

# PD Modification Application: PRS 25-0576

BOCC Land Use Meeting Date:

May 13, 2025



**Hillsborough  
County Florida**

Development Services Department

## 1.0 APPLICATION SUMMARY

Applicant: The Industrial Fund Ruskin LLC

FLU Category: SMU-6

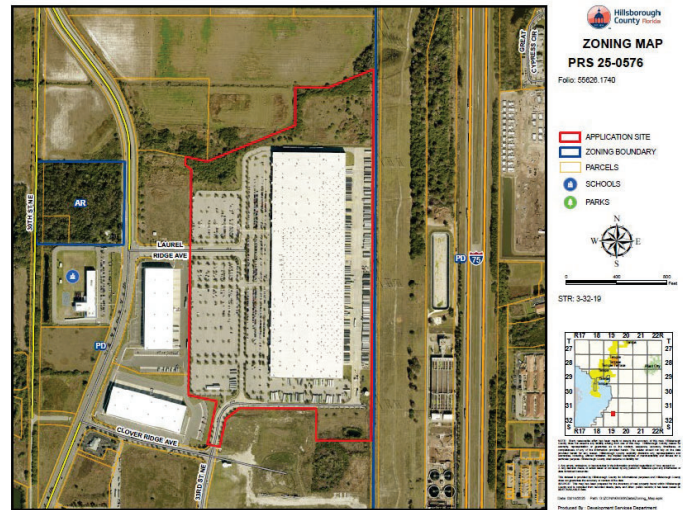
Service Area: Urban

Site Acreage: +/-79.54 acres

Community Plan Area: Ruskin

Overlay: None

Request: Minor Modification to PD 19-0067  
(Folio No. 55626.1740)



### Existing Approvals:

**PD 19-0067** rezoned the property in 2019 from PD (Planned Development) and AR (Agricultural Rural) to PD (Planned Development). The site was approved for a mixed use of development consisting of residential, commercial, office, institutional, recreational and industrial uses in the area west of I-75 between 19th Avenue and SR 674 known as “South Shore Corporate Park.” The subject site is located within Pocket G1 considered a “Light Industrial” area which allows uses permitted within the Manufacturing (M) and the Research Corporate Park (RCP) Comprehensive Plan Use category. The site is also located within Development of Regional Impact #249 (South Shore Corporate Park); the applicant is not proposing any revisions and a companion application to modify the DRI is not required.

The most recent amendment was PRS 24-0027 which modified Tracts H, I, and J, a 71.2-acre area previously approved for research/corporate park and residential uses. The changes to conditions of approval related to roadway configuration and multi-family design requirements. Residential uses within Tract H/I and J is limited to multi-family housing located west across 30<sup>th</sup> Street Southeast.

The subject area is located within Pod G-1, which permits manufacturing uses. The applicant intends to develop a “Aircraft Landing Field” for drone-based aircraft operations, which is classified by the Land Development Code as a Class II Privately or Publicly-owned landing. Proposed PRS 25-0576 requests to amend the existing Conditions of Approval is limited to design modifications. Specifically, the applicant proposes to reduce required setbacks and permit private operation of the project.

### Existing Approval(s):

LDC Section 6.11.10.B.2 requires the following:

1. Open to the Public
2. Surface of runway, hangars and repair buildings shall be set back at least 200 feet from property boundaries. All other structures shall be set back at least 75 feet from property boundaries.

### Proposed Modification(s):

Add Condition 32 to waive following requirements of LDC Section 6.11.10.B.2:

1. Permit Private Operation, not Open to Public
2. Surface of runway, hangars and repair buildings, and all other structures shall be set back at least 30 feet from property boundaries.

**APPLICATION NUMBER:** PRS 25-0576

**BOCC LUM MEETING DATE:** MAY 13, 2025

Case Planner: Tim Lampkin, AICP

**Additional Information:**

PD Variation(s):

None Requested

Waiver(s) to the Land Development Code:

None Requested.

**Planning Commission Recommendation:**  
N/A

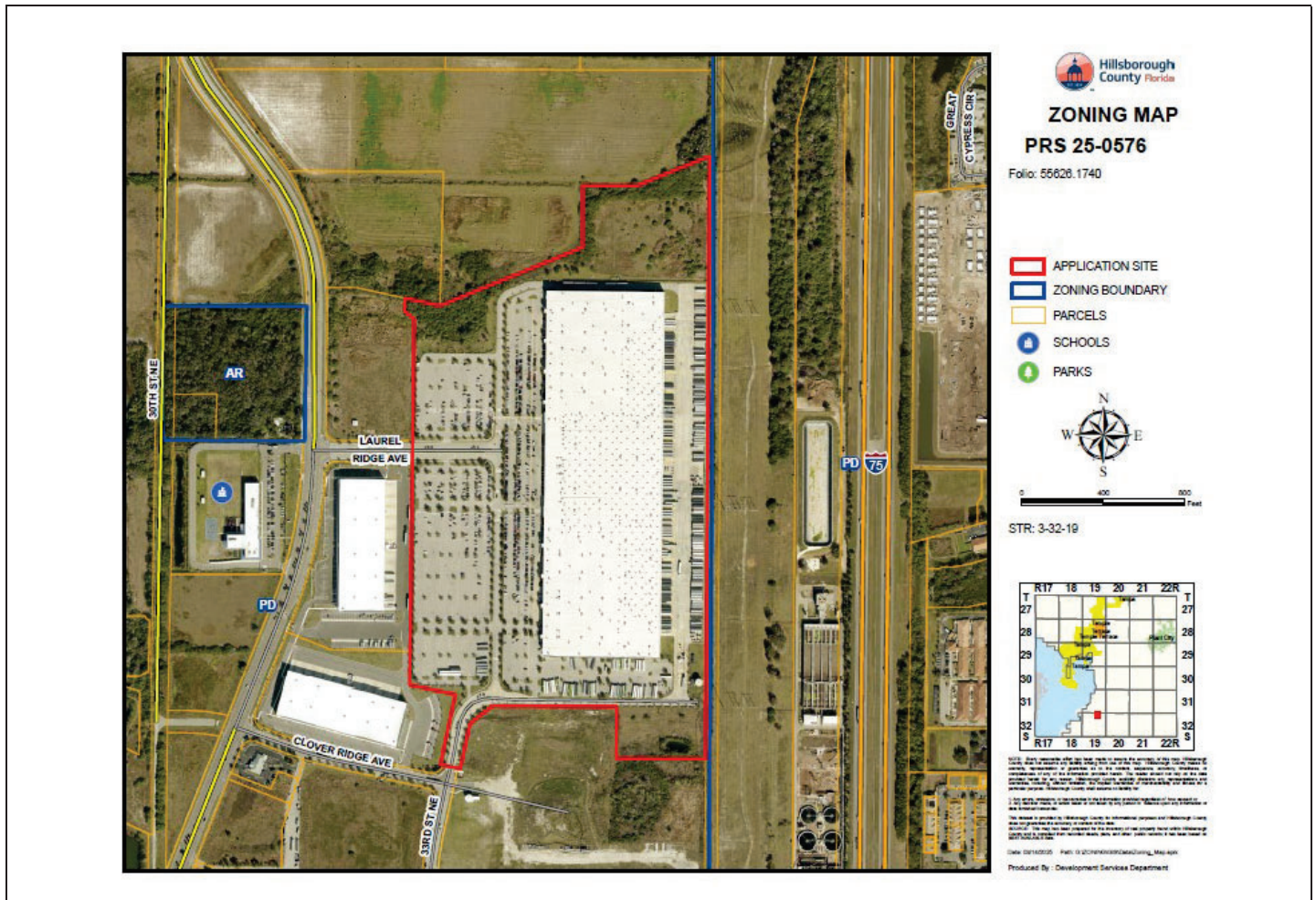
**Development Services Recommendation:**  
Approvable, subject to proposed conditions

The property is in the Southshore Corporate Park DRI (#429). The Planned Development is located on the east side of 30<sup>th</sup> Street SE in an area designated for Light Industrial. To the west of the subject site across 30<sup>th</sup> Street SE is an area located within the same PD designated for multi-family residential and uses allowed within the RMC-16 zoning district. Existing uses in the overall general area include residential, educational, retail, financial institution, vacant lands, and warehousing.



## 2.0 LAND USE MAP SET AND SUMMARY DATA

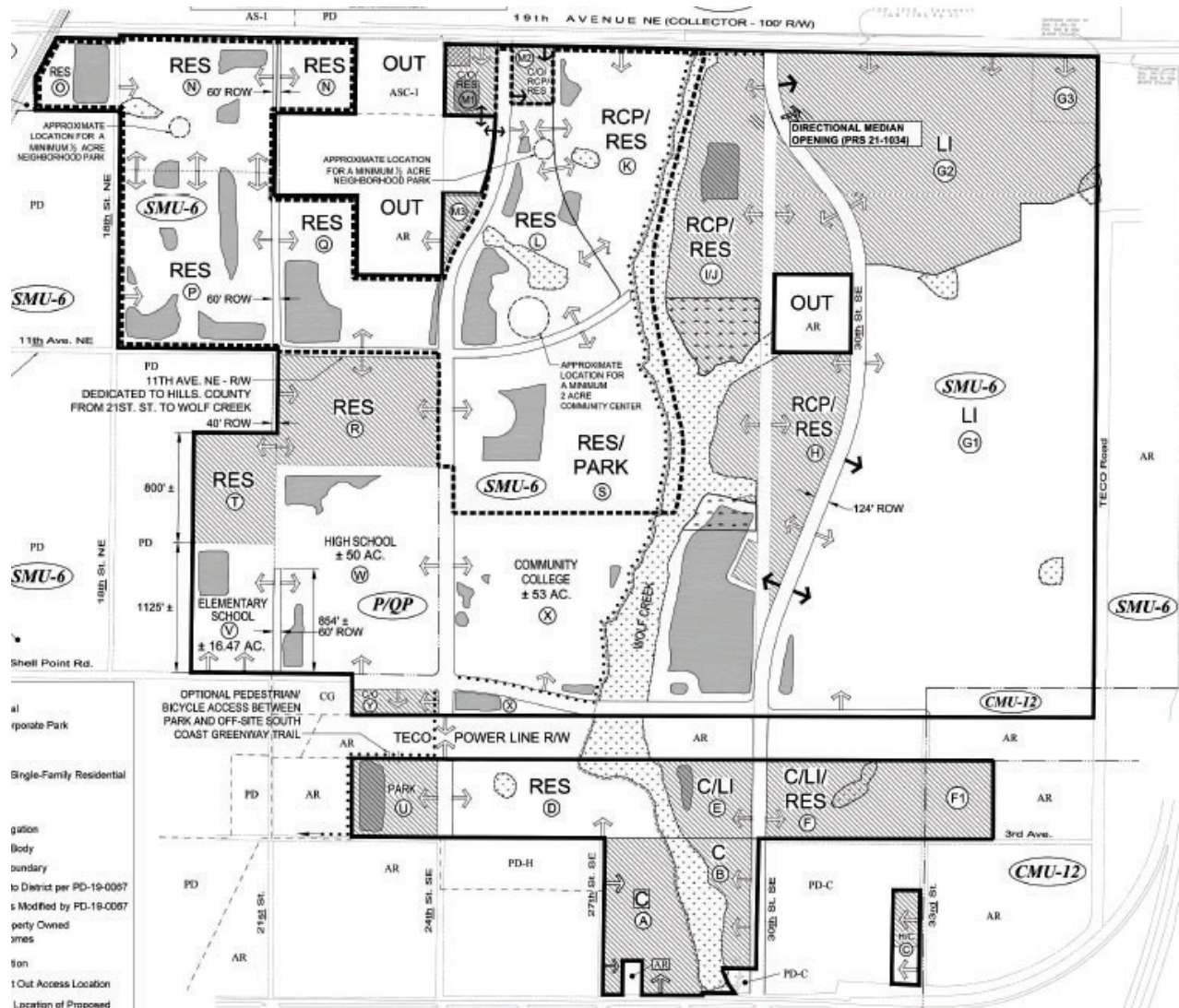
### 2.2 Immediate Area Map



Adjacent Zonings and Uses					
Location:	Zoning:	Future Land Use:	Density/F.A.R.	Permitted Use:	Existing Use:
North	PD 19-0067 Tract G2	SMU-6	Non-residential: 0.50 FAR	Manufacturing (M) zoning uses and (RCP) Research Corporate Park Comp. Plan category uses	Vacant
South	PD 19-0067 Tract G1	SMU-6	Non-residential: 0.50 FAR	Manufacturing (M) zoning uses and RCP Comp. Plan category uses	Vacant & Light Industrial
East	PD 73-0186	SMU-6	FAR: 0.0	TECO Facility	Utility—TECO Transmission Lines and I-75 ROW
West/SW	PD 19-0067 Tract G1	SMU-6	Non-residential: 0.50 FAR	Manufacturing (M) zoning uses and RCP Comp. Plan category uses	Vacant, Credit Union, new 270,885-sf warehouse facility for lease

