



1.0 APPLICATION SUMMARY

Applicant: Brookfield Properties
 FLU Category: SMU-6
 Service Area: Urban
 Site Acreage: +/-5 acres
 Community Plan Area: Apollo Beach
 Overlay: None
 Request: Minor Modification to PD 14-0815



Existing Approvals:

PD 14-0815 rezoned an area of +/-2,374.69 acres in size, known as “Waterset”. The subject area is located between Big Bend Road and 19th Avenue to the south, and between U.S. Highway 41 and Interstate 75 to the east. This rezoning included five previously approved Planned Developments (PD) that were rezoned into one large Planned Development. The limits of this rezoning are also the same limits for DRI #266 (Waterset DRI). Overall development entitlements included Residential: 6,428 units; Commercial: 498,480 square feet; and Office: 198,900 square feet.

Most recent modification: PRS 20-0004 realigned certain roadways within the development. The realignment of the internal configuration resulted in minor changes to the development tracts shapes and acreages. These proposed changes were generally located south of Paseo Del Mar Blvd., and north of 19th Ave. NE within the PD.

Proposed PRS 24-0633: The proposed minor modification requests to amend a portion of the approved zoning limited to Folio 054156.2000 and a portion of Folio 054166.5416. The location of the property is within the Waterset DRI south of Paseo Al Mar Blvd. on both sides of Covington Garden Dr. The applicant proposes to transfer/exchange existing commercial entitlements from +/- 2.5-acres designated Mixed Use-Commercial (“MU-C”) to +/- 2.5-acres designated Residential/School. Specifically, the portion of Folio 054166.5416 subject to this minor modification (“Tract 9B”), would be designated as Residential (“RES”), and Folio 054156.2000 (“Tract 9A”) would be designated MU-C. The re-designation of the two 2.5-acre tracts does not result in a change in overall entitlements at the intersection of Paseo Al Mar Blvd. and Covington Dr. and would be a neutral exchange for entitlements purposes. In alignment with this PRS, the applicant proposes a concurrent amendment to the Waterset DRI #266, Development Order (D.O.) map reflecting the proposed changes to the subject folios.

Existing Approval(s):	Proposed Modification(s):
(1) PD Site plan includes Tracts 9 and 11.	(1) Modify the PD General Site Plan to include two +/- 2.5-acre parcels carved out of Tracts 9 and 11 to be designated as Tracts 9A and 9B.
(2) Tract 9 is +/-33 acres.	(2) Reduce Tract 9 by +/-2.5 acres per creation of Tract 9B as an MU-C tract. Tract 9 would be reduced to +/-30.5 ac.
(3) Tract 11 is +/-15 acres.	(3) Reduce Tract 11 by +/-2.5 acres per creation of Tract 9B as a Residential Tract (outside of Town

	Center & Mixed Use). Tract 11 would be reduced to +/-12.5 ac.
(4) School Site Acreage is +/-15 acres.	(4) Amend Land Use Schedule for School decreasing the acreage by +/-2.5 ac. Modify the Site Plan to reflect the change.
(5) Conditions of approval reference Tracts 9 and 11.	(5) Amend the conditions of approval to also reference proposed new Tracts 9A and 9B.
(6) Condition 16 regarding conveyance of land for an elementary and/or middle school no later than January 1, 2017.	(6) Amend Condition (previously #16) related to school site dedication as the condition has been satisfied.
(7) There are currently no specific conditions governing access for proposed Tract 9A or existing Tract 10.	(7) Applicant proposes right in/right out access to Covington Garden Drive as well as an additional proposed optional access to Paseo al Mar Blvd., which shall be restricted to right in/right out access for Tracts 9A and Tract 10.
(8) No specific trip generation limits for Tract 9A.	(8) Proposal to add a cumulative trip generation adding an inbound a.m. / p.m. peak hour for new Tract 9A at an amount less the number of gross inbound peak trips generated by development within Tract 10 designated as "Proposed Reclaimed Water Tank(s)/School".

