to screen the large scale retail building from US 41. Parking areas may be provided between these building areas and the large scale retail building, subject to LDC Section 6.11.106 design standards.
  - 3.7 Vehicular and pedestrian interconnectivity shall be provided between all portions of the project.
4. Parking shall be provided in accordance with the Land Development Code unless otherwise specified herein:
  - 4.1 On street parking shall be permitted on internal streets subject to the requirements of the Land Development Code.

- 4.2 Large scale retail development parking shall be provided at 4 parking spaces per 1,000 square feet of big box gross floor area.
- 4.3 Consistent with the PD variation approved concurrently with MM 22-1228, Large Scale Retail Development use parking shall be provided at a minimum rate of 4 spaces per 1,000 s.f. of single tenant big box use. Notwithstanding anything within the Land Development Code or herein these conditions to the contrary, no additional decrease in the minimum vehicle parking rate for this use shall be permitted.
- 4.4 The developer shall construct bicycle parking for any Large-Scale Retail Development use in an amount equal to five (5) percent of the total number of vehicle parking spaces for the single-tenant big box use using the methodology described below. For the sole purpose of calculating the required number of bicycle parking spaces, the number of vehicle parking spaces shall be calculated using a parking rate of 5.0 per 1,000 s.f. of the single-tenant big box use. All such required bicycle parking shall comply with the locational and design requirements found within Sec. 6.05.02.P. of the LDC.
5. As shown on the PD site plan, developer shall be served by and restricted to one (1) right-in/right-out/left-in driveway connection to US 41, one (1) right-in only driveway connection to Leisey Rd. and one (1) full access connection to Leisey Rd. Notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
6. The Subject to modifications required by FDOT, the developer shall complete the following site access improvements prior to or concurrent with the initial increment of development:
  - 6.1 Construct a second westbound to southbound left turn lane on Leisey Rd. onto US 41;
  - 6.2 Construct a raised concrete separator between the westbound dual left turn lanes on Leisey Rd. and the eastbound travel/turn lanes on Leisey Road.;
  - 6.3 Construct an eastbound to southbound right turn lane on Leisey Rd. at the project's proposed right-in only driveway;
  - 6.4 Construct an eastbound to southbound right turn lane on Leisey Rd. at the project's proposed full access connection;
  - 6.5 Construct a northbound to eastbound right turn lane on US 41 at the project access;
  - 6.6 Construct a southbound to eastbound left turn lane on US 41 at the project access;
  - 6.7 Lengthen the existing northbound to westbound left turn lane on US 41 onto Leisey Road.;
  - 6.8 Lengthen the existing southbound to eastbound left turn lane on US 41 onto Leisey Road.;
  - 6.9 Construct a northbound to southbound exclusive U-turn lane between the northbound left turn and southbound through lanes on US 41 at its intersection with Leisey Road.;
  - 6.10 Construct a southbound to ~~northbound~~ exclusive U-turn lane between the existing southbound left turn and northbound through lanes on US 41 at its intersection with Leisey Road.;
  - 6.11 Construct raised concrete separators between the U-turn/turn lanes and the opposing travel lanes; and,
  - 6.12 Modify the traffic signal at US 41 and Leisey Rd. in order to accommodate the above improvements.



7. Prior to or concurrent with the initial increment of development, the property owner shall dedicate and convey to Hillsborough County up to 29 feet of right-of-way along the project's northern boundary, or as otherwise sufficient to accommodate the required site access improvements described within zoning condition 8 and the future 4-laning of Leisey Rd. (to be completed by others) in accordance with the Hillsborough County Corridor Preservation Plan.
8. The Developer shall construct sidewalks in accordance with LDC Sections 6.02.08 and 6.03.02 and the Transportation Technical Manual (TTM). Sidewalks shall be a minimum width of five (5) feet. The developer shall construct wider sidewalks along the project's US 41 frontage if required by FDOT in accordance with their standards. Pedestrian interconnectivity shall be provided between uses and adjacent parcels.
9. Prior to or concurrent with the initial increment of development, the developer shall construct a bus bay, transit accessory pad, and transit shelter with seating, trash receptacles and bicycle rack(s) on US 41 in the vicinity of the proposed project as required by the LDC. The developer shall coordinate with HART and FDOT regarding design and placement of the transit facility. The developer shall construct any turn lane or roadway modifications needed to facilitate construction of the shelter in the location agreed upon by HART and FDOT, if any. This condition may require the developer to dedicate and convey additional right-of-way to FDOT to accommodate the transit facility, if insufficient right-of-way exists to accommodate the project, required site access improvements and the future 6-laning of US 41 in the agreed upon location.
10. The project may be permitted a maximum of 230,000 square feet of commercial/office/industrial uses and 303 multi-family units, subject to formal delineation of on-site conservation areas, preservation areas and water bodies and final calculation of maximum density/intensity (FAR) permitted by the Comprehensive Plan in accordance with the Environmentally Sensitive Lands Credits requirement of the Comprehensive Plan. If the maximum number of units and/or maximum square footage for the project as permitted herein exceeds the maximum density/intensity (FAR) permitted by the Comprehensive Plan, per the Environmentally Sensitive Lands Credits requirement, the number of dwelling units and/or square footage allowed in the project shall decrease as necessary to conform to the Comprehensive Plan.
11. 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.
12. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
13. 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.
14. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