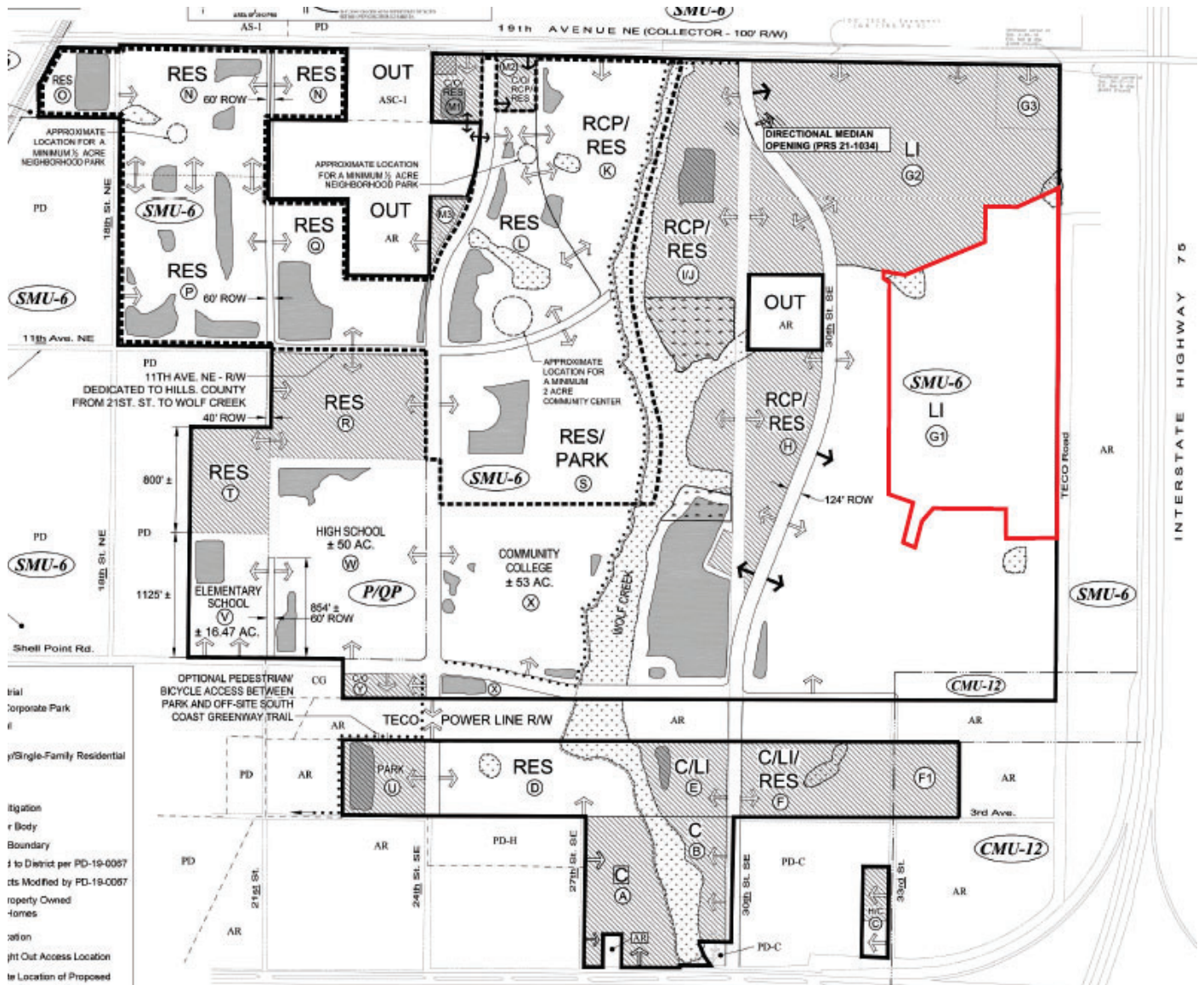
## 2.0 LAND USE MAP SET AND SUMMARY DATA

## 2.4 Existing Site Plan (Partial)





## 2.5 Proposed Site Plan (Partial)



Provided for locational purposes only.

## 3.0 TRANSPORTATION SUMMARY

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
30 <sup>th</sup> ST Se	County Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
27 <sup>TH</sup> SE	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
24 <sup>TH</sup> ST SE	County Collector - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
E 33 <sup>RD</sup> ST	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
E. College Ave	FDOT Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
E. Shell Point Road	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 type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
21 <sup>ST</sup> ST SE	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
11 <sup>TH</sup> AVE NE	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
18 <sup>TH</sup> ST NE	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
19 <sup>TH</sup> AVE NE	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)

Project Trip Generation ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,357	6,416	8,773
Proposed	2,357	6,416	8,773
Difference (+/-)	+0	+0	+0

Connectivity and Cross Access <input checked="" type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	Choose an item.
South		Choose an item.	Choose an item.	Choose an item.
East		Choose an item.	Choose an item.	Choose an item.
West		Choose an item.	Choose an item.	Choose an item.
Notes:				



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

INFORMATION/REVIEWING AGENCY	OBJECTIONS	CONDITIONS REQUESTED	ADDITIONAL INFORMATION/COMMENTS
<b>Environmental:</b>			
Environmental Protection Commission	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environmental Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <div style="display: flex; justify-content: space-between;"> <div> <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             </div> <div> <input type="checkbox"/> Significant Wildlife Habitat  <input type="checkbox"/> Coastal High Hazard Area  <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor  <input type="checkbox"/> Adjacent to ELAPP property  <input type="checkbox"/> Other: _____             </div> </div>			
<b>Public Facilities:</b>			
<b>Transportation</b> <input type="checkbox"/> Design Exception Requested <input type="checkbox"/> Off-site Improvements Required <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	See Transportation "Agency Review Comment Sheet" report.
<b>Utilities Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See School Impact Review Comment Sheet regarding Unmanned Aircraft Systems Act, FL Statute §330.41(5), drone use in the vicinity of a school site.
<b>Impact/Mobility Fees</b>  No comments.			
<b>Comprehensive Plan:</b>			
<b>Planning Commission</b> <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"/> 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 area within the Planned Development subject to this request is generally located approximately 440 feet east of 30<sup>th</sup> Street SE at Laurel Ridge Avenue and is the location of an Amazon Fulfillment Center warehouse. Approximately 600 feet to the east is a TECO transmission facility with a TECO access road abutting the eastern boundary. The subject site is immediately surrounded on the west and south by other properties designated for Manufacturing (M) zoning uses and either developed with such uses or vacant with the same pocket of the PD. To the north is another pocket, which also is designated for Manufacturing (M) zoning uses and currently vacant.

Aircraft Landing Fields are a permitted use on the property but are subject to the design requirements of Land Development Code (LDC) Section 6.11.10. Specifically, LDC Section 6.11.10.B.2 requires Class II Aircraft Landing Fields be “open for use by the public”. This PRS requests a waiver of that requirement so that the use will be for private use by the property owner and tenant. The applicant also requests a condition for the subject site to allow a reduction of the normally required setbacks for Aircraft Landing Fields.

According to the applicant’s narrative, which states in part, *“Aircraft Landing Field regulations did not consider the possibility of Aircraft Landing Fields for drones or this type of private use. These requests are not only reasonable, but necessary to accommodate the rapidly evolving technological landscape of commercial drone operations. Unlike traditional aircraft, drones are significantly smaller, quieter, and have different operational needs. The requested modifications will allow for the efficient and safe operation of this innovative technology while maintaining the spirit of the original regulations in protecting public safety and minimizing community impact”*. The applicant further states, *“The proposed use will be small (less than an acre as opposed to many, many acres for traditional aircraft), and does not include a traditional runway. It is appropriate to permit a use of this scale to remain private”*.

Staff concurs with the applicant’s assessment that the use of the property for a drone-based aircraft landing field with reduced setbacks does not create compatibility concerns with the immediate area as the area on three sides are developed with or approved for Manufacturing (M) zoning district uses and on the east side are TECO transmission lines followed by Interstate-75 right-of-way. The project will comply with LDC Sections 6.11.10.B.2.a (runway dimensions), 6.11.10.B.2.c (operations restricted to weather conditions), and 6.11.10.C (noise restrictions).

The applicant has not requested variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; 6.06.00, Landscaping, Irrigation and Buffering Requirements; or 6.07.00, Fences and Walls of the Land Development Code. The application does not request any variations to the Hillsborough County Land Development Code, nor any changes to the existing site plan.

### 5.2 Recommendation

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

## 6.0 PROPOSED CONDITIONS

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan submitted April 9, 2025.

1. Per the companion DRI Development Order (DRI # 249), the project is to be developed in two Phases (Phase I and II). The additional DRI analysis required by earlier Development Orders prior to the commencement of development Phase 2 has been approved based upon DRI DO 18-1343 and the resulting amended Development Order.

In order to track project development in accordance with the DRI phasing schedule and trade-off mechanism (Equivalency Matrix), an original certified copy of the South Shore Corporate Park Tracking Table shall be submitted to Development Services Department prior to Construction Site Plan or Preliminary Plat approval for each portion of project development. Each Tracking Table submittal shall show the amount of development permits approved to date at the time of permit submittal for the subject portion of the project.

### 1.1 Development on the site shall be limited to the following uses:

- A maximum of 1,641 residential units;
- A maximum of 3,742,220 square feet of M zoning district uses.

Within the areas designated for Research Corporate Park (RCP) uses, M zoning district uses shall be permitted and limited as follows:

- Permitted M zoning district uses shall be (a) manufacturing, processing, production and assembly within enclosed structures, and (b) warehousing with or without distribution within enclosed structures.
- Heavy industrial uses and open storage shall be prohibited.
- Public Service Facilities shall be permitted.
- Accessory retail uses shall be permitted, provided that accessory retail uses shall not be "stand alone" uses but shall be contained within structures containing permitted principal uses.
- A maximum of 315,000 square feet of Commercial General (CG) zoning district uses;
- A maximum of 150 rooms for hotel/motel uses;
- A minimum of 10.28 acres for park and recreation uses unless otherwise provided herein;
- A maximum of 556,000 square feet of Commercial Neighborhood (CN) and Business Professional Office (BPO) zoning district uses; and
- A minimum of 119.6 acres for educational facilities.

As expressed in DRI Development Order, the above listed totals may be adjusted through application of land use exchanges.

### 1.2 Individual tracts within the site shall be developed with the uses listed below. Four Unit Village Homes shall only be allowed on Tract N, Tract O and Tract P.