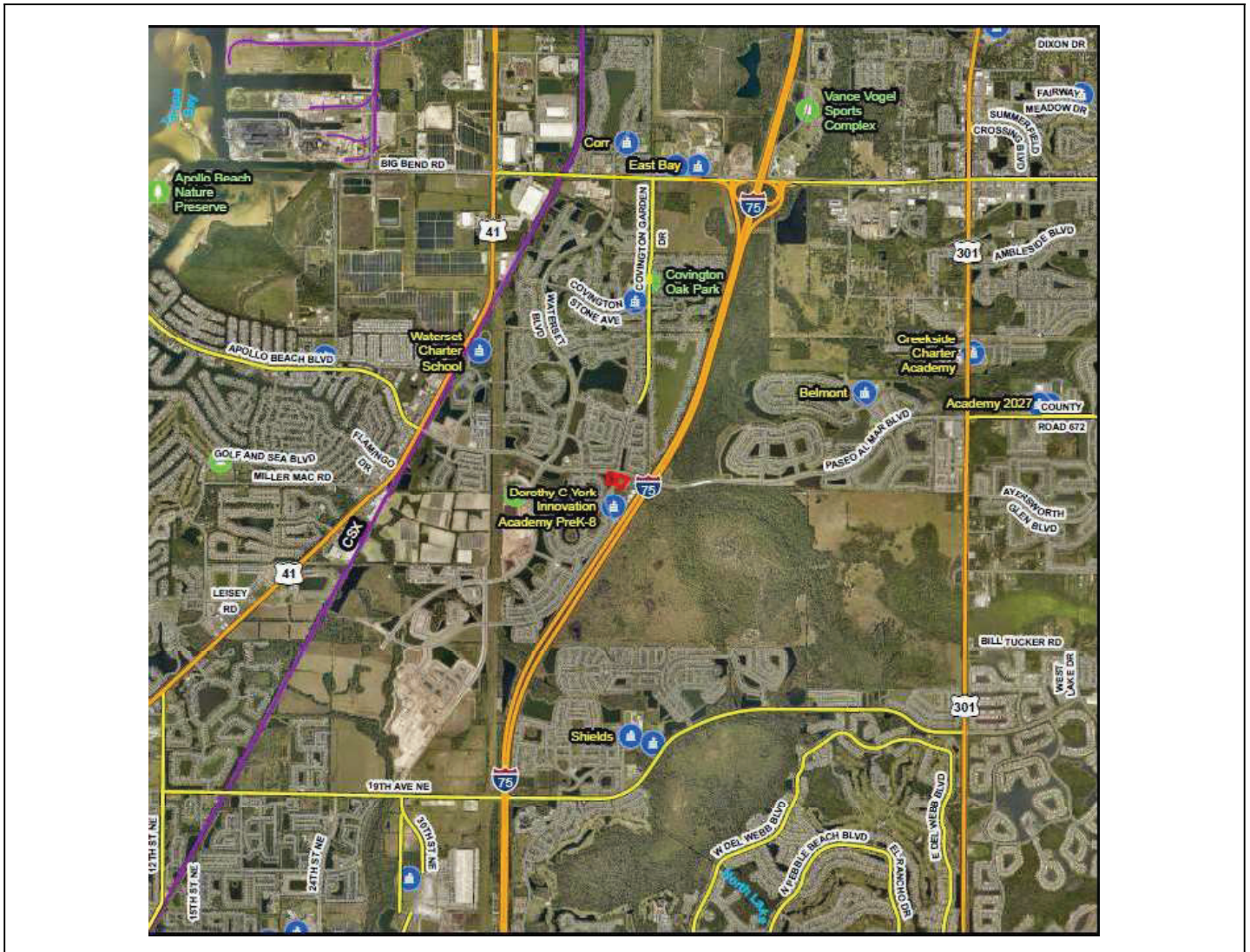
Additional Information:

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

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

2.1 Vicinity Map



Context of Surrounding Area

The Planned Development is located on the south side of Paseo Al Mar Boulevard on the southwest and southeast of Covington Garden Drive.

The immediate area surrounding the property is a mix of uses, with the subject site surrounded by other properties located within the Waterset Planned Development. Southeast of the subject sites is a recently constructed school adjacent to Interstate 75. Further southwest, northwest, and northeast of the subject site is residentially developed. Approximately 700 feet to the east is Interstate 75 right-of-way.