- 15. Water distribution system improvements will need to be completed prior to connection to the Count’s water system for a multi-family development approved through MM 22-1228. No building permits for the multi-family dwellings shall be issued until the completion by the County of funded Capital Improvement Projects C32001 – South County Potable Water Repump Station Expansion and C32011 – Potable Water In-Line Booster Pump Station, and the projects are put into operation.

|   |  |
|---|--|
| <p><b>Zoning Administrator Sign Off:</b></p>  |  <p>J. Brian Grady<br/>Thu Dec 21 2023 16:28:42</p> |
| <p><b>SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN &amp; BUILDING REVIEW AND APPROVAL.</b></p> <p>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.</p> |  |

**APPLICATION NUMBER: PRS 24-0133**

ZHM HEARING DATE: NA

BOCC LUM MEETING DATE: January 9, 2024

Case Reviewer: Sam Ball

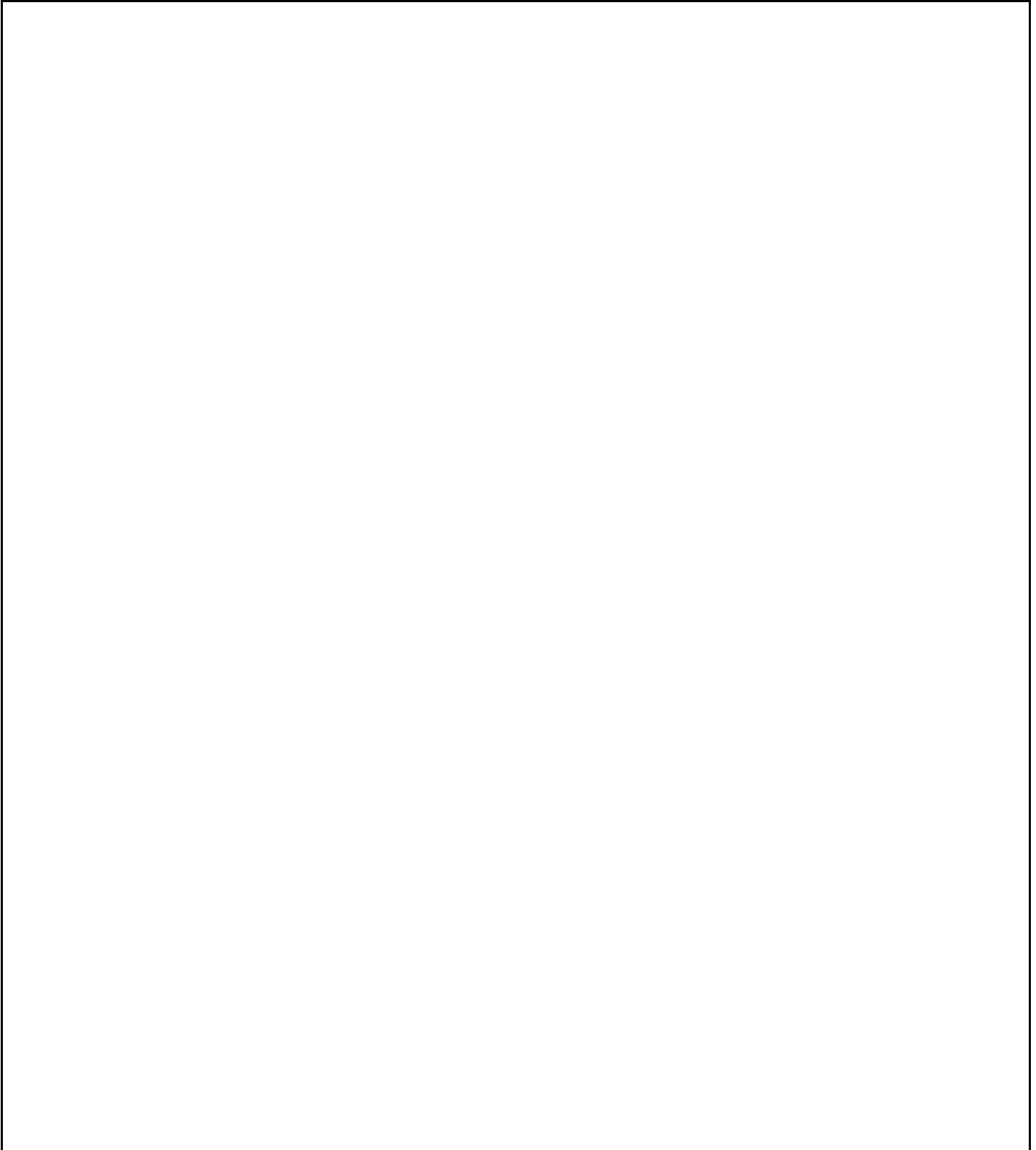
---

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



**8.0 SITE PLANS (FULL)**

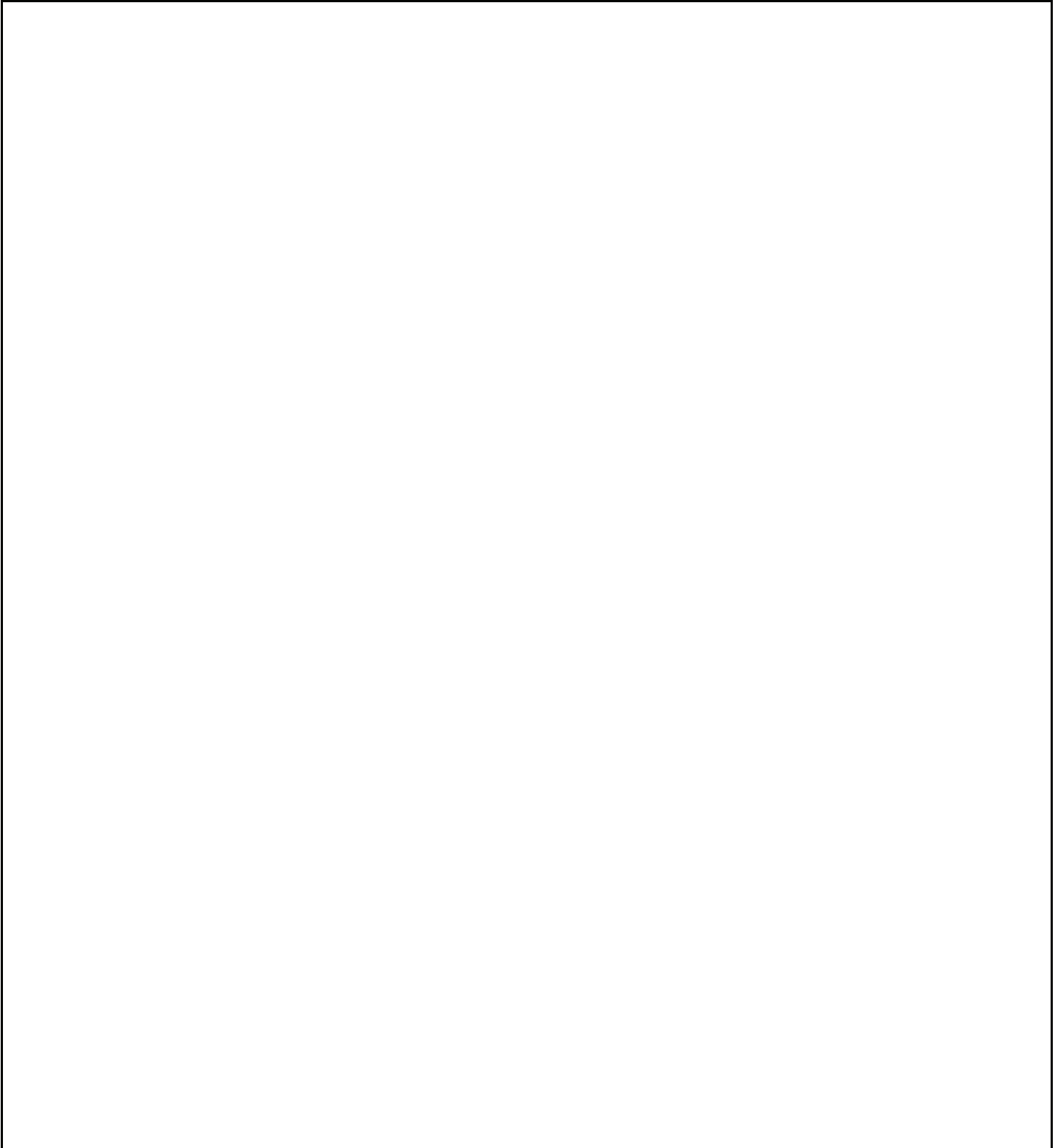
**8.1 Approved Site Plan (Full)**





## 8.0 SITE PLANS (FULL)

### 8.2 Proposed Site Plan (Full)







**APPLICATION NUMBER: PRS 24-0133**

ZHM HEARING DATE: NA

BOCC LUM MEETING DATE: January 9, 2024

Case Reviewer: Sam Ball

---

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

## AGENCY REVIEW COMMENT SHEET

---

---

TO: Zoning Technician, Development Services Department

DATE: 12/21/2023

REVIEWER: Alex Steady, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Apollo Beach/ South

PETITION NO: PRS 24-0133

---

---

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects for the reasons outlined below.