- Tract A - Commercial General (CG) zoning district uses;
- Tract B - CG zoning district uses;
- Tract C - CG zoning district uses;



- Tract D - residential units;
- Tract E - CG and Manufacturing (M) zoning district uses, and Research Corporate Park (RCP) uses;
- Tract F - CG and M zoning district uses, RCP uses, and residential units;
- Tract F1 - Public Service Facilities;
- Tract G1- M zoning district uses and RCP uses;
- Tract G2 -M zoning district uses and RCP uses;
- Tract G3 - Public Service Facilities;
- Tract H - RCP uses and residential units\*;
- Tract I/J - RCP uses and residential units\*;
- Tract K - RCP uses and residential units;
- Tract L - residential units;
- Tract M1 - CN (Commercial Neighborhood) zoning district uses, Business Professional Office (BPO) zoning district uses, and residential units;
- Tract M2 - CN and BPO zoning district uses, RCP uses, and residential units;
- Tract M3 -A (Agriculture) and AI (Agricultural Industrial) zoning district uses.
- Tract N - residential units, including but not limited to, Four Unit Village Homes;
- Tract O - residential units, including but not limited to, Four Unit Village Homes;
- Tracts P - residential units, including but not limited to, Four Unit Village Homes;
- Tract Q - residential units;
- Tract R - residential units;
- Tract S - residential units or Park uses;
- Tract T - residential units;
- Tract U - park facilities to be dedicated and conveyed by the Developer to Hillsborough County;
- Tract V - school;
- Tract W - school;
- Tract X - college/community college; and,
- Tract Y - CN and BPO zoning district uses and an automated car wash.

\*residential development in these tracts shall be limited to multi-family housing in accordance with conditions 2.6.

- 1.3 Agricultural uses shall be allowed on an interim basis, excluding logging in wetlands.
- 1.4 The uses on Tracts K, M1 and M2, will be established at the time of issuance of the first permit for each tract. For example, if the first permit for any portion of Tract K is for residential housing units, then the remainder of Tract K will be required to be developed with residential units unless tract boundaries are modified in accordance with LDC regulations governing modifications to certified General Site Plans.
- 1.5 A neighborhood park, a minimum of ½ acre in size, shall be constructed within Tract N in the general location shown on the general site plan.
- 1.6 A neighborhood park, a minimum of ½ acre in size and a community center, a minimum of 2 acres in size, shall be constructed within Tract L in the general location shown on the general site plan.

2. On-site residential development shall comply with the following requirements:

2.1 Single family (front loaded only):

Minimum Lot Size:	4,400 sf
Minimum Lot Width:	40 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet (1)
Maximum Lot Coverage:	60%
Maximum Height:	3-stories

2.2 Single family (rear loaded with garage and access from an alley):

Minimum Lot Size:	2,100 sf
Minimum Lot Width:	30 feet
Minimum Front Yard:	(no porch) 10 feet
Minimum Front Yard:	(with porch) 5 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	3 feet
Maximum Lot Coverage:	70%
Minimum Height:	2-stories

A two (2) car garage shall be required for all single-family rear loaded units. The garage shall be accessed from an alley.

2.3 Townhouse:

Minimum Lot Size:	1,500 sf
Minimum Lot Width:	16 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	0 feet
Minimum Rear Yard:	15 feet (1)
Maximum Lot Coverage:	70%
Maximum Height:	3-stories

2.4 Villa-duplex:

Minimum Lot Size:	3,500 sf
Minimum Lot Width:	35 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet (1)
Maximum Lot Coverage:	70%
Maximum Height:	3-stories

(1) The shaded areas as shown on the graphic of the General Certified Site Plan are permitted to have a minimum rear yard setback of 10 feet.

## 2.5 Four Unit Village Homes:

Minimum Lot Size (per unit):	1,000 sf
Minimum Lot Width (per unit):	25 feet
Maximum Lot Coverage (per unit):	70%
Minimum Height (per unit):	2-stories

Setbacks and other dimensional standards for the Four Unit Village Homes shall be as shown on the certified site plan.

Development of Four Unit Village Homes shall be subject to the following requirements and standards:

- 2.5.1 Parking for the Four Unit Village Homes shall be provided within designated parking areas or on-street. On-street parking shall comply with parking standards contained in the Technical Review Manual for the road type being constructed.
- 2.5.2 All parking lots, common areas and landscaping, including but not limited to, yards of individual units shall be maintained by a Home Owner's Association or similar entity.
- 2.5.3 A park and/or recreational facilities (a minimum of 10,000 square feet in size) shall be constructed in Tract N. All such facilities shall be owned and maintained by a Home Owner's Association or similar entity.
- 2.5.4 The front façade of each building shall have a front porch. The porch shall have a minimum of eight feet in width and five feet in depth. The porch shall be covered with a solid roof but shall not be screened or otherwise enclosed. Railings, if provided, shall be consistent with the architectural style of the structure.
- 2.5.5 The front of façade of each building shall at least one architectural enhancement such as, but not limited to, recessed doors, arches, transoms, sidelights, or porticos, consistent with the architectural style of the structure.
- 2.5.6 All exterior wall surfaces shall be architecturally finished with cement plaster, brick or hardieplank/lap siding. If lap siding is used, lap exposure shall be no less than four inches and no more than eight inches. Paint shall not constitute architectural finish.
- 2.5.7 Windows shall be provided on all sides of each structure at a minimum rate of one window per 20 feet of exterior wall length or fraction thereof for each dwelling unit. This requirement shall be met per individual story on each wall.
- 2.5.8 Decorative shutters, if provided, shall be made of wood, metal, or copolymer material and shall not be scored into the cement plaster (stucco).
- 2.5.9 Roofs shall be gable or hipped roof styles. Pitched roofs shall have a minimum pitch of 4/12. Rolled roofing and built-up roofing are prohibited.



- 2.5.10 If fascias are provided, they shall have a minimum vertical dimension of six inches and maximum vertical dimension of eight inches.
- 2.5.11 Solid waste facilities provided outside of a building, shall be screened from public rights-of-way and adjacent property by an enclosure constructed of materials compatible with the materials on the front building wall of the main building. Trash, recycling receptacles, and other similar areas must be located in parking areas or in a central location, and must be screened to minimize sound and visibility from residences and to preclude visibility from residences or from a public right-of-way. Service areas shall be screened by a masonry wall and landscape buffer on three (3) sides if it is located in areas visible to residences or from a public right-of-way. The screening wall shall be six (6) feet high, include architectural design, materials and colors that are consistent with those of the residential structures. The landscape buffer shall be a minimum of five (5) feet in width and contain evergreen plants a minimum of three (3) feet in height spaced not more than 4 feet apart.
- 2.5.12 Mechanical equipment at ground level shall be screened from view of any street by fencing, dense landscaping vegetation, faux facades, or by being incorporated into a building.
- 2.5.13 Fences between units or yards shall be prohibited.
- 2.5.14 If Tract N and/or Tract O are developed with Four Unit Village Homes there shall be a minimum fifty-foot (50') setback from 19th Avenue North and a landscaped buffer shall be required. Alternatively, the setback from 19th Avenue may be thirty feet (30') if a six-foot (6') solid wall is provided.

## 2.6 Multi-Family Housing within Tracts I/J and H

A minimum of 15 percent of multi-family units developed in tracts I/J and H shall be set aside as workforce housing for households at or below 120% of the median income, adjusted by family size, for Hillsborough County/Tampa Metropolitan Statistical Area, as defined annually by the United States Department of Housing and Urban Development. The maximum annual rent that may be charged for a workforce housing unit may not exceed the rental limits for Hillsborough County based on income and number of bedrooms as provided annual by the Florida Housing Finance Corporation for the State Housing Initiatives Partnership (SHIP) Program. For purposes of determining household income, the household's annual gross income shall be calculated as defined per the Section 8 housing assistance payments programs in 24 CFR Part 5, and shall be calculated by projecting the prevailing rate of income for all adults in the household as the amount of income to be received in a household during the 12 months following the effective date of determination. Households eligible for workforce housing shall be placed in units in a manner which will ensure there will be no discrimination on the basis of race, creed, color, age, sex, familial or marital status, sexual orientation, gender identity or expression, handicap, religion, or national origin.

- 2.6.1 This Workforce Housing set aside shall be provided for a period of 15 years beginning with the issuance of Certificates of Occupancy for a development project. A development project shall be a project with an approved Site Development Construction Plan. Each development project shall set aside 15 percent of the units for workforce housing. If the

development project provides a variety of unit types (i.e. one bedroom, two bedroom, etc.), the units set aside shall be proportionately allocated among each unit type (i.e. 15% one bedroom, 15% two bedroom, etc.) to provide for a variety of workforce housing types in the development project. To maintain a variety in unit type and variety in location within the development project, the units available for the workforce housing set aside shall be all the units within the development project, as opposed to setting aside specific units.

2.6.2 Monitoring/enforcement shall consist of the following requirements:

- a. The property owner, on its own or through a qualified third- party verification and monitoring company, shall determine each tenant's eligibility for a workforce housing set-aside unit by confirming the tenant's annual gross income for compliance with the income limits. Income must be recertified annually.
- b. The property owner shall provide to the County's Affordable Housing Services Department (AHS) an annual report in a format approved by AHS demonstrating compliance with the workforce set-aside requirement, including compliance with tenant income and rent limit requirements.
- c. As part of the Construction Plan application submittal, the applicant shall submit a copy of an executed Restrictive Covenant which memorializes the workforce housing requirements outlined in this condition. The format of the Restrictive Covenant shall be approved in advance by the Hillsborough County Affordable Housing Services Department and the County Attorney's Office. The Restrictive Covenant shall be executed by all owners of the property, and be recorded in the public records of Hillsborough County. Restrictions will run with the land regardless of the transfer of ownership.

2.6.3 Development of multi-family housing in Tracts I/J and H shall promote pedestrian connectivity both within said tracts and to perimeter pedestrian facilities such that a minimum of four sidewalk connections to the frontage of 30th Street NE shall be provided; should Tracts I/J and H not be developed under a singular development, sidewalk stubouts with cross-access easements shall be provided between all individual developments for eventual internal pedestrian connections; and the use of cul-de-sacs shall be prohibited, except where necessary to avoid naturally sensitive areas and to provide vehicular access to isolated areas.

2.6.4 Sufficient Right of Way shall be preserved in accordance with the Hillsborough County Preservation Plan (CPP). If any segment is removed from the CPP during an update, preservation requirements will no longer be required of that section and modification to the zoning shall not be required for the change.

2.6.5 Pedestrian connections from Tract I/J's internal pedestrian network to the County Trail along 19th Avenue shall be provided.

2.6.6 The number and spacing of vehicle access points shall be regulated based on the Land Development Code.

- 2.6.7 Multi-family buildings within Tracts I/J and H shall be developed in accordance with RMC-16 standards except as stated below and otherwise herein.
  - a. Maximum building height shall be 70 feet/5-stories
  - b. No additional setback for buildings over 20 feet in height shall be required
  - c. Minimum Zoning Lot area per dwelling unit requirements of the Land Development Code shall not apply.
- 2.6.8 Vehicular use areas shall be buffered and screened in accordance with LDC, Section 6.06.04.G with the exception that at least one tree for each 30 linear feet or part thereof of required buffer shall be planted in the buffer with trees located to maximize the shading of the off-street vehicular use area. All other landscaping shall be consistent with the requirements of the regulations of the Hillsborough County Land Development Code.
- 2.6.9 All fencing within any required front yard (30 feet along 30th Street and 19th Avenue and 15 feet along all other roadways) shall be limited to a maximum height of 4 feet.
- 2.7 A minimum of fifty percent (50%) of the single-family detached lots shall be a minimum of 5,000 square feet in size with a minimum lot width of 50 feet, or shall be rear loaded with alley access.
- 2.8 Zero lot line development shall be permitted and shall be subject to zero lot line regulations in the Land Development Code. Rear yards shall be a minimum of 20 feet.
- 2.9 Except for townhomes and Four Village Homes, multi-family development shall comply with the RMC-16 regulations of the Hillsborough County Land Development Code. Townhomes, Four Unit Villages, and multi-family within Tracts I/J and H shall not be subject to the 2-to-1 additional setback for every foot above 20 feet in height requirements of the Land Development Code.
3. Commercial uses and office uses shall be developed in accordance with CG zoning district standards. Light industrial/RCP uses shall be developed in accordance with M zoning district standards. Schools shall be developed in accordance with the provisions of the Interlocal Agreement for educational facility siting dated October 15, 1997, as amended. Colleges shall be developed in accordance with Land Development Code Section 6.11.27.
4. Buffering and screening requirements shall be those of the Land Development Code unless otherwise noted within these conditions.
  - 4.1 In Tract G2 and Tract I/J, there shall be a 30-foot-wide buffer along 19th Avenue. For Tract I/J, the 30-foot-wide trail corridor required in condition #26 may be located within the required 30-foot wide buffer to accommodate a County trail. Within this buffer area, and unless otherwise stated, screening shall be achieved through the use of Screening Standard "B." No Type B screening shall be required for a convenience store with gas use located within the western 355 feet of Tract G2.
  - 4.2 If either Tract K or Tract M2 are developed with RCP uses, there shall be a 30-foot-wide buffer along 19th Avenue. Within this buffer area, screening shall be achieved through the use of Screening Standard "B."