2.0 LAND USE MAP SET AND SUMMARY DATA

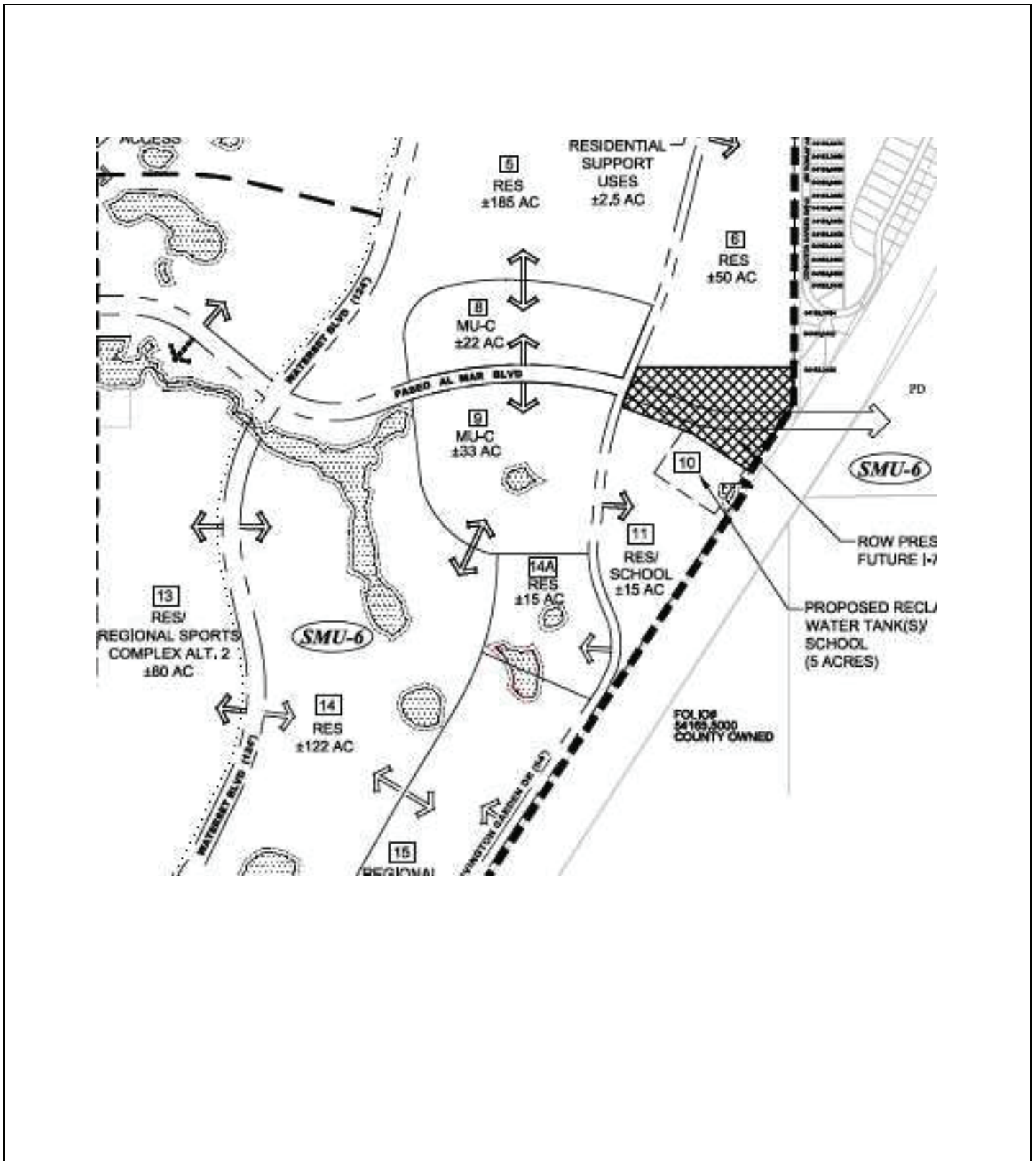
2.2 Immediate Area Map



Adjacent Zonings and Uses					
Location:	Zoning:	Future Land Use:	Density/F.A.R.	Permitted Use:	Existing Use:
North	PD 14-0815	SMU-6	FAR: 0.23 4,019 SF Units 250 Attached Res. (Immediate North)	Residential	Residential
South	PD 14-0815	SMU-6	FAR: 0.23 Immediate south: 120 Residential Units	Commercial/Retail, Residential: SF attached and detached	Residential
East/South Southeast	PD 14-0815	SMU-6	Min. Lot Size: 4,000 sf Single family	Residential / School	Hillsborough County Public School, Reclaimed Water Tank(s) and Vacant
West	PD 14-0815	SMU-6	FAR: 0.23 4,019 SF Units 250 Attached Res. (Immediate West)	Commercial/Retail, Residential: SF attached and detached	Residential