### **REVISED CONDITIONS**

6. ~~The~~ [Subject to modifications required by FDOT, the](#) developer shall complete the following site access improvements prior to or concurrent with the initial increment of development:

- 6.1 Construct a second westbound to southbound left turn lane on Leisey Rd. onto US 41;
- 6.2 Construct a raised concrete separator between the westbound dual left turn lanes on Leisey Rd. and the eastbound travel/turn lanes on Leisey Road.;
- 6.3 Construct an eastbound to southbound right turn lane on Leisey Rd. at the project's proposed right- in only driveway;
- 6.4 Construct an eastbound to southbound right turn lane on Leisey Rd. at the project's proposed full access connection;
- 6.5 Construct a northbound to eastbound right turn lane on US 41 at the project access;
- 6.6 Construct a southbound to eastbound left turn lane on US 41 at the project access;
- 6.7 Lengthen the existing northbound to westbound left turn lane on US 41 onto Leisey Road.;
- 6.8 Lengthen the existing southbound to eastbound left turn lane on US 41 onto Leisey Road.;
- 6.9 Construct a northbound to southbound exclusive U-turn lane between the northbound left turn and southbound through lanes on US 41 at its intersection with Leisey Road.;
- 6.10 Construct a southbound to northbound ~~exclusive~~ U-turn lane between the southbound left turn and northbound through lanes on US 41 at its intersection with Leisey Road.;
- 6.11 Construct raised concrete separators between the U-turn/turn lanes and the opposing travel lanes; and,
- 6.12 Modify the traffic signal at US 41 and Leisey Rd. 111 order to accommodate the above improvements.

[Staff recommends modification of this above condition to reflect the applicant's requested change required by FDOT to provide flexibility for the required access improvements.]



**PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a minor modification, also known as a Personal Appearance (PRS) to Planned Development (PD) #06-1035, most recently modified by MM 22-1228. The proposed minor modification requests that condition #6 be amended to give flexibility to access improvements required by FDOT, specifically the south bound left turn lane on US Hwy 41. The request also updates the out parcel typical distribution along US 41 and includes an additional internal access on site to improve circulation and connectivity. No change to external access or entitlements are requested. Based on submitted documentation from FDOT demonstrating a need for the proposed modification, Transportation staff does not object to the subject rezoning.

**FDOT COMMENTS**

Transportation staff required the applicant to submit documentation concerning FDOT requirements that resulted in the subject minor modification. The applicant provided the required documentation on the record. The proposed revisions are in response to required access changes compared to those previously approved in MM 22-1228. In order to address those requirements, the previously approved conditions must be modified to provide flexibility for the FDOT required improvements. Transportation staff has reviewed the FDOT comments, and the proposed changes proposed by the applicant and as a result, Transportation staff does not object to the proposed minor modification.

**TRIP GENERATION**

Staff has prepared a comparison of the potential number of trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the 11<sup>th</sup> Edition of the Institute of Transportation Engineer’s Trip Generation Manual.

Existing Zoning:

| Land Use/Size   | 24 Hour Two-Way Volume | Total Peak Hour Trips |       |
|---|------------------------|-----------------------|-------|
|   |                        | AM                    | PM    |
| PD, Pocket A, 230,000 s.f. Shopping Center                  | 19,522                 | 1,141                 | 1,626 |
| PD, Pocket B, 303 Multi-Family Dwelling Units (ITE LUC 220) | 2,018                  | 117                   | 151   |
| Subtotal:   | 21,540                 | 1,258                 | 1,777 |

Proposed Zoning:

| Land Use/Size   | 24 Hour Two-Way Volume | Total Peak Hour Trips |       |
|---|------------------------|-----------------------|-------|
|   |                        | AM                    | PM    |
| PD, Pocket A, 230,000 s.f. Shopping Center                  | 19,522                 | 1,141                 | 1,626 |
| PD, Pocket B, 303 Multi-Family Dwelling Units (ITE LUC 220) | 2,018                  | 117                   | 151   |
| Subtotal:   | 21,540                 | 1,258                 | 1,777 |

Trip Generation Difference:

| Land Use/Size     | 24 Hour Two-Way Volume | Total Net Peak Hour Trips |           |
|-------------------|------------------------|---------------------------|-----------|
|                   |                        | AM                        | PM        |
| <b>Difference</b> | <b>+0</b>              | <b>+0</b>                 | <b>+0</b> |

**SITE ACCESS**

The subject minor modification will not impact the previously approved access improvements. The developer will be required by FDOT and the County to make certain improvements prior to or concurrent with the initial increment of development.

**ROADWAY LEVEL OF SERVICE**

Level of Service (LOS) information is reported below.

| <b>FDOT Generalized Level of Service</b> |                         |              |                     |                                |
|--|-------------------------|--------------|---------------------|--------------------------------|
| <b>Roadway</b>                           | <b>From</b>             | <b>To</b>    | <b>LOS Standard</b> | <b>Peak Hr Directional LOS</b> |
| US 41                                    | 19 <sup>TH</sup> AVE NE | APOLLO BEACH | D                   | C                              |
| LEISEY RD.                               | GOLF AND SEA BLVD.      | US 41        | D                   | B                              |

Source: [\*2020 Hillsborough County Level of Service \(LOS\) Report\*](#)

Transportation Comment Sheet

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

| Adjoining Roadways (check if applicable) |                                 |  |  |
|--|---------------------------------|--|--|
| Road Name                                | Classification                  | Current Conditions   | Select Future Improvements   |
| US 41                                    | FDOT Principal Arterial - Rural | 4 Lanes<br><input type="checkbox"/> Substandard Road<br><input checked="" type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan<br><input checked="" type="checkbox"/> Site Access Improvements<br><input type="checkbox"/> Substandard Road Improvements<br><input type="checkbox"/> Other            |
| Leisey Road.                             | County Collector - Urban        | 2 Lanes<br><input checked="" type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width | <input checked="" type="checkbox"/> Corridor Preservation Plan<br><input checked="" type="checkbox"/> Site Access Improvements<br><input type="checkbox"/> Substandard Road Improvements<br><input type="checkbox"/> Other |

| Project Trip Generation <input type="checkbox"/> Not applicable for this request |                            |                      |                      |
|--|----------------------------|----------------------|----------------------|
|  | Average Annual Daily Trips | A.M. Peak Hour Trips | P.M. Peak Hour Trips |
| Existing   | 21,540                     | 1,258                | 1,777                |
| Proposed   | 21,540                     | 1,258                | 1,777                |
| Difference (+/-)   | +0                         | +0                   | +0                   |

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

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

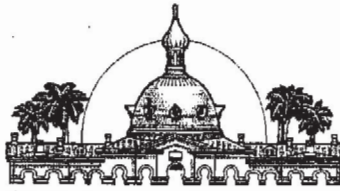
| Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request |                 |                 |
|--|-----------------|-----------------|
| Road Name/Nature of Request  | Type            | Finding         |
|  | Choose an item. | Choose an item. |
|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

4.0 Additional Site Information & Agency Comments Summary

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



**CURRENTLY  
APPROVED**



Hillsborough County  
Florida

Office of the County Administrator  
Patricia G. Bean

January 15, 2007

Reference: RZ 06-1035 ABP

BOARD OF COUNTY COMMISSIONERS

Brian Blair  
Rose V. Ferlita  
Ken Hagan  
Al Higginbotham  
Jim Norman  
Mark Sharpe  
Kevin White

Deputy County Administrator  
Wally Hill

Assistant County Administrators  
Kenneth C. Griffin  
Carl S. Harness  
Manus J. O' Donnell

Keith W. Bricklemyer  
Bricklemyer Smolker & Bolves, P.A.  
500 E. Kennedy Blvd. # 200  
Tampa, FL 33602

Dear Applicant:

At the regularly scheduled public meeting on January 10, 2007, the Board of County Commissioners granted your request for rezoning of the tract of land described in your application from AI to PD, with the attached conditions.