5. Lighting within the project shall be fully shielded to diffuse glare off site.
6. All trash/refuse/dumpster storage facilities shall be completely enclosed. Said facilities shall be architecturally finished in materials similar to those of the principal structures. Dumpsters shall not be emptied between the hours of 9:00 p.m. and 7:00 a.m., excluding Tracts A, B, C, E, F1, G1, G2 and G3. Such time limitations shall also not apply to Tracts H and I/J if either tract is developed in its entirety with non-residential (RCP) uses.
7. Approval of this application does not ensure that public wastewater and potable water services will be available at the time when the applicant seeks approval to actually develop.
8. The Developer shall apply for reclaimed water service in accordance with the County's Reclaimed Water Waiting List Standard Operating Procedure 6.23 within 30 days of zoning approval or prior to General Site Plan certification, whichever comes first.
9. The Developer shall design and install an irrigation system consistent with the requirements of the County's Dryline Standard Operating Procedure 6.2.4. If groundwater from existing wells is used for irrigation purposes, the irrigation system shall be built to County standards pursuant to a right-of-way use permit, and shall be maintained by the developer or designee until reclaimed water becomes available and the system is accepted by Hillsborough County for maintenance.
10. Prior to any development permit approvals, construction or improvement of the project, the Developer shall submit a Master Drainage Plan for review and approval by the Hillsborough County Public Works Department and Development Services Department and to the South West Florida Water Management District. Any required drainage easements will be dedicated to Hillsborough County.
11. 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.
12. 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, which has been received, 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.
13. 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).
14. 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.
15. The locations of all lakes, retention area and potential mitigation areas are conceptual.
16. To provide interconnectivity and internal capacity for circulation, each tract adjacent to a roadway shown on the general site plan shall demonstrate, as determined by Hillsborough County, the ability to provide cross access and internal circulation to adjacent parcels or tracts, except where such cross access would

require a crossing of Wolf Creek. The character and design of the cross access shall be: (a) proportional to the proposed development for the site; and (b) may be limited to pedestrian-only access, including nonvehicular cross access provided via the proposed County trail. Character and design of required crossaccess shall be as determined by Hillsborough County. Tracts G and S shall support traffic circulation with internal roadway connections to the roadways shown on the general site plan. Tracts with development that includes parking lots shall have efficient parking lot circulation to accomplish the goal of internal circulation by connecting to the access points shown on the general site plan or other locations as approved by Hillsborough County. School sites and park tracts shall accommodate non-vehicular or vehicular cross access and internal circulation appropriate to their use.

17. Upon written request of the County or prior to Construction Plan or Final Plat approval for adjacent development, whichever is earlier, the applicant shall dedicate and convey to Hillsborough County a 60 foot wide right-of-way for the future extension of 21st Street from Shell Point Road to 19th Avenue. The alignment of the right-of-way will be at the discretion of the Developer.
18. Developer of the parcels adjacent to 24th Street and Shell Point Road (west of 30th Street) has designed and constructed to County Standards, Shell Point Road (west of 30th Street) as a two-lane roadway, and has designed 24th Street as a four lane roadway and constructed the first two lanes. Permitting, and construction of a traffic signal at the intersection of 24th Street and Shell Point Road, when warranted, shall be the responsibility of the Developer. The traffic signal shall be designed and constructed to Hillsborough County Standards. The Developer(s) shall be responsible for providing 100 percent of the right-of-way.
19. The general design, location and number of access points shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code. The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department and/or the Florida Department of Transportation, if applicable. Final design, if approved by Hillsborough County Development Services Department and/or the Florida Department of Transportation may include, but is not limited to, left turn lanes, acceleration lane(s), and deceleration lane(s). Access points may be restricted in movements.
20. The Optional Right In/Right Out access location on 24th Street in Tract M2 and Optional Right In/Right Out access location on 24th Street in Tract M1 shall meet the Hillsborough County Access Management Regulations and the determination of feasibility of the proposed access shall be made by Hillsborough County at Site Plan Review based on the traffic conditions at this location. The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department.
21. Prior to Preliminary Site Plan approval, the Developer shall provide a traffic analysis, signed by a professional engineer, showing the amount of left and right turn lane storage needed to serve development traffic. The Developer shall provide, at his expense, left and right turn lanes at each project access on roads that are shown on the Long Range Transportation Plan and/or the South Shore Corridor Plan. The left and right turn lanes shall be of sufficient length to accommodate anticipated left and right turning traffic. The design and construction of these left and right turn lanes shall be approved by the Hillsborough County Development Services Department and/or FDOT. All roadway construction of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement.

- a. For Developments along 24th Street the intersections of 24th Street and 19th Avenue, 24th Street and Shell Point Drive and 24th Street and S.R. 674 as well as project driveways shall be analyzed to determine if turn lanes are adequate to accommodate the project traffic.
  - b. For Developments along 30th Street the intersections of 30th Street and 19th Avenue, 30th Street and Shell Point Drive and 30th Street and S.R. 674 as well as project driveways shall be analyzed to determine if turn lanes are adequate to accommodate the project traffic.
22. When warranted, the Developer shall also construct a traffic signal at the intersection of SR 674 & 24th Street. The traffic signal shall be designed to FDOT and Hillsborough County standards.
  23. The Developer shall install a traffic signal at the intersection of 24th Street & 19th Avenue at the time Site Development Approval is sought for parcels adjacent to the intersection. The Developer shall be responsible for the signal, only if Site Development Approval is sought for development on the south side of 19th Ave at 24<sup>th</sup> Street. If a signal were to be warranted due to traffic coming south on the future extension of 24th Street north of 19th Ave, then the Developer would not be required to install the traffic signal. The Developer has the option of either installing the signal or making payment to the County for the cost of the signal in lieu of installation. If the Developer chooses the payment option, direct payment in the form of a Letter of Credit is acceptable or a Certified Check paid to the County to hold in Escrow. Payment shall be made to the County prior to preliminary site plan approval. If the Developer chooses to install the signal the Developer shall indicate on the preliminary site plan that a traffic signal will be installed. Prior to Construction Plan Approval, the Developer shall submit 60% design plans. Prior to the issuance of a Certificate of Occupancy (CO) the traffic signal shall be installed. The Developer shall be responsible for the cost of 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.
  24. If project traffic exceeds 30% of the daily traffic on 30th Street, Developer shall install a traffic signal at the intersection of 30th Street & 19th Ave. If a signal were to be warranted due to traffic coming south on the future extension of 30th Street north of 19th Ave, Developer shall not be required to install the traffic signal. The Developer has the option of either installing the signal or making payment to the County for the cost of the signal in lieu of installation. If the Developer chooses the payment option, direct payment in the form of a Letter of Credit is acceptable or a Certified Check paid to the County to hold in Escrow. Payment shall be made to the County prior to preliminary site plan approval. If the Developer chooses to install the signal the Developer shall indicate on the preliminary site plan that a traffic signal will be installed. Prior to Construction Plan Approval, the Developer shall submit 60% design plans. Prior to the issuance of a Certificate of Occupancy (CO) the traffic signal shall be installed. The Developer shall be responsible for the cost of 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. The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department.
  25. The directional median included in PRS 21-1034 on 30th Street shall be limited to left in movements for vehicles traveling southbound. The proposed additional access to Tract G2 included in PRS 21-1034 shall be restricted to right in right out and left in traffic movements.
  26. The developers of Tract I/J, Tract K, Tract S, and Tract X have participated in the implementation of the Hillsborough Greenways Master Plan by providing Hillsborough County a 30-foot wide trail corridor easement across their properties along the west side of Wolf Branch Creek, where needed between 19th Avenue and the Tampa Electric Company easement south of 19th Avenue. The developer(s) of Tract I/J



- shall participate by providing Hillsborough County a 30-foot wide trail corridor easement along the south side of 19th Avenue west of 30th Street provided such trail easement is required for use by the County as part of the trail that comprises part of the County's trail network. The easement interest shall be conveyed at such time that the County identifies funding for design and construction of the trail through the project. The County shall be responsible for trail design, permitting, construction and maintenance of the trail. Except for that portion of the trail along the south side of 19th Avenue which crosses over Wolf Branch Creek, the 30-foot trail corridor may be adjacent to, but not overlap, the wetland buffer.
27. The Developer shall coordinate with the County regarding the design and construction of the proposed County trail through the project and shall design an internal bicycle/pedestrian trail network compatible with and connected to the County trail.
  28. To ensure the safety of trail users, the Developer shall design any lakes/ponds adjacent to the South Coast trail corridor in a manner that creates a slope no greater than 6:1 along the trail side of the lake/pond system.
  29. To ensure connectivity between the County trail and the internal bicycle/pedestrian trail network, the stormwater drainage system to be located on the west side of the trail corridor shall not be one continuous open body of water along the entire length of the trail corridor through the project. The stormwater system shall be designed as two or more lakes/ponds with sufficient land between them to allow the Developer to provide the internal bicycle/pedestrian trail connection(s) to the County trail. At a minimum, one bicycle/pedestrian trail connection to the County trail shall be provided in the vicinity of the community college/park/schools.
  30. Project signs shall be limited to building signs and monument signs. All monument signs shall be a maximum of 15 feet in height. Billboards, pole signs, banners and pennants shall be prohibited.
  31. All Phase I residential development beyond 607 units (multi-family or single-family) shall provide mitigation for hurricane shelter space through application of the following formula:
    - 31.1 Number of dwelling units (x) 2.5 (occupancy factor) = the number of potential evacuees.
    - 31.2 Number of potential evacuees (x) .25 (historical public shelter demand) = shelter space demand.
    - 31.3 Number of shelter space demand (x) \$129.00 = offset cost/mitigation for shelter impact.
  32. Class II Aircraft landing Fields for electric drone-based operations, which are not open for use to the public, are permitted on folio no. 55626-1740. All primary surface of the runway (to include landing pads), hangars, repair buildings, and all other Aircraft Landing Field structures must be setback a minimum of 30 feet from property boundaries. This condition waives LDC Section 6.11.10.B.2.b.
    - 32.1 Should PRS 25-0576 be certified prior to PRS 24-0415, conditions of approval shall contain those approved for PRS 25-0415 and include the queuing plan for PRS 25-0415 as one of the plan sheets. Should PRS 25-0415 be certified prior to PRS 25-0576, conditions of approval shall contain those approved for PRS 25-0576. The certification of one of the two PRS applications does not negate the requirement to certify each PRS application.
  33. In the event there is conflict between a zoning condition of approval, as stated herein, and any written or graphic notation on the general site plan, the more restrictive requirement shall apply.

343. Development of the project shall proceed in strict accordance with the terms and conditions contained in the DRI (DRI# 249) Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
354. If the notes and/or graphics 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 any stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
365. 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 Site 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.

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

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

**Zoning Administrator Sign Off:**

*J. Brian Grady*



## 7.0 ADDITIONAL INFORMATION











## 9.0 FULL TRANSPORTATION REPORT

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 04/28/2025

REVIEWER: Sarah Rose, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: S/Wimauma

PETITION NO: RZ 25-0576

☐

This agency has no comments.

☒

This agency has no objection.

☐

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

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This agency objects for the reasons set forth below.