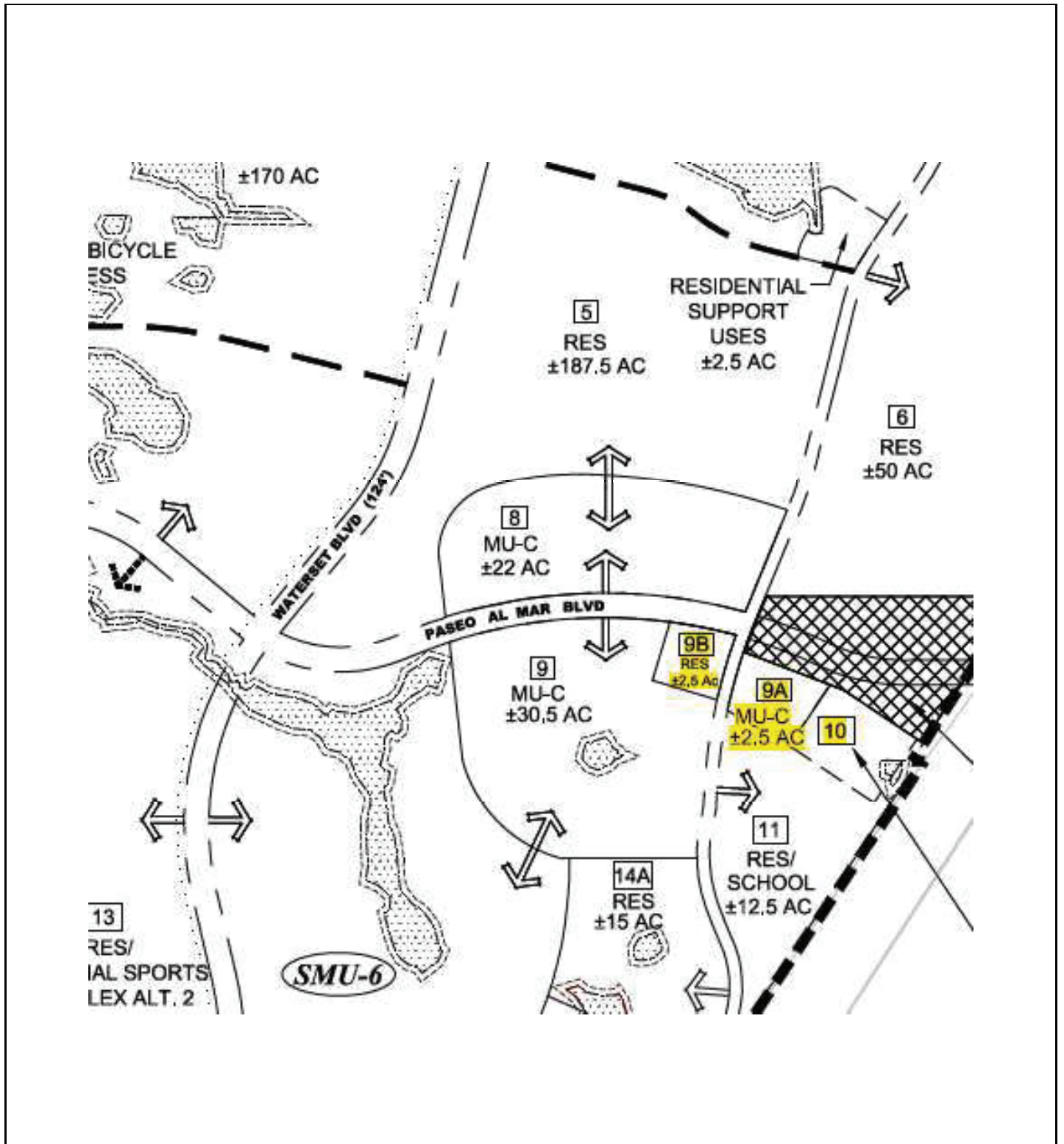
2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Existing Site Plan (Partial)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan



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

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
Covington Garden Dr.	County Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for Roadway Only)	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Paseo al Mar Blvd.	County Collector - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Tract 9A and 10 Only) Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	116	16	16
Proposed	2,460	251	250
Difference (+/-)	(+) 2,460	(+) 251	(+) 250

*Staff notes that the overall PD's maximum trip generation potential will not change as a result of this PRS.

Connectivity and Cross Access (Tract 9A and 10 Only) Not applicable for this request

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

Notes:

Design Exception/Administrative Variance Not applicable for this request

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

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY	OBJECTIONS	CONDITIONS REQUESTED	ADDITIONAL INFORMATION/COMMENTS
Environmental:			
Environmental Protection Commission	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See EPC Agency Review Comment Sheet.
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: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Other: _____			
Public Facilities:			
Transportation <input type="checkbox"/> Design Exception Requested <input type="checkbox"/> Off-site Improvements Required	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Transportation "Agency Review Comment Sheet" report.
Utilities Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Water Resource Services Comment Sheet Water & Wastewater.
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees No comments.			
Comprehensive Plan:			
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> 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 and corresponding Waterset DRI #266 subject to this request is generally located on the south side of Paseo Al Mar Boulevard on the southwest and southeast of Covington Garden Drive. The applicant seeks to modify PD 14-0815, which was most recently amended by PRS 20-0004 which realigned certain roadways within the development. When the original PD 14-0815 was approved, it was as a combination/modification to five previously approved PDs (04-1723, 06-1680, 11-0027, 11-0028, and 11-0568) aligning with the Waterset DRI #266 boundaries.

The applicant essentially proposes a one-for-one swap of MU-C entitlements for RES entitlements between newly created Tracts 9A and 9B. The applicant's intent is to make this a neutral exchange pursuant to entitlements purposes. Tract 11 currently permits SCHOOL or RES and the school is already dedicated and constructed. In the +/-2.5-acre north portion of Tract 11, the applicant proposes Tract 9A, which is essentially designated RES as the school construction has been completed along with associated athletic fields. The school tract #11 will be simultaneously reduced to reflect the change. Concurrently, the applicant proposed to shift the RES entitlements from the area of 9A to 9B and shift the MU-C entitlements from the area of 9B to 9A. Tract 9 will also be simultaneously reduced per the new removal of the 2.5 acres for the creation of Tract 9B. The applicant's requests do not modify the overall acreage of land development pockets which could accommodate residential development, nor does it expand the acreage designated to Mixed-Use Central (MU-C) tract.

The applicant states, in part, *"proposed Tract 9A is compatible with the school use as it is separated from the school by a drive that will be shared with the County Reclaimed Water facility. In addition, Tract 9A is located on the boundary of the school that has been fenced for an athletic field. The size of parcel and access limits the intensity of non-residential uses that may be developed further mitigating any perceived compatibility concerns. Parcel 9A is compatible with the school and county Public Works uses"*. Staff concurs with the applicant that the proposed Tract 9A should not impact the surrounding development, especially given the property proposed for the MU-C uses is constrained per its +/-2.5-acre size. Proposed Tract 9B is already abutting residentially developed property, therefore, staff has no related compatibility concerns.

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**.

Prior to Site Plan Certification:

- The developer shall revise the PD site plan to modify the Land Use Schedule to add a foot note below which applies to the Mixed Use – Central area. The footnote shall state “Tract 9A uses are further restricted pursuant to a transportation trip cap – see conditions of approval.”
- The applicant shall remove the highlight on Tract 10.

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 11, 2024.