The approval of a planned development rezoning requires the developer submit a revised General Site Plan reflecting all conditions, within 90 days of zoning approval. Failure to submit the site plans within the time period will place your rezoning in violation.

To comply with this requirement, please complete and submit the enclosed application for General Site Plan Review/Certification, to the Planning and Zoning Division, 20th floor of the County Center, 601 East Kennedy Boulevard. For information concerning the certification process, please contact our office at 272-5920.

Please keep this letter for your records. If we may be of service to you in the future, feel free to contact me at 272-5920.

Sincerely,

Paula M. Harvey, AICP, Director  
Planning and Zoning Division

ps

enc

**Approval - RECOMMENDED ZONING CONDITIONS ARE BASED ON SITE PLAN RECEIVED NOVEMBER 7, 2006.**

1. The project shall be permitted the following development options:
  - 1.1 Pocket A – 300,000 square feet of the uses allowed in the Commercial Intensive (CI) zoning district (Includes Large Scale Retail Development, Single Tenant Big Box, Includes Garden Center) No Open Storage, except as provided in the Land Development Code (LDC) Section 6.11.106 for Large Scale Retail Development, Single Tenant Big Box
  - 1.2 Pocket B – 335,000 square feet of the following uses:
    - Business, Professional Offices Uses (Includes Flex Space Uses)
    - Personal Services
    - Minor Industry (Within completely Enclosed Buildings)
    - Research Corporate Park
    - Warehousing
    - Open Storage
2. The project shall be subject to the Apollo Beach Community Plan and shall follow the Land Development Code (LDC) Development Standards of the Commercial Intensive (CI) zoning district and, where applicable, LDC Section 6.11.106 – Large Scale Retail Development (Single Tenant Big Box), unless otherwise stated herein:
3. All development other than the LDC Section 6.11.106 Large Scale Retail Development shall comply with the following standards, unless otherwise referenced herein.
  - 3.1 All buildings shall be placed within the building envelopes as shown on the site plan. Buildings constructed within envelopes indicating either “front façade build to line” (adjacent to U.S. Hwy 41 and Leisey Road) or “other build to line” (adjacent to internal roadways) shall be placed along those lines.
  - 3.2 Not less than sixty percent (60%) or more than ninety percent (90%) of the total surface area of the front elevation of any building with a “front façade build to line” shall include public entrances and windows.
  - 3.3 Ground floor walls or sections of walls that front onto U.S. 41 or Leisey Road without windows or entryways shall not exceed twenty (20) feet in length.
  - 3.4 All building elevations fronting along U.S. 41 and Leisey Road shall have an entrance and be designed as a front elevation, regardless of any other access which may be provided. Buildings on corner lots with frontages on two sidewalks may have an individual entrance on each sidewalk, or one entrance oriented diagonally to the corner with direct access to both sidewalks.

- 3.5 Buildings may be recessed to accommodate courtyards.
  - 3.6 Buildings shall be articulated so that facades that face public streets and exceed fifty (50) feet in horizontal length shall include vertical piers, columns, colonnades or other vertical visual elements to break the plane of the façade. Such vertical visual elements shall be spaced six (6) feet to thirty-five (35) feet apart along the façade.
  - 3.7 Galleries, cafes, and arcades may include outdoor seating.
  - 3.8 Within the building envelope along US 41 directly west of the building labeled “large scale retail”, the developer shall set aside an area or areas, totaling no less than 30% of this frontage, for the construction of a building, or buildings, to screen the large scale retail building from US 41. Parking areas may be provided between these building areas and the large scale retail building, subject to LDC Section 6.11.106 design standards. No parking shall be allowed within the subject building envelope until such time as the buildings adjacent to U.S. 41 are constructed.
  - 3.9 No more than 50 percent of the frontage on U.S. 41 and on Leisey Road shall be an open parking lot without buildings in front of it. The single row of parking areas shall not be considered open parking lots or be counted in the allowed 50 percent.
  - 3.10 A prominent architectural feature may be placed at the traffic circle in front of the large scale retail building. Said feature may include a bell or clock tower, sculpture or other public art which reaches a height of at least 25 feet.
  - 3.11 Vehicular and pedestrian interconnectivity shall be provided between all portions of the project.
4. The developer shall provide a minimum eight-foot buffer along US 41 and Leisey Road. Within said area the developer shall provide a decorative fence a minimum of 4 feet in height. Landscaping treatment within the eight-foot buffer area shall consist of eight to ten foot high shade trees, spaced 20 feet on center, and of a hedge measuring 30 inches high at the time of planting, spaced 36 inches on center. PVC fencing material shall be prohibited. This buffering shall be provided instead of the buffer in LDC Section 6.11.106.C.7.c.
  5. Maximum building setbacks for buildings within pockets A and B that front on U.S. 41 and Leisey Road shall be 57 feet from the right-of-way line. This may vary up to eight additional feet for variations in the wall facade.
  6. Parking shall be provided in accordance with the Land Development Code unless otherwise specified herein:
    - 6.1 A maximum of one row of parking area may be provided between US Highway 41 and Leisey Road and the proposed buildings.