### **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a minor modification, also known as a Personal Appearance (PRS), to approved Planned Development (PD) 19-0067, which was most recently modified by PRS 24-0027. With this modification, the applicant is requesting a waiver to Section 6.11.10.B.2 of the Land Development Code which requires all class II aircraft landing fields be available for public use and a reduction of the required setbacks for class II aircraft landing fields outlined in Section 6.11.10.B.2B to 30ft. the stated intent of the applicant is to construct a drone-based aircraft landing field to be designed and operated for the take-off, landing, maintenance, and operational managing of unmanned aircraft systems. The future land use is Suburban Mixed-Use 6 (SMU-6).

#### ***Trip Generation Analysis***

As the proposed modification would not result in any new entitlements, the applicant was granted a request to waive traffic study. The proposed modification would not result in any change to the trip generation. For information purposes, the following trip generation analysis is from the original PD rezoning approval (PD 19-0067). These numbers are for the entire planned development.

The project is anticipated to be completed by 2030.

Phase I Built DRI Entitlements - PM Peak Hour Trips			
Use/SF/DUs/Students	New External Trip Ends – PM Peak		
	In	Out	Total
Industrial – 1,256,206 SF	195	1,504	1,699
Single Family – 510 DUs	192	137	329
Townhomes – 120 DUs	30	15	48

Community College – 500 Students	38	22	60
High School – 1,915 Students	107	121	228
Shopping Center – 2,794 SF	8	7	15
Elementary School – 1,226 Students	71	74	145
Sub-Total	641	1,883	2,524

Phase I Unbuilt DRI Entitlements - PM Peak Hour Trips			
Use/SF/DUs/Students	New External Trip Ends – PM Peak		
	In	Out	Total
Industrial – 1,388,014 SF	215	1,661	1,876
Office – 50,000 SF	22	110	132
Shopping Center – 50,000 SF	117	109	226
Shopping Center – 27,206 SF	74	70	144
Specialty Retail – 15,000 SF	13	14	27
Drive-In Bank – 5,000 SF	32	27	59
Single Family – 239 DUs	90	64	154
Multi-Family – 179 DUs	52	35	87
Townhomes – 120 DUs	22	13	35
Hotel – 150 Rooms	32	37	69
Park – 10.28 Acres	1	0	1
Sub-Total	670	2,140	2,810

Phase II Unbuilt DRI Entitlements – PM Peak Hour Trips			
Use/SF/DUs/Students	New External Trip Ends – PM Peak		
	In	Out	Total
Industrial – 1,388,014 SF	160	1,233	1,393
Office – 50,000 SF	104	531	635
Shopping Center – 100,000 SF	185	174	359
Shopping Center – 40,000 SF	100	93	193
Shopping Center – 70,000 SF	146	136	282
Convenience w/Gas – 5,000 SF	42	38	78
Multi-Family – 414 DUs	111	73	184
Townhomes – 86 DUs	24	15	39
Community College – 2,300 Students	174	102	276
Sub-Total	1,046	2,393	3,439

Total	2,357	6,416	8,773
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## **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The site has frontage on 30<sup>th</sup> ST Se, 27<sup>TH</sup> SE, 24<sup>TH</sup> ST SE, E 33<sup>RD</sup> ST, E. College Ave, E. Shell Point Road, 21<sup>ST</sup> ST SE, 11<sup>TH</sup> AVE NE, 18<sup>TH</sup> ST NE, and 19<sup>TH</sup> AVE NE. 30<sup>th</sup> St NE is a standard 2-lane, divided, county maintained, urban collector roadway. The roadway is characterized by +/- 10 ft wide travel lanes, +/- 5 ft wide bike lanes on both sides, +/- 5 ft wide

sidewalks on both sides, and within +/- 64 ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan 30<sup>th</sup> St NE is designated for a future four lane enhancement.

27<sup>th</sup> St SE is a substandard 2-lane, undivided, county maintained, urban local roadway. The roadway is characterized by +/-20ft of pavement in average condition, no bike lanes or sidewalks on either side of the roadway within the vicinity of the project, and within +/- 40ft of the right of way.

24<sup>th</sup> St NE is a standard 2-lane, undivided, county maintained, rural collector roadway. The roadway is characterized by +/- 12 ft wide travel lanes, +/- 5 ft bike lanes on both sides of the right of way, no sidewalks within the vicinity of the proposed project, and within +/- 125 ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan 24<sup>th</sup> St NE is designated for a future four lane enhancement.

33<sup>rd</sup> St SE is a substandard 2-lane, undivided, county maintained, rural collector roadway. The roadway is characterized by +/- 30ft of pavement in average condition, no bike lanes or sidewalks on either side of the roadway within the vicinity of the project, and within +/- 63ft of the right of way.

E. College Ave is a 4-lane, divided, FDOT maintained, rural arterial roadway. The roadway is characterized by +/- 12ft travel lanes, +/-4ft bike lanes on both sides of the roadway, +/- 5ft sidewalks on both sides of the roadway, and within +/- 206ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan, E. College Ave is designated for a future six lane enhancement,

E. Shell Point Road is a standard 2-lane, undivided, county maintained, rural collector roadway. The roadway is characterized by +/- 11 ft wide travel lanes, no bikes lanes on either side of the roadway, a +/- 10ft multi-purpose path on the northern side of the roadway and a +/- 5ft wide sidewalk on the southern side of the roadway, and within +/- 110 ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan Shell Point Road is designated for a future two lane enhancement.



21<sup>st</sup> St. SE is a substandard 2-lane, undivided, county maintained, rural collector roadway. The roadway is characterized by +/- 22ft of pavement in average conditions, no bike lanes or sidewalks within the vicinity of the project, and within +/- 60ft of the right of way.

11<sup>th</sup> Ave NE is a substandard 2-lane, undivided, county maintained, rural local roadway. The roadway is characterized by +/- 12 ft wide travel lanes, no bike lanes on either side of the roadway, +/- 5 ft sidewalks on both sides of the right of way, and within +/- 66 ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan 11<sup>th</sup> Ave NE is designated for a future two lane enhancement

18<sup>th</sup> St NE is a standard 2-lane, undivided, county maintained, rural collector roadway. The roadway is characterized by +/- 12 ft wide travel lanes, +/- 5 ft bike lanes on both sides of the right of way, no sidewalks within the vicinity of the proposed project, and within +/- 60 ft of the right of way.

19<sup>th</sup> Ave NE is a standard 2-lane, undivided, county maintained, rural arterial roadway. The roadway is characterized by +/- 12 ft wide travel lanes, +/- 5 ft bike lanes on both sides of the right of way, no sidewalks within the vicinity of the proposed project, and within +/- 130 ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan 19<sup>th</sup> Ave NE is designated for future four lane enhancement. A sufficient width of right of way currently exists to accommodate the future four lane enhancement per the typical section, therefore no further right of way will need to be reserved at this time.

### **SITE ACCESS**

The site has frontage on 30<sup>th</sup> ST Se, 27<sup>TH</sup> SE, 24<sup>TH</sup> ST SE, E 33<sup>RD</sup> ST, E. College Ave, E. Shell Point Road, 21<sup>ST</sup> ST SE, 11<sup>TH</sup> AVE NE, 18<sup>TH</sup> ST NE, and 19<sup>TH</sup> AVE NE. No change to the currently approved access connections is being proposed with this PRS.

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

27<sup>TH</sup> ST SE, E 33<sup>RD</sup> ST, E College Ave, 21<sup>ST</sup> ST, 11<sup>TH</sup> AVE NE, and 18<sup>TH</sup> ST NE are not regulated roadways and as such are not included in the 2020 Hillsborough County Level of Service (LOS) Report. As such, no LOS information for these roadways can be provided.

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
30 <sup>th</sup> St. NE	Shell Point Rd	19 <sup>th</sup> Ave NE	D	F
19 <sup>th</sup> Ave NE	US Hwy 41	US Hwy 301	D	C
24 <sup>th</sup> St SE	Shell Point Road	19 <sup>th</sup> Ave NE	D	C
Shell Point Road	US Hwy 41	30 <sup>th</sup> St NE	D	D

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
30 <sup>th</sup> ST Se	County Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
27 <sup>th</sup> SE	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
24 <sup>th</sup> ST SE	County Collector - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
E 33 <sup>rd</sup> ST	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
E. College Ave	FDOT Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
E. Shell Point Road	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 type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
21 <sup>st</sup> ST SE	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
11 <sup>th</sup> AVE NE	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
18 <sup>th</sup> ST NE	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
19 <sup>th</sup> AVE NE	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)

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	2,357	6,416	8,773
Proposed	2,357	6,416	8,773
Difference (+/-)	+0	+0	+0

## Transportation Comment Sheet

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

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	Choose an item.
South		Choose an item.	Choose an item.	Choose an item.
East		Choose an item.	Choose an item.	Choose an item.
West		Choose an item.	Choose an item.	Choose an item.
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

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

**CURRENTLY  
APPROVED**



Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted May 2, 2024.

1. Per the companion DRI Development Order (DRI # 249), the project is to be developed in two Phases (Phase I and II). The additional DRI analysis required by earlier Development Orders prior to the commencement of development Phase 2 has been approved based upon DRI DO 18-1343 and the resulting amended Development Order.

In order to track project development in accordance with the DRI phasing schedule and trade-off mechanism (Equivalency Matrix), an original certified copy of the South Shore Corporate Park Tracking Table shall be submitted to Development Services Department prior to Construction Site Plan or Preliminary Plat approval for each portion of project development. Each Tracking Table submittal shall show the amount of development permits approved to date at the time of permit submittal for the subject portion of the project.

1.1 Development on the site shall be limited to the following uses:

- A maximum of 1,641 residential units;
- A maximum of 3,742,220 square feet of M zoning district uses.

Within the areas designated for Research Corporate Park (RCP) uses, M zoning district uses shall be permitted and limited as follows:

- Permitted M zoning district uses shall be (a) manufacturing, processing, production and assembly within enclosed structures, and (b) warehousing with or without distribution within enclosed structures.
- Heavy industrial uses and open storage shall be prohibited.
- Public Service Facilities shall be permitted.
- Accessory retail uses shall be permitted, provided that accessory retail uses shall not be "stand alone" uses but shall be contained within structures containing permitted principal uses.
- A maximum of 315,000 square feet of Commercial General (CG) zoning district uses;
- A maximum of 150 rooms for hotel/motel uses;
- A minimum of 10.28 acres for park and recreation uses unless otherwise provided herein;
- A maximum of 556,000 square feet of Commercial Neighborhood (CN) and Business Professional Office (BPO) zoning district uses; and
- A minimum of 119.6 acres for educational facilities.

As expressed in DRI Development Order, the above listed totals may be adjusted through application of land use exchanges.

1.2 Individual tracts within the site shall be developed with the uses listed below. Four Unit Village Homes shall only be allowed on Tract N, Tract O and Tract P.

- Tract A - Commercial General (CG) zoning district uses;
- Tract B - CG zoning district uses;
- Tract C - CG zoning district uses;
- Tract D - residential units;
- Tract E - CG and Manufacturing (M) zoning district uses, and Research Corporate Park (RCP) uses;
- Tract F - CG and M zoning district uses, RCP uses, and residential units;

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- Tract F1 - Public Service Facilities;
  - Tract G1- M zoning district uses and RCP uses;
  - Tract G2 -M zoning district uses and RCP uses;
  - Tract G3 - Public Service Facilities;
  - Tract H - RCP uses and residential units\*;
  - Tract I/J - RCP uses and residential units\*;
  - Tract K - RCP uses and residential units;
  - Tract L - residential units;
  - Tract M1 - CN (Commercial Neighborhood) zoning district uses, Business Professional Office (BPO) zoning district uses, and residential units;
  - Tract M2 - CN and BPO zoning district uses, RCP uses, and residential units;
  - Tract M3 -A (Agriculture) and AI (Agricultural Industrial) zoning district uses.
  - Tract N - residential units, including but not limited to, Four Unit Village Homes;
  - Tract O - residential units, including but not limited to, Four Unit Village Homes;
  - Tracts P - residential units, including but not limited to, Four Unit Village Homes;
  - Tract Q - residential units;
  - Tract R - residential units;
  - Tract S - residential units or Park uses;
  - Tract T - residential units;
  - Tract U - park facilities to be dedicated and conveyed by the Developer to Hillsborough County;
  - Tract V - school;
  - Tract W - school;
  - Tract X - college/community college; and,
  - Tract Y - CN and BPO zoning district uses and an automated car wash.