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

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

2.1 The area on the certified general site plan identified as Tract 12A cannot be used toward calculating density and/or intensity (FAR) within the Planned Development. Available entitlements under the Comprehensive Plan for this parcel are reserved for the adjacent Planned Development (PD 03-1417). Tract 12A has been removed from the adjacent PD through PRS 14-1076 with the entitlements for Tract 12A remaining in the adjacent PD (PD 03-1417.); and,

2.2 Notwithstanding anything on the PD site plan or herein these conditions to the contrary, the maximum amount of development within the area designed on the certified general site plan as Tract 9A shall be limited by certain restrictions placed on the allowable uses and the cumulative trip generation of all existing and proposed uses within Tract 9A, as further detailed below. This condition has the effect that, depending upon the amount and type of uses ultimately developed within the PD, the maximum entitlements described above may not be constructible. Each of the following shall apply:

a. Access to Covington Garden Dr. serving Tracts 9A and 10 shall be required. Such access shall be restricted to right-in/right-out movements only, and the developer shall construct a raised concrete separator concurrent with the initial increment of development within Tract 9A. Access

- to Paseo al Mar Blvd. serving Tracts 9A and 10 shall be optional. Only right-in/right-out access to Paseo al Mar Blvd. shall be permitted. If there is access only to Covington Garden Dr., then the maximum development potential within Tract 9A shall be significantly less, as governed by the trip cap thresholds which apply separate to each access as further described below. Additionally, in the event optional Paseo al Mar Blvd. access is constructed:
- i. the internal layout/configuration of the internal drive aisles within Tract 9A shall be subject to review and approval of Hillsborough County Public Utilities at the time of plat/site/construction plan review; and,
 - ii. concurrent with plat/site/construction plan approval, the property owner shall dedicate and convey an ingress/egress easement to Hillsborough County, such that Tract 10 can be accessed through the optional driveway connection within Tract 9A.
- b. The cumulative gross trip generation of all uses within Tract 9A shall not exceed the following thresholds at the required Tract 9A Covington Garden Dr. access:
- i. an inbound a.m. peak hour amount equal to 50 gross inbound a.m. peak hour trips less the number of gross inbound a.m. peak hour trips generated by development within Tract 10; and,
 - ii. an inbound p.m. peak hour amount equal to 50 gross inbound p.m. peak hour trips less the number of gross inbound p.m. peak hour trips generated by development within Tract 10.
- c. The cumulative gross trip generation of all uses within Tract 9A shall not exceed the following thresholds at the optional Tract 9A Paseo al Mar Blvd. access:
- i. an inbound a.m. peak hour amount equal to 80 gross inbound a.m. peak hour trips less the number of gross inbound a.m. peak hour trips generated by development within Tract 10; and,
 - ii. an inbound p.m. peak hour amount equal to 80 gross inbound p.m. peak hour trips less the number of gross inbound p.m. peak hour trips generated by development within Tract 10.
- d. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on the site. The list shall contain data including gross floor area, type of use, date the use was approved by Hillsborough County, references to the site/subdivision Project Identification (PI) number (or if no PI number exists, a copy of the permit or other official reference number), calculations detailing the individual increment and cumulative project gross trip generation impacts, and source for the data used to develop such estimates.
- e. In calculating the trip generation impacts of existing and proposed development, sole authority to determine the appropriateness of certain ITE land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE Trip Generation Manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine appropriate trip generation rates for proposes of calculating whether proposed entitlements exceed the trip cap. Given the wide range of potential uses, and since the transportation analysis submitted for purposes of the zoning does not necessarily represent a worst-case scenario of potential trip generation impacts for any individual use or group of uses, the utilization of certain land use codes within the zoning level analysis shall have no bearing on the appropriateness of the codes ultimately chosen to study project impacts, including whether uses can ultimately be authorized consistent with the above trip cap.

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

Single-Family Design Standards

Development Type:	Single-Family Detached Standard Lot	Single-Family Detached Slim Lot ^(e)	Single-Family Detached with Alley Access	Single-Family Detached Cluster Home ^(f)
Standards:				
Minimum Lot Size ^(a)	4,000 sf	2,800 sf	3,200 sf	2,500 sf
Minimum Lot Width	40 ft	28 ft 33 ft on corner lots	30 ft	20 ft
Minimum Front Yard ^(b)	10 ft ^(b)	10 ft ^(b)	10 ft ^(b)	5 ft ^(g)
Minimum Side Yard ^(c)	0 ft ^(c)	0 ft ^(c)	0 ft ^(c)	5 ft ^(g)
Minimum Rear Yard ^(d)	15 ft ^(d)	15 ft ^(d)	15 ft ^(d)	5 ft ^(g)