- 6.2 On street parking shall be permitted on internal streets subject to the requirements of the Land Development Code.
7. 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) and FDOT. The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department and FDOT. Final design, if approved by Hillsborough County Planning and Growth Management Department and/or FDOT may include, but is not limited too: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.
8. If full access to US 41 access points is not permitted, the applicant shall construct applicable storage lanes to accommodate U-turning vehicles on US 41 at median openings north and south of the access driveways on US 41.
9. Prior to Concurrency 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. The 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 a left turn lane is provided. Where applicable, the Developer shall construct the following turn lanes at his expense:
  - 9.1 Construct or lengthen SB left and NB right turn lanes @ project driveways on US 41.
  - 9.2 Construct or lengthen SB left and NB right turn lanes to accommodate project traffic at the US 41/Leisey Road intersection.
  - 9.3 Construct WB left and EB right turn lanes into the site @ project driveways on Leisey Road Extension.
  - 9.4 Construct WB left and EB right turn lanes on the Leisey Road Extension @ US 41.
10. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Minor Roadway Connection (more than 1,500 trip ends per day). The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 100 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site.
11. Prior to General Site Plan Certification, the Developer shall provide for vehicular cross-access to the adjacent southern parcel of land. All cross-access shall be paved to the project boundary and designed to County standards.

12. Prior to Construction Plan approval, the Developer shall dedicate a total of up to 124 feet of right-of-way on property's northern boundary to construct the Leisey Road Extension in accordance with the South Shore Corridor Plan.
13. Prior to Construction Plan approval, the Developer shall dedicate up to 101 feet of right-of-way from the existing center line of right-of-way on US 41, to accommodate for the right-of-way as needed for a six lane divided major rural arterial (under 55 mph) roadway.
14. Prior to the Concurrency approval, the applicant shall update the traffic analysis and identify transportation improvements to mitigate projects impacts. Mitigation may include intersection improvements at the intersections of US 41 @ Apollo Beach Boulevard, US 41 @ Big Bend Road, US 41 @ Shell Point Road and US 41 @ SR 674. If required to meet Concurrency, the developer shall be responsible for widening a portion of US Highway 41 to a six lane divided facility.
15. Unless otherwise constructed by some other entity the, the Developer shall construct the Leisey Road Extension from U.S. 41 to the eastern project driveway, if required to meet concurrency or to serve the project as a four lane divided arterial as identified in the South Shore Corridor Plan
16. Unless otherwise constructed by some other entity, the Developer shall install a traffic signal and required intersection geometry as approved by Hillsborough County and FDOT, at the intersection of U.S. 41 and Leisey Road. Unless some other entity has committed to construct the traffic signal, prior to Construction Plan Approval, the Developer shall submit a Traffic Signal Warrant Study to determine when the traffic signal is warranted. Unless otherwise constructed by some other entity, once warrants are established, unless some other entity has committed to construct the traffic signal, the developer shall submit preliminary design plans for the signal concurrent with the design plans for the intersection. Unless some other entity has committed to construct the traffic signal, 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 and FDOT. The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department and FDOT.
17. 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. The sidewalks shall be a minimum width of five (5) feet. Pedestrian interconnectivity shall be provided between uses and adjacent parcels.
18. The developer will coordinate with HART to provide an express stop at the front of the property on U.S. Highway 41. The developer should meet with HART to determine the exact location. The developer will fund the installation of a shelter, bike rack, bus bay and an ADA landing pad to accommodate the transit vehicle ADA lift. The developer's permit will include the transit amenities.



19. The project may be permitted a maximum of 635,000 square feet of commercial/office/industrial uses, subject to formal delineation of on-site conservation areas, preservation areas and water bodies and final calculation of maximum density/intensity (FAR) permitted by the Comprehensive Plan in accordance with the Environmentally Sensitive Lands Credits requirement of the Comprehensive Plan. If the maximum number of units and/or maximum square footage for the project as permitted herein exceeds the maximum density/intensity (FAR) permitted by the Comprehensive Plan, per the Environmentally Sensitive Lands Credits requirement, the number of dwelling units and/or square footage allowed in the project shall decrease as necessary to conform to the Comprehensive Plan.
20. 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.
21. The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s):
  - 21.1 Ground Signs shall be limited to Monument Signs.
  - 21.2 Billboards, pennants and banners shall be prohibited.
22. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
23. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
24. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
25. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
26. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management Department a revised General Development Plan for certification which conforms 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.

FINAL CONDITIONS  
OF APPROVAL

PETITION NUMBER: RZ 06-1035 ABP

MEETING DATE: January 10, 2007

DATE TYPED: January 16, 2006

---

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



# **AGENCY COMMENTS**



## AGENCY REVIEW COMMENT SHEET

---

---

TO: Zoning Technician, Development Services Department

DATE: 12/21/2023

REVIEWER: Alex Steady, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Apollo Beach/ South

PETITION NO: PRS 24-0133

---

---

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects for the reasons outlined below.