\*residential development in these tracts shall be limited to multi-family housing in accordance with conditions 2.6.

- 1.3 Agricultural uses shall be allowed on an interim basis, excluding logging in wetlands.
  - 1.4 The uses on Tracts K, M1 and M2, will be established at the time of issuance of the first permit for each tract. For example, if the first permit for any portion of Tract K is for residential housing units, then the remainder of Tract K will be required to be developed with residential units unless tract boundaries are modified in accordance with LDC regulations governing modifications to certified General Site Plans.
  - 1.5 A neighborhood park, a minimum of ½ acre in size, shall be constructed within Tract N in the general location shown on the general site plan.
  - 1.6 A neighborhood park, a minimum of ½ acre in size and a community center, a minimum of 2 acres in size, shall be constructed within Tract L in the general location shown on the general site plan.
2. On-site residential development shall comply with the following requirements:
    - 2.1 Single family (front loaded only):

Minimum Lot Size:	4,400 sf
Minimum Lot Width:	40 feet

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Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet (1)
Maximum Lot Coverage:	60%
Maximum Height:	3-stories

2.2 Single family (rear loaded with garage and access from an alley):

Minimum Lot Size:	2,100 sf
Minimum Lot Width:	30 feet
Minimum Front Yard:	(no porch) 10 feet
Minimum Front Yard:	(with porch) 5 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	3 feet
Maximum Lot Coverage:	70%
Minimum Height:	2-stories

A two (2) car garage shall be required for all single-family rear loaded units. The garage shall be accessed from an alley.

2.3 Townhouse:

Minimum Lot Size:	1,500 sf
Minimum Lot Width:	16 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	0 feet
Minimum Rear Yard:	15 feet (1)
Maximum Lot Coverage:	70%
Maximum Height:	3-stories

2.4 Villa-duplex:

Minimum Lot Size:	3,500 sf
Minimum Lot Width:	35 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet (1)
Maximum Lot Coverage:	70%
Maximum Height:	3-stories

(1) The shaded areas as shown on the graphic of the General Certified Site Plan are permitted to have a minimum rear yard setback of 10 feet.

2.5 Four Unit Village Homes:

Minimum Lot Size (per unit):	1,000 sf
Minimum Lot Width (per unit):	25 feet
Maximum Lot Coverage (per unit):	70%

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Minimum Height (per unit):	2-stories
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Setbacks and other dimensional standards for the Four Unit Village Homes shall be as shown on the certified site plan.

Development of Four Unit Village Homes shall be subject to the following requirements and standards:

- 2.5.1 Parking for the Four Unit Village Homes shall be provided within designated parking areas or on-street. On-street parking shall comply with parking standards contained in the Technical Review Manual for the road type being constructed.
- 2.5.2 All parking lots, common areas and landscaping, including but not limited to, yards of individual units shall be maintained by a Home Owner's Association or similar entity.
- 2.5.3 A park and/or recreational facilities (a minimum of 10,000 square feet in size) shall be constructed in Tract N. All such facilities shall be owned and maintained by a Home Owner's Association or similar entity.
- 2.5.4 The front façade of each building shall have a front porch. The porch shall have a minimum of eight feet in width and five feet in depth. The porch shall be covered with a solid roof but shall not be screened or otherwise enclosed. Railings, if provided, shall be consistent with the architectural style of the structure.
- 2.5.5 The front of façade of each building shall at least one architectural enhancement such as, but not limited to, recessed doors, arches, transoms, sidelights, or porticos, consistent with the architectural style of the structure.
- 2.5.6 All exterior wall surfaces shall be architecturally finished with cement plaster, brick or hardieplank/lap siding. If lap siding is used, lap exposure shall be no less than four inches and no more than eight inches. Paint shall not constitute architectural finish.
- 2.5.7 Windows shall be provided on all sides of each structure at a minimum rate of one window per 20 feet of exterior wall length or fraction thereof for each dwelling unit. This requirement shall be met per individual story on each wall.
- 2.5.8 Decorative shutters, if provided, shall be made of wood, metal, or copolymer material and shall not be scored into the cement plaster (stucco).
- 2.5.9 Roofs shall be gable or hipped roof styles. Pitched roofs shall have a minimum pitch of 4/12. Rolled roofing and built-up roofing are prohibited.
- 2.5.10 If fascias are provided, they shall have a minimum vertical dimension of six inches and maximum vertical dimension of eight inches.
- 2.5.11 Solid waste facilities provided outside of a building, shall be screened from public rights-of-way and adjacent property by an enclosure constructed of materials compatible with the materials on the front building wall of the main building. Trash, recycling receptacles, and

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other similar areas must be located in parking areas or in a central location, and must be screened to minimize sound and visibility from residences and to preclude visibility from residences or from a public right-of-way. Service areas shall be screened by a masonry wall and landscape buffer on three (3) sides if it is located in areas visible to residences or from a public right-of-way. The screening wall shall be six (6) feet high, include architectural design, materials and colors that are consistent with those of the residential structures. The landscape buffer shall be a minimum of five (5) feet in width and contain evergreen plants a minimum of three (3) feet in height spaced not more than 4 feet apart.

2.5.12 Mechanical equipment at ground level shall be screened from view of any street by fencing, dense landscaping vegetation, faux facades, or by being incorporated into a building.

2.5.13 Fences between units or yards shall be prohibited.

2.5.14 If Tract N and/or Tract O are developed with Four Unit Village Homes there shall be a minimum fifty-foot (50') setback from 19th Avenue North and a landscaped buffer shall be required. Alternatively, the setback from 19th Avenue may be thirty feet (30') if a six-foot (6') solid wall is provided.

## 2.6 Multi-Family Housing within Tracts I/J and H

A minimum of 15 percent of multi-family units developed in tracts I/J and H shall be set aside as workforce housing for households at or below 120% of the median income, adjusted by family size, for Hillsborough County/Tampa Metropolitan Statistical Area, as defined annually by the United States Department of Housing and Urban Development. The maximum annual rent that may be charged for a workforce housing unit may not exceed the rental limits for Hillsborough County based on income and number of bedrooms as provided annual by the Florida Housing Finance Corporation for the State Housing Initiatives Partnership (SHIP) Program. For purposes of determining household income, the household's annual gross income shall be calculated as defined per the Section 8 housing assistance payments programs in 24 CFR Part 5, and shall be calculated by projecting the prevailing rate of income for all adults in the household as the amount of income to be received in a household during the 12 months following the effective date of determination. Households eligible for workforce housing shall be placed in units in a manner which will ensure there will be no discrimination on the basis of race, creed, color, age, sex, familial or marital status, sexual orientation, gender identity or expression, handicap, religion, or national origin.

2.6.1 This Workforce Housing set aside shall be provided for a period of 15 years beginning with the issuance of Certificates of Occupancy for a development project. A development project shall be a project with an approved Site Development Construction Plan. Each development project shall set aside 15 percent of the units for workforce housing. If the development project provides a variety of unit types (i.e. one bedroom, two bedroom, etc.), the units set aside shall be proportionately allocated among each unit type (i.e. 15% one bedroom, 15% two bedroom, etc.) to provide for a variety of workforce housing types in the development project. To maintain a variety in unit type and variety in location within the development project, the units available for the workforce housing set aside shall be all the units within the development project, as opposed to setting aside specific units.



2.6.2 Monitoring/enforcement shall consist of the following requirements:

- a. The property owner, on its own or through a qualified third- party verification and monitoring company, shall determine each tenant's eligibility for a workforce housing set-aside unit by confirming the tenant's annual gross income for compliance with the income limits. Income must be recertified annually.
- b. The property owner shall provide to the County's Affordable Housing Services Department (AHS) an annual report in a format approved by AHS demonstrating compliance with the workforce set-aside requirement, including compliance with tenant income and rent limit requirements.
- c. As part of the Construction Plan application submittal, the applicant shall submit a copy of an executed Restrictive Covenant which memorializes the workforce housing requirements outlined in this condition. The format of the Restrictive Covenant shall be approved in advance by the Hillsborough County Affordable Housing Services Department and the County Attorney's Office. The Restrictive Covenant shall be executed by all owners of the property, and be recorded in the public records of Hillsborough County. Restrictions will run with the land regardless of the transfer of ownership.

2.6.3 Development of multi-family housing in Tracts I/J and H shall promote pedestrian connectivity both within said tracts and to perimeter pedestrian facilities such that a minimum of four sidewalk connections to the frontage of 30th Street NE shall be provided; should Tracts I/J and H not be developed under a singular development, sidewalk stubouts with cross-access easements shall be provided between all individual developments for eventual internal pedestrian connections; and the use of cul-de-sacs shall be prohibited, except where necessary to avoid naturally sensitive areas and to provide vehicular access to isolated areas.

2.6.4 Sufficient Right of Wall shall be preserved in accordance with the Hillsborough County Preservation Plan (CPP). If any segment is removed from the CPP during an update, preservation requirements will no longer be required of that section and modification to the zoning shall not be required for the change.

2.6.5 Pedestrian connections from Tract I/J's internal pedestrian network to the County Trail along 19th Avenue shall be provided.

2.6.6 The number and spacing of vehicle access points shall be regulated based on the Land Development Code.

2.6.7 Multi-family buildings within Tracts I/J and H shall be developed in accordance with RMC-16 standards except as stated below and otherwise herein.

- a. Maximum building height shall be 70 feet/5-stories
- b. No additional setback for buildings over 20 feet in height shall be required
- c. Minimum Zoning Lot area per dwelling unit requirements of the Land Development Code shall not apply.

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- 2.6.8 Vehicular use areas shall be buffered and screened in accordance with LDC, Section 6.06.04.G with the exception that at least one tree for each 30 linear feet or part thereof of required buffer shall be planted in the buffer with trees located to maximize the shading of the off-street vehicular use area. All other landscaping shall be consistent with the requirements of the regulations of the Hillsborough County Land Development Code.
- 2.6.9 All fencing within any required front yard (30 feet along 30th Street and 19th Avenue and 15 feet along all other roadways) shall be limited to a maximum height of 4 feet.
- 2.7 A minimum of fifty percent (50%) of the single-family detached lots shall be a minimum of 5,000 square feet in size with a minimum lot width of 50 feet, or shall be rear loaded with alley access.
- 2.8 Zero lot line development shall be permitted and shall be subject to zero lot line regulations in the Land Development Code. Rear yards shall be a minimum of 20 feet.
- 2.9 Except for townhomes and Four Village Homes, multi-family development shall comply with the RMC-16 regulations of the Hillsborough County Land Development Code. Townhomes, Four Unit Villages, and multi-family within Tracts I/J and H shall not be subject to the 2-to-1 additional setback for every foot above 20 feet in height requirements of the Land Development Code.
3. Commercial uses and office uses shall be developed in accordance with CG zoning district standards. Light industrial/RCP uses shall be developed in accordance with M zoning district standards. Schools shall be developed in accordance with the provisions of the Interlocal Agreement for educational facility siting dated October 15, 1997, as amended. Colleges shall be developed in accordance with Land Development Code Section 6.11.27.
4. Buffering and screening requirements shall be those of the Land Development Code unless otherwise noted within these conditions.
- 4.1 In Tract G2 and Tract I/J, there shall be a 30-foot-wide buffer along 19th Avenue. For Tract I/J, the 30-foot-wide trail corridor required in condition #26 may be located within the required 30-foot wide buffer to accommodate a County trail. Within this buffer area, and unless otherwise stated, screening shall be achieved through the use of Screening Standard "B." No Type B screening shall be required for a convenience store with gas use located within the western 355 feet of Tract G2.
- 4.2 If either Tract K or Tract M2 are developed with RCP uses, there shall be a 30-foot-wide buffer along 19th Avenue. Within this buffer area, screening shall be achieved through the use of Screening Standard "B."
5. Lighting within the project shall be fully shielded to diffuse glare off site.
6. All trash/refuse/dumpster storage facilities shall be completely enclosed. Said facilities shall be architecturally finished in materials similar to those of the principal structures. Dumpsters shall not be emptied between the hours of 9:00 p.m. and 7:00 a.m., excluding Tracts A, B, C, E, F1, G1, G2 and G3. Such time limitations shall also not apply to Tracts H and I/J if either tract is developed in its entirety with non-residential (RCP) uses.