Maximum Lot Coverage	50%	70%	70%	80% (f)
Maximum Height	45 ft	45 ft	45 ft	45 ft

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

Duplex and Townhouses Design Standards

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

- (a) Front loaded garages shall be setback a minimum of 20-feet from the right-of-way.
- (b) Minimum building separation is 10 feet. An attached porte cochere may utilize a 3 foot side yard setback; when the side yard setback is less than 7.5 feet or building separation is less than 15-feet, roof gutters must be installed on that side of the structure.
- (c) An attached garage may utilize a 3-foot rear yard setback. If accessed by an alley, garages shall be setback either 5 ft, 11 ft or 20 ft or greater, from the edge of the alley pavement.
- (d) Cluster homes shall be comprised of single-family detached units, duplex units or a combination of both, with a shared drive aisle and vehicular courtyard; the shared drive aisle does not count towards lot area; The parking ratio shall be 3-spaces per unit. A minimum of two parking spaces per unit shall be provided on-site. Remaining required parking spaces may be provided through on-street parking or in a common parking area, or in a combination of both. Common parking areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.
- (e) Minimum 10 ft setback required from street right-of-way; Garages may be attached or a min. 10 ft between garages is required; Vehicular Courtyard shall have a min. width between garages of 25 ft.

6. Permitted uses for Multi-family shall be those uses permitted in the Residential Multi-family Conventional (RMC-20) District and shall conform to the standards of that district. Maximum density

shall be 20 units per gross acre. Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, day care, schools and churches or other religious institutions.

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

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

Standards:

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

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

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

12.1 Facades shall be parallel to straight frontage lines and the chord of curved or broken frontage lines.

12.2 Not less than 40 percent of the total surface area of the first floor front elevation shall be in public entrances and windows. Windows utilized to meet this requirement shall be transparent.

12.3 All street-level retail uses with sidewalk frontage shall have an individual entrance with direct access to the sidewalk, regardless of any other access which may be provided.

12.4 Buildings shall be articulated so that facades which face public streets and exceed 50 feet in horizontal length shall include vertical piers, columns, colonnades or other vertical visual elements to break the plane of the facade. Such vertical visual elements shall be spaced 15 feet to 35 feet apart along the facade.

12.5 Galleries and arcades may be constructed over sidewalks in the public right-of-way provided an easement agreement is approved by and dedicated to Hillsborough County to guarantee public use of the sidewalks. In such cases, the distance from the storefront to the inside face of the support columns shall be a minimum of eight feet, and the distance from the outside face of the support columns to the inside edge of the street curb shall be no less than 36 inches.

12.6 Drive-through window services and queuing lanes for such services may not be located between the front facade of the building and the main street, and must be designed so as to have minimal impact on pedestrian traffic along the main street.

13. The Retail/Office tract (Tract 25) shall be developed with the following uses:

13.1 Commercial General Uses (CG) in accordance with CG district standards. However the following CG zoning uses shall be prohibited: Radio and Television Transmitting facilities; Lawn Care/Landscaping; Lumber/Other Building Materials; Minor Motor Vehicle Repairs; Motor Vehicle Sales, Rentals, and Auctions (All Types); Recreational Vehicle Sales and Rentals;

Private Pleasure Craft Sales and Rentals; Rental Leasing, Light Equipment and Farm Equipment; Wholesale Distribution; Labor Pools (All Types); Mini-warehouses.