### **REVISED CONDITIONS**

6. ~~The~~ [Subject to modifications required by FDOT, the](#) developer shall complete the following site access improvements prior to or concurrent with the initial increment of development:

- 6.1 Construct a second westbound to southbound left turn lane on Leisey Rd. onto US 41;
- 6.2 Construct a raised concrete separator between the westbound dual left turn lanes on Leisey Rd. and the eastbound travel/turn lanes on Leisey Road.;
- 6.3 Construct an eastbound to southbound right turn lane on Leisey Rd. at the project's proposed right- in only driveway;
- 6.4 Construct an eastbound to southbound right turn lane on Leisey Rd. at the project's proposed full access connection;
- 6.5 Construct a northbound to eastbound right turn lane on US 41 at the project access;
- 6.6 Construct a southbound to eastbound left turn lane on US 41 at the project access;
- 6.7 Lengthen the existing northbound to westbound left turn lane on US 41 onto Leisey Road.;
- 6.8 Lengthen the existing southbound to eastbound left turn lane on US 41 onto Leisey Road.;
- 6.9 Construct a northbound to southbound exclusive U-turn lane between the northbound left turn and southbound through lanes on US 41 at its intersection with Leisey Road.;
- 6.10 Construct a southbound to northbound ~~exclusive~~ U-turn lane between the southbound left turn and northbound through lanes on US 41 at its intersection with Leisey Road.;
- 6.11 Construct raised concrete separators between the U-turn/turn lanes and the opposing travel lanes; and,
- 6.12 Modify the traffic signal at US 41 and Leisey Rd. 111 order to accommodate the above improvements.

[Staff recommends modification of this above condition to reflect the applicant's requested change required by FDOT to provide flexibility for the required access improvements.]

**PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a minor modification, also known as a Personal Appearance (PRS) to Planned Development (PD) #06-1035, most recently modified by MM 22-1228. The proposed minor modification requests that condition #6 be amended to give flexibility to access improvements required by FDOT, specifically the south bound left turn lane on US Hwy 41. The request also updates the out parcel typical distribution along US 41 and includes an additional internal access on site to improve circulation and connectivity. No change to external access or entitlements are requested. Based on submitted documentation from FDOT demonstrating a need for the proposed modification, Transportation staff does not object to the subject rezoning.

**FDOT COMMENTS**

Transportation staff required the applicant to submit documentation concerning FDOT requirements that resulted in the subject minor modification. The applicant provided the required documentation on the record. The proposed revisions are in response to required access changes compared to those previously approved in MM 22-1228. In order to address those requirements, the previously approved conditions must be modified to provide flexibility for the FDOT required improvements. Transportation staff has reviewed the FDOT comments, and the proposed changes proposed by the applicant and as a result, Transportation staff does not object to the proposed minor modification.

**TRIP GENERATION**

Staff has prepared a comparison of the potential number of trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the 11<sup>th</sup> Edition of the Institute of Transportation Engineer’s Trip Generation Manual.

Existing Zoning:

| Land Use/Size   | 24 Hour Two-Way Volume | Total Peak Hour Trips |       |
|---|------------------------|-----------------------|-------|
|   |                        | AM                    | PM    |
| PD, Pocket A, 230,000 s.f. Shopping Center                  | 19,522                 | 1,141                 | 1,626 |
| PD, Pocket B, 303 Multi-Family Dwelling Units (ITE LUC 220) | 2,018                  | 117                   | 151   |
| Subtotal:   | 21,540                 | 1,258                 | 1,777 |

Proposed Zoning:

| Land Use/Size   | 24 Hour Two-Way Volume | Total Peak Hour Trips |       |
|---|------------------------|-----------------------|-------|
|   |                        | AM                    | PM    |
| PD, Pocket A, 230,000 s.f. Shopping Center                  | 19,522                 | 1,141                 | 1,626 |
| PD, Pocket B, 303 Multi-Family Dwelling Units (ITE LUC 220) | 2,018                  | 117                   | 151   |
| Subtotal:   | 21,540                 | 1,258                 | 1,777 |

Trip Generation Difference:

| Land Use/Size     | 24 Hour Two-Way Volume | Total Net Peak Hour Trips |           |
|-------------------|------------------------|---------------------------|-----------|
|                   |                        | AM                        | PM        |
| <b>Difference</b> | <b>+0</b>              | <b>+0</b>                 | <b>+0</b> |

**SITE ACCESS**

The subject minor modification will not impact the previously approved access improvements. The developer will be required by FDOT and the County to make certain improvements prior to or concurrent with the initial increment of development.

**ROADWAY LEVEL OF SERVICE**

Level of Service (LOS) information is reported below.

| <b>FDOT Generalized Level of Service</b> |                         |              |                     |                                |
|--|-------------------------|--------------|---------------------|--------------------------------|
| <b>Roadway</b>                           | <b>From</b>             | <b>To</b>    | <b>LOS Standard</b> | <b>Peak Hr Directional LOS</b> |
| US 41                                    | 19 <sup>TH</sup> AVE NE | APOLLO BEACH | D                   | C                              |
| LEISEY RD.                               | GOLF AND SEA BLVD.      | US 41        | D                   | B                              |

Source: [\*2020 Hillsborough County Level of Service \(LOS\) Report\*](#)