7. Approval of this application does not ensure that public wastewater and potable water services will be available at the time when the applicant seeks approval to actually develop.
8. The Developer shall apply for reclaimed water service in accordance with the County's Reclaimed Water Waiting List Standard Operating Procedure 6.23 within 30 days of zoning approval or prior to General Site Plan certification, whichever comes first.
9. The Developer shall design and install an irrigation system consistent with the requirements of the County's Dryline Standard Operating Procedure 6.2.4. If groundwater from existing wells is used for irrigation purposes, the irrigation system shall be built to County standards pursuant to a right-of-way use permit, and shall be maintained by the developer or designee until reclaimed water becomes available and the system is accepted by Hillsborough County for maintenance.
10. Prior to any development permit approvals, construction or improvement of the project, the Developer shall submit a Master Drainage Plan for review and approval by the Hillsborough County Public Works Department and Development Services Department and to the South West Florida Water Management District. Any required drainage easements will be dedicated to Hillsborough County.
11. 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.
12. 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, which has been received, 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.
13. 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).
14. 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.
15. The locations of all lakes, retention area and potential mitigation areas are conceptual.
16. To provide interconnectivity and internal capacity for circulation, each tract adjacent to a roadway shown on the general site plan shall demonstrate, as determined by Hillsborough County, the ability to provide cross access and internal circulation to adjacent parcels or tracts, except where such cross access would require a crossing of Wolf Creek. The character and design of the cross access shall be: (a) proportional to the proposed development for the site; and (b) may be limited to pedestrian-only access, including nonvehicular cross access provided via the proposed County trail. Character and design of required crossaccess shall be as determined by Hillsborough County. Tracts G and S shall support traffic circulation with internal roadway connections to the roadways shown on the general site plan. Tracts with development that includes parking lots shall have efficient parking lot circulation to accomplish the goal

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of internal circulation by connecting to the access points shown on the general site plan or other locations as approved by Hillsborough County. School sites and park tracts shall accommodate non-vehicular or vehicular cross access and internal circulation appropriate to their use.

17. Upon written request of the County or prior to Construction Plan or Final Plat approval for adjacent development, whichever is earlier, the applicant shall dedicate and convey to Hillsborough County a 60 foot wide right-of-way for the future extension of 21st Street from Shell Point Road to 19th Avenue. The alignment of the right-of-way will be at the discretion of the Developer.
18. Developer of the parcels adjacent to 24th Street and Shell Point Road (west of 30th Street) has designed and constructed to County Standards, Shell Point Road (west of 30th Street) as a two-lane roadway, and has designed 24th Street as a four lane roadway and constructed the first two lanes. Permitting, and construction of a traffic signal at the intersection of 24th Street and Shell Point Road, when warranted, shall be the responsibility of the Developer. The traffic signal shall be designed and constructed to Hillsborough County Standards. The Developer(s) shall be responsible for providing 100 percent of the right-of-way.
19. The general design, location and number of access points shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code. The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department and/or the Florida Department of Transportation, if applicable. Final design, if approved by Hillsborough County Development Services Department and/or the Florida Department of Transportation may include, but is not limited to, left turn lanes, acceleration lane(s), and deceleration lane(s). Access points may be restricted in movements.
20. The Optional Right In/Right Out access location on 24th Street in Tract M2 and Optional Right In/Right Out access location on 24th Street in Tract M1 shall meet the Hillsborough County Access Management Regulations and the determination of feasibility of the proposed access shall be made by Hillsborough County at Site Plan Review based on the traffic conditions at this location. The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department.
21. Prior to Preliminary Site Plan approval, the Developer shall provide a traffic analysis, signed by a professional engineer, showing the amount of left and right turn lane storage needed to serve development traffic. The Developer shall provide, at his expense, left and right turn lanes at each project access on roads that are shown on the Long Range Transportation Plan and/or the South Shore Corridor Plan. The left and right turn lanes shall be of sufficient length to accommodate anticipated left and right turning traffic. The design and construction of these left and right turn lanes shall be approved by the Hillsborough County Development Services Department and/or FDOT. All roadway construction of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement.
  - a. For Developments along 24th Street the intersections of 24th Street and 19th Avenue, 24th Street and Shell Point Drive and 24th Street and S.R. 674 as well as project driveways shall be analyzed to determine if turn lanes are adequate to accommodate the project traffic.
  - b. For Developments along 30th Street the intersections of 30th Street and 19th Avenue, 30th Street and Shell Point Drive and 30th Street and S.R. 674 as well as project driveways shall be analyzed to determine if turn lanes are adequate to accommodate the project traffic.

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22. When warranted, the Developer shall also construct a traffic signal at the intersection of SR 674 & 24th Street. The traffic signal shall be designed to FDOT and Hillsborough County standards.
23. The Developer shall install a traffic signal at the intersection of 24th Street & 19th Avenue at the time Site Development Approval is sought for parcels adjacent to the intersection. The Developer shall be responsible for the signal, only if Site Development Approval is sought for development on the south side of 19th Ave at 24<sup>th</sup> Street. If a signal were to be warranted due to traffic coming south on the future extension of 24th Street north of 19th Ave, then the Developer would not be required to install the traffic signal. The Developer has the option of either installing the signal or making payment to the County for the cost of the signal in lieu of installation. If the Developer chooses the payment option, direct payment in the form of a Letter of Credit is acceptable or a Certified Check paid to the County to hold in Escrow. Payment shall be made to the County prior to preliminary site plan approval. If the Developer chooses to install the signal the Developer shall indicate on the preliminary site plan that a traffic signal will be installed. Prior to Construction Plan Approval, the Developer shall submit 60% design plans. Prior to the issuance of a Certificate of Occupancy (CO) the traffic signal shall be installed. The Developer shall be responsible for the cost of 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.
24. If project traffic exceeds 30% of the daily traffic on 30th Street, Developer shall install a traffic signal at the intersection of 30th Street & 19th Ave. If a signal were to be warranted due to traffic coming south on the future extension of 30th Street north of 19th Ave, Developer shall not be required to install the traffic signal. The Developer has the option of either installing the signal or making payment to the County for the cost of the signal in lieu of installation. If the Developer chooses the payment option, direct payment in the form of a Letter of Credit is acceptable or a Certified Check paid to the County to hold in Escrow. Payment shall be made to the County prior to preliminary site plan approval. If the Developer chooses to install the signal the Developer shall indicate on the preliminary site plan that a traffic signal will be installed. Prior to Construction Plan Approval, the Developer shall submit 60% design plans. Prior to the issuance of a Certificate of Occupancy (CO) the traffic signal shall be installed. The Developer shall be responsible for the cost of 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. The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department.
25. The directional median included in PRS 21-1034 on 30th Street shall be limited to left in movements for vehicles traveling southbound. The proposed additional access to Tract G2 included in PRS 21-1034 shall be restricted to right in right out and left in traffic movements.
26. The developers of Tract I/J, Tract K, Tract S, and Tract X have participated in the implementation of the Hillsborough Greenways Master Plan by providing Hillsborough County a 30-foot wide trail corridor easement across their properties along the west side of Wolf Branch Creek, where needed between 19th Avenue and the Tampa Electric Company easement south of 19th Avenue. The developer(s) of Tract I/J shall participate by providing Hillsborough County a 30-foot wide trail corridor easement along the south side of 19th Avenue west of 30th Street provided such trail easement is required for use by the County as part of the trail that comprises part of the County's trail network. The easement interest shall be conveyed at such time that the County identifies funding for design and construction of the trail through the project. The County shall be responsible for trail design, permitting, construction and maintenance of the trail. Except for that portion of the trail along the south side of 19th Avenue which crosses over Wolf Branch Creek, the 30-foot trail corridor may be adjacent to, but not overlap, the wetland buffer.



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27. The Developer shall coordinate with the County regarding the design and construction of the proposed County trail through the project and shall design an internal bicycle/pedestrian trail network compatible with and connected to the County trail.
  28. To ensure the safety of trail users, the Developer shall design any lakes/ponds adjacent to the South Coast trail corridor in a manner that creates a slope no greater than 6:1 along the trail side of the lake/pond system.
  29. To ensure connectivity between the County trail and the internal bicycle/pedestrian trail network, the stormwater drainage system to be located on the west side of the trail corridor shall not be one continuous open body of water along the entire length of the trail corridor through the project. The stormwater system shall be designed as two or more lakes/ponds with sufficient land between them to allow the Developer to provide the internal bicycle/pedestrian trail connection(s) to the County trail. At a minimum, one bicycle/pedestrian trail connection to the County trail shall be provided in the vicinity of the community college/park/schools.
  30. Project signs shall be limited to building signs and monument signs. All monument signs shall be a maximum of 15 feet in height. Billboards, pole signs, banners and pennants shall be prohibited.
  31. All Phase I residential development beyond 607 units (multi-family or single-family) shall provide mitigation for hurricane shelter space through application of the following formula:
    - 31.1 Number of dwelling units (x) 2.5 (occupancy factor) = the number of potential evacuees.
    - 31.2 Number of potential evacuees (x) .25 (historical public shelter demand) = shelter space demand.
    - 31.3 Number of shelter space demand (x) \$129.00 = offset cost/mitigation for shelter impact.
  32. In the event there is conflict between a zoning condition of approval, as stated herein, and any written or graphic notation on the general site plan, the more restrictive requirement shall apply.
  33. Development of the project shall proceed in strict accordance with the terms and conditions contained in the DRI (DRI# 249) Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
  34. If the notes and/or graphics 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 any stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
  35. 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 Site 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.



# **AGENCY COMMENTS**

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 04/28/2025

REVIEWER: Sarah Rose, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: S/Wimauma

PETITION NO: RZ 25-0576

- ☐ 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.

### **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a minor modification, also known as a Personal Appearance (PRS), to approved Planned Development (PD) 19-0067, which was most recently modified by PRS 24-0027. With this modification, the applicant is requesting a waiver to Section 6.11.10.B.2 of the Land Development Code which requires all class II aircraft landing fields be available for public use and a reduction of the required setbacks for class II aircraft landing fields outlined in Section 6.11.10.B.2B to 30ft. the stated intent of the applicant is to construct a drone-based aircraft landing field to be designed and operated for the take-off, landing, maintenance, and operational managing of unmanned aircraft systems. The future land use is Suburban Mixed-Use 6 (SMU-6).

#### ***Trip Generation Analysis***

As the proposed modification would not result in any new entitlements, the applicant was granted a request to waive traffic study. The proposed modification would not result in any change to the trip generation. For information purposes, the following trip generation analysis is from the original PD rezoning approval (PD 19-0067). These numbers are for the entire planned development.

The project is anticipated to be completed by 2030.

Phase I Built DRI Entitlements - PM Peak Hour Trips			
Use/SF/DUs/Students	New External Trip Ends – PM Peak		
	In	Out	Total
Industrial – 1,256,206 SF	195	1,504	1,699
Single Family – 510 DUs	192	137	329
Townhomes – 120 DUs	30	15	48

Community College – 500 Students	38	22	60
High School – 1,915 Students	107	121	228
Shopping Center – 2,794 SF	8	7	15
Elementary School – 1,226 Students	71	74	145
Sub-Total	641	1,883	2,524

Phase I Unbuilt DRI Entitlements - PM Peak Hour Trips			
Use/SF/DUs/Students	New External Trip Ends – PM Peak		
	In	Out	Total
Industrial – 1,388,014 SF	215	1,661	1,876
Office – 50,000 SF	22	110	132
Shopping Center – 50,000 SF	117	109	226
Shopping Center – 27,206 SF	74	70	144
Specialty Retail – 15,000 SF	13	14	27
Drive-In Bank – 5,000 SF	32	27	59
Single Family – 239 DUs	90	64	154
Multi-Family – 179 DUs	52	35	87
Townhomes – 120 DUs	22	13	35
Hotel – 150 Rooms	32	37	69
Park – 10.28 Acres	1	0	1
Sub-Total	670	2,140	2,810

Phase II Unbuilt DRI Entitlements – PM Peak Hour Trips			
Use/SF/DUs/Students	New External Trip Ends – PM Peak		
	In	Out	Total
Industrial – 1,388,014 SF	160	1,233	1,393
Office – 50,000 SF	104	531	635
Shopping Center – 100,000 SF	185	174	359
Shopping Center – 40,000 SF	100	93	193
Shopping Center – 70,000 SF	146	136	282
Convenience w/Gas – 5,000 SF	42	38	78
Multi-Family – 414 DUs	111	73	184
Townhomes – 86 DUs	24	15	39
Community College – 2,300 Students	174	102	276
Sub-Total	1,046	2,393	3,439

Total	2,357	6,416	8,773
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## **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The site has frontage on 30<sup>th</sup> ST Se, 27<sup>TH</sup> SE, 24<sup>TH</sup> ST SE, E 33<sup>RD</sup> ST, E. College Ave, E. Shell Point Road, 21<sup>ST</sup> ST SE, 11<sup>TH</sup> AVE NE, 18<sup>TH</sup> ST NE, and 19<sup>TH</sup> AVE NE. 30<sup>th</sup> St NE is a standard 2-lane, divided, county maintained, urban collector roadway. The roadway is characterized by +/- 10 ft wide travel lanes, +/- 5 ft wide bike lanes on both sides, +/- 5 ft wide

sidewalks on both sides, and within +/- 64 ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan 30<sup>th</sup> St NE is designated for a future four lane enhancement.

27<sup>th</sup> St SE is a substandard 2-lane, undivided, county maintained, urban local roadway. The roadway is characterized by +/-20ft of pavement in average condition, no bike lanes or sidewalks on either side of the roadway within the vicinity of the project, and within +/- 40ft of the right of way.

24<sup>th</sup> St NE is a standard 2-lane, undivided, county maintained, rural collector roadway. The roadway is characterized by +/- 12 ft wide travel lanes, +/- 5 ft bike lanes on both sides of the right of way, no sidewalks within the vicinity of the proposed project, and within +/- 125 ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan 24<sup>th</sup> St NE is designated for a future four lane enhancement.

33<sup>rd</sup> St SE is a substandard 2-lane, undivided, county maintained, rural collector roadway. The roadway is characterized by +/- 30ft of pavement in average condition, no bike lanes or sidewalks on either side of the roadway within the vicinity of the project, and within +/- 63ft of the right of way.

E. College Ave is a 4-lane, divided, FDOT maintained, rural arterial roadway. The roadway is characterized by +/- 12ft travel lanes, +/-4ft bike lanes on both sides of the roadway, +/- 5ft sidewalks on both sides of the roadway, and within +/- 206ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan, E. College Ave is designated for a future six lane enhancement,

E. Shell Point Road is a standard 2-lane, undivided, county maintained, rural collector roadway. The roadway is characterized by +/- 11 ft wide travel lanes, no bikes lanes on either side of the roadway, a +/- 10ft multi-purpose path on the northern side of the roadway and a +/- 5ft wide sidewalk on the southern side of the roadway, and within +/- 110 ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan Shell Point Road is designated for a future two lane enhancement.



21<sup>st</sup> St. SE is a substandard 2-lane, undivided, county maintained, rural collector roadway. The roadway is characterized by +/- 22ft of pavement in average conditions, no bike lanes or sidewalks within the vicinity of the project, and within +/- 60ft of the right of way.

11<sup>th</sup> Ave NE is a substandard 2-lane, undivided, county maintained, rural local roadway. The roadway is characterized by +/- 12 ft wide travel lanes, no bike lanes on either side of the roadway, +/- 5 ft sidewalks on both sides of the right of way, and within +/- 66 ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan 11<sup>th</sup> Ave NE is designated for a future two lane enhancement

18<sup>th</sup> St NE is a standard 2-lane, undivided, county maintained, rural collector roadway. The roadway is characterized by +/- 12 ft wide travel lanes, +/- 5 ft bike lanes on both sides of the right of way, no sidewalks within the vicinity of the proposed project, and within +/- 60 ft of the right of way.

19<sup>th</sup> Ave NE is a standard 2-lane, undivided, county maintained, rural arterial roadway. The roadway is characterized by +/- 12 ft wide travel lanes, +/- 5 ft bike lanes on both sides of the right of way, no sidewalks within the vicinity of the proposed project, and within +/- 130 ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan 19<sup>th</sup> Ave NE is designated for future four lane enhancement. A sufficient width of right of way currently exists to accommodate the future four lane enhancement per the typical section, therefore no further right of way will need to be reserved at this time.

### **SITE ACCESS**

The site has frontage on 30<sup>th</sup> ST Se, 27<sup>TH</sup> SE, 24<sup>TH</sup> ST SE, E 33<sup>RD</sup> ST, E. College Ave, E. Shell Point Road, 21<sup>ST</sup> ST SE, 11<sup>TH</sup> AVE NE, 18<sup>TH</sup> ST NE, and 19<sup>TH</sup> AVE NE. No change to the currently approved access connections is being proposed with this PRS.

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

27<sup>TH</sup> ST SE, E 33<sup>RD</sup> ST, E College Ave, 21<sup>ST</sup> ST, 11<sup>TH</sup> AVE NE, and 18<sup>TH</sup> ST NE are not regulated roadways and as such are not included in the 2020 Hillsborough County Level of Service (LOS) Report. As such, no LOS information for these roadways can be provided.

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
30 <sup>th</sup> St. NE	Shell Point Rd	19 <sup>th</sup> Ave NE	D	F
19 <sup>th</sup> Ave NE	US Hwy 41	US Hwy 301	D	C
24 <sup>th</sup> St SE	Shell Point Road	19 <sup>th</sup> Ave NE	D	C
Shell Point Road	US Hwy 41	30 <sup>th</sup> St NE	D	D

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
30 <sup>th</sup> ST Se	County Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
27 <sup>th</sup> SE	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
24 <sup>th</sup> ST SE	County Collector - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
E 33 <sup>rd</sup> ST	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
E. College Ave	FDOT Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
E. Shell Point Road	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 type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
21 <sup>st</sup> ST SE	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
11 <sup>th</sup> AVE NE	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
18 <sup>th</sup> ST NE	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
19 <sup>th</sup> AVE NE	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)

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	2,357	6,416	8,773
Proposed	2,357	6,416	8,773
Difference (+/-)	+0	+0	+0

## Transportation Comment Sheet

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

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	Choose an item.
South		Choose an item.	Choose an item.	Choose an item.
East		Choose an item.	Choose an item.	Choose an item.
West		Choose an item.	Choose an item.	Choose an item.
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

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

## COMMISSION

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Steffanie L. Wickham WASTE DIVISION

### AGENCY COMMENT SHEET

REZONING	
<b>HEARING DATE:</b> May 13, 2025 <b>PETITION NO.:</b> 25-0576 <b>EPC REVIEWER:</b> Melissa Yanez <b>CONTACT INFORMATION:</b> (813) 627-2600 x1360 <b>EMAIL:</b> <a href="mailto:yanezm@epchc.org">yanezm@epchc.org</a>	<b>COMMENT DATE:</b> 4/22/2025 <b>PROPERTY ADDRESS:</b> 3350 Laurel Ridge Ave, Ruskin, FL 33570 <b>FOLIO #:</b> 055626-1740 <b>STR:</b> 32-19S-03E
<b>REQUESTED ZONING:</b> Minor Modification	
FINDINGS	
<b>WETLANDS PRESENT</b>	YES
<b>SITE INSPECTION DATE</b>	NA
<b>WETLAND LINE VALIDITY</b>	NA
<b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b>	Desktop Review - Wetlands located in NW corner of subject parcel
<p><i>These comments replace prior comments provided on 4-10-2025.</i></p> <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"><li>• 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.</li><li>• 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.</li></ul>	

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- 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).
- 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.

- The subject property may contain wetland/OSW areas, which have not been delineated. Knowledge of the actual extent of the wetland and OSW are necessary in order to verify the avoidance of wetland impacts pursuant to Chapter 1-11. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed. Once delineated, surveys must be submitted for review and formal approval by EPC staff.
- 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.

my/ cb

ec: [kreali@stearnsweaver.com](mailto:kreali@stearnsweaver.com) / [swalker@stearnsweaver.com](mailto:swalker@stearnsweaver.com)



## School Impact Review –Comment

**Date Issued:** March 31, 2025

**Jurisdiction:** Hillsborough

**Case Number:** PRS 25-0576

**Address:** 3350 Laurel Ridge Avenue, Ruskin

**Parcel Folio Number(s):** 55626.1740

### **Comment:**

The School Board is providing comments on the Aircraft Landing Field for drone based aircraft due to the proximity of the proposed construction site to Thompson Elementary School, located at 2020 E. Shell Point Rd, Ruskin and Lennard High School located at 2342 E Shell Point Rd, Ruskin.

Pursuant to Unmanned Aircraft Systems Act, Fla. Stat §330.41(5), drone use in the vicinity of a school site is prohibited.

#### (5) PROTECTION OF SCHOOLS.—

(a) A person may not knowingly or willfully:

1. Operate a drone over a public or private school serving students in any grade from voluntary prekindergarten through grade 12; or
2. Allow a drone to make contact with a school, including any person or object on the premises of or within the school facility.

(b) A person who violates paragraph (a) commits a misdemeanor of the second degree, punishable as provided in s. [775.082](#) or s. [775.083](#). A person who commits a second or subsequent violation commits a misdemeanor of the first degree, punishable as provided in s. [775.082](#) or s. [775.083](#).

(c) A person who violates paragraph (a) and records video of the school, including any person or object on the premises of or within the school facility, commits a misdemeanor of the first degree, punishable as provided in s. [775.082](#) or s. [775.083](#). A person who commits a second or subsequent violation commits a felony of the third degree, punishable as provided in s. [775.082](#), s. [775.083](#), or s. [775.084](#).

*Andrea A. Stingone*

Andrea A. Stingone, M.Ed.  
Department Manager, Planning & Siting  
Growth Management Department  
Hillsborough County Public Schools  
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:** 3/11/2025

**REVIEWER:** Kim Cruz, Environmental Supervisor      **REVIEW DATE:** 3/25/2025

**PROPERTY OWNER:** The Industrial Fund Ruskin, LLC      **PID:** 25-0576

**APPLICANT:** The Industrial Fund Ruskin, LLC

**LOCATION:** 3350 Laurel Ridge Ave. Ruskin, FL 33570

**FOLIO NO.:** 55626.1740

### 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), Potable Water Wellfield Protection Area (PWWPA) 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, Hillsborough County EVSD has no objections to the applicant's request.

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

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PETITION NO.: PRS 25-0576

REVIEWED BY: Clay Walker, E.I. DATE: 3/10/2025

FOLIO NO.: 55626.1740

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**WATER**

- ☐ The property lies within the \_\_\_\_\_ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☐ A \_\_\_ inch water main exists ☐ (adjacent to the site), ☐ (approximately \_\_\_ feet from the site) \_\_\_\_\_. 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 \_\_\_ inch wastewater gravity main exists ☐ (adjacent to the site), ☐ (approximately \_\_\_ feet from the site) \_\_\_\_\_. 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 Water Resources Department has no comments or objections.

## AGENCY REVIEW COMMENT SHEET

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**TO: ZONING TECHNICIAN, Planning Growth Management**

**DATE: 9 Apr. 2025**

**REVIEWER: Bernard W. Kaiser, Conservation and Environmental Lands Management**

**APPLICANT: Kevin Reali**

**PETITION NO: PRS (Minor Mod) of PD 25-0576**

**LOCATION: 3350 Laurel Ridge Ave., Ruskin, FL 33570**

**FOLIO NO: 55626.1740**

**SEC: 03 TWN: 32 RNG: 19**

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- ☒ 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: \_\_\_\_\_.