Transportation Comment Sheet

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

| Adjoining Roadways (check if applicable) |                                 |  |  |
|--|---------------------------------|--|--|
| Road Name                                | Classification                  | Current Conditions   | Select Future Improvements   |
| US 41                                    | FDOT Principal Arterial - Rural | 4 Lanes<br><input type="checkbox"/> Substandard Road<br><input checked="" type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan<br><input checked="" type="checkbox"/> Site Access Improvements<br><input type="checkbox"/> Substandard Road Improvements<br><input type="checkbox"/> Other            |
| Leisey Road.                             | County Collector - Urban        | 2 Lanes<br><input checked="" type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width | <input checked="" type="checkbox"/> Corridor Preservation Plan<br><input checked="" type="checkbox"/> Site Access Improvements<br><input type="checkbox"/> Substandard Road Improvements<br><input type="checkbox"/> Other |

| Project Trip Generation <input type="checkbox"/> Not applicable for this request |                            |                      |                      |
|--|----------------------------|----------------------|----------------------|
|  | Average Annual Daily Trips | A.M. Peak Hour Trips | P.M. Peak Hour Trips |
| Existing   | 21,540                     | 1,258                | 1,777                |
| Proposed   | 21,540                     | 1,258                | 1,777                |
| Difference (+/-)   | +0                         | +0                   | +0                   |

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

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

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

| 4.0 Additional Site Information & Agency Comments Summary   |   |  |                                 |
|---|---|--|---------------------------------|
| Transportation  | Objections  | Conditions Requested   | Additional Information/Comments |
| <input type="checkbox"/> Design Exception/Adm. Variance Requested<br><input checked="" type="checkbox"/> Off-Site Improvements Provided | <input type="checkbox"/> Yes <input type="checkbox"/> N/A<br><input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | See Staff Report.               |

**COMMISSION**

Gwendolyn “Gwen” W. Myers CHAIR  
 Harry Cohen VICE-CHAIR  
 Donna Cameron Cepeda  
 Ken Hagan  
 Pat Kemp  
 Michael Owen  
 Joshua Wostal



**DIRECTORS**

Janet D. Lorton EXECUTIVE DIRECTOR  
 Elaine S. DeLeeuw ADMIN DIVISION  
 Sam Elrabi, P.E. WATER DIVISION  
 Diana M. Lee, P.E. AIR DIVISION  
 Michael Lynch WETLANDS DIVISION  
 Rick Muratti, Esq. LEGAL DEPT  
 Steffanie L. Wickham WASTE DIVISION

**AGENCY COMMENT SHEET**

| REZONING   |  |
|--|--|
| <b>HEARING DATE:</b> January 9, 2023<br><br><b>PETITION NO.:</b> PRS 24-0133<br><br><b>EPC REVIEWER:</b> Kelly M. Holland<br><br><b>CONTACT INFORMATION:</b> (813) 627-2600 X<br><br><b>EMAIL:</b> <a href="mailto:hollandk@epchc.org">hollandk@epchc.org</a>  | <b>COMMENT DATE:</b> December 22, 2023<br><br><b>PROPERTY ADDRESS:</b> 5591 U.S. Highway 41, North in Apollo Beach<br><br><b>FOLIO #s:</b> 054191.0100 and 054191.0110<br><br><b>STR:</b> 28-31S-19E |
| <b>REQUESTED ZONING:</b> Personal Appearance to modify an existing PD.   |  |
| FINDINGS   |  |
| <b>WETLANDS PRESENT</b>  | NO   |
| <b>SITE INSPECTION DATE</b>  | NA   |
| <b>WETLAND LINE VALIDITY</b>   | NA   |
| <b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b>   | Notice exemption issued on May 11, 2023  |
| <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.</p> <p><b>INFORMATIONAL COMMENTS:</b></p> <p>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.</p> <ul style="list-style-type: none"> <li>On May 11, 2023, the EPC Executive Director authorized the removal of all of the Other Surface Waters present on the site. Therefore, a “no wetlands or other surface waters” determination has been made and is valid through the life of the exemption.</li> </ul> |  |

Kmh / app

ec: Elise Batsel, Agent – [ebatsel@stearnsweaver.com](mailto:ebatsel@stearnsweaver.com)  
 David Smith, Agent – [dsmith@stearnsweaver.com](mailto:dsmith@stearnsweaver.com)





E: [andrea.stingone@hcps.net](mailto:andrea.stingone@hcps.net)

P: 813.272.4429 C: 813.345.6684



## 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:** 11/8/2023

**REVIEWER:** Kim Cruz, Environmental Supervisor    **REVIEW DATE:** 11/17/2023

**APPLICANT:** NexMetro Bay Farms, LP    **PID:** 24-0133

**LOCATION:** 5591 N. 41 Highway Apollo Beach, FL 33572

**FOLIO NO.:** 54191.0100, 54191.0110

### AGENCY REVIEW COMMENTS:

Based on the most current data, the proposed project is not located within a Wellhead Resource Protection Area (WRPA), Potable Water Wellfield Protection Area (PWWPA) and/or a Surface Water Resource Protection Area (SWRPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

Hillsborough County Environmental Services Division (EVSD) has no objection.

**WATER RESOURCE SERVICES  
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

---

---

PETITION NO.: PRS 24-0133      REVIEWED BY: Clay Walker, E.I.      DATE: 11/13/2023

FOLIO NO.: 54191.0100 & 54191.0110

---

---

**WATER**

- The property lies within the \_\_\_\_\_ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A 6 inch water main exists  (adjacent to the site),  (approximately 150 feet from the site) and is located northwest of the subject property within the northwest Right-of-Way of North U.S. Highway 41. 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 6 inch wastewater forcemain exists  (adjacent to the site),  (approximately 680 feet from the site) and is located northeast of the subject property within the southwest Right-of-Way of Seawater Ridge Way. 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.