- 13.2 Business Professional Office (BPO) uses shall be in accordance with BPO district standards. To insure mixed use, a minimum of 15% of the total tract square footage of development shall be devoted to office uses.
14. Wireless communication facilities, subject to Section 06.11.29 of the Land Development Code, shall be permitted in the Mixed Use North, Mixed Use Central and Mixed Use South tracts (Tracts 2, 8, 9, 9A and 24) the Town Center tract (Tract 7) and the Retail/Office tract (Tract 25). All wireless communication structures shall be camouflaged.
15. Park, recreational and school uses shall be allowed on all Tracts. The School sites may be co-located with the Parks subject to the execution of a co-location agreement between the Hillsborough County School Board and the Hillsborough County Parks and Recreation Department, the acreage in Tracts 11 and 18 designated for schools, parks and recreation facilities may be modified as provided for in said agreement. Should Hillsborough County Parks Department or Hillsborough County School Board determine any of the sites are not required the use permitted shall be residential.
16. Upon request of the School Board, the Developer shall dedicate and convey at no cost to the Hillsborough County School Board, upland land of a total of 40 acres that is acceptable to the Hillsborough County School Board to accommodate up to 2,300 student stations at the elementary and/or middle school level. The Developer shall convey this acreage upon request by the School Board. The property shall be conveyed within six (6) months of the date of the request, but not conveyed prior to June 1, 2016, unless otherwise agreed upon by the Developer and the Hillsborough County School District. The Developer shall construct the roads shown on the General Site Plan that provides access to the school sites. This road will be constructed and conveyed to the appropriate governmental entity no later than January 1, 2017, unless otherwise agreed upon by the Developer and the Hillsborough County School District. Prior to any such conveyance, the Developer shall provide for construction vehicle access, as may be necessary by the Hillsborough County School District. If the school site(s) is not accepted by the Hillsborough County School Board, the site(s) may be used for single-family or multifamily residential development only so long as the total number of dwelling units does not exceed the number of units allowed. [THIS CONDITION HAS BEEN SATISFIED.]
- ~~167.~~ There shall be a minimum of twenty-seven (27) acres of community and neighborhood park/recreation areas provided, which acreage shall include mini-parks and the trail (South Coast Greenway) corridor, throughout the project. Said parks shall be connected to all dwelling units by a system of sidewalks and crosswalks and shall be plainly visible from subdivision streets to promote user safety. They shall be distributed throughout the subdivision so the dwelling units within the subdivision are located within 1,320 feet of a park as measured in a straight line, and pedestrian access from those lots to the park is not precluded by natural or man-made barriers. The total amount may be distributed into a single area or multiple areas as necessary to provide the required placement. Said parks shall be owned and maintained by a homeowner's association, community development district, or other similar entity.
- ~~178.~~ An 80-acre park for a regional sports complex shall be located either in Tract 12, Tract 13, or Tract 15.
- ~~189.~~ The Developer shall: (a) include the school sites and the park sites in its Master Drainage Plan so as to enable the County and the School District to avoid the expense of providing on-site stormwater retention

and, (b) shall provide the infrastructure for both potable water and central sewer service in conjunction with the construction of the road that will provide access to the sites.

- ~~1920.~~ Tract 10 is proposed for Hillsborough County Reclaimed Water Tank(s). If the 5-acre site is not accepted by Hillsborough County, the site may be used for a school site or for single-family residential development only so long as the total number of dwelling units does not exceed the number of units allowed.
- ~~204.~~ A community Fire Station shall be included within the development to be located on the east side of Waterset Boulevard (24th Street) and within one (1) mile north of 19th Avenue NW. It shall be a minimum of 1.2 acres in size or a site sufficient to accommodate the construction of a 10,000 s.f. one-story fire station facility. This acreage and/or site, shall be sufficient to provide for all related site requirements and/or improvements (e.g. parking, circular drive, ingress and egress driveways) as determined by Hillsborough County. The Developer shall provide stormwater facilities off-site, within the master stormwater system or onsite within an expanded site boundary, as agreed upon by the Hillsborough County Fire Rescue Department. The site shall be located to have direct egress on to a collector or arterial roadway. The Developer shall dedicate and convey this site to the County at no cost to the County. Prior to preliminary site plan or preliminary plat approval within any of the above mentioned area, the developer shall coordinate with the Hillsborough County Fire Rescue office to determine the specific location and size during the site plan review phase. Within 90-days of a request by Hillsborough County Fire Rescue Department, the developer shall dedicate and convey the property.
- ~~212.~~ Recreational enhancements to the Lake in Tract 5 may be permitted and may include, but not be limited to, such uses as boardwalks, docks, recreational buildings, and beach improvements. Any improvements shall be subject to approval by the Environmental Protection Commission and other agencies having regulatory jurisdiction. Said recreational enhancements shall be owned and maintained by a homeowner's association, community development district, or other similar entity.
- ~~223.~~ Existing agricultural uses may continue to operate at no greater intensity than at present and shall be considered conforming uses until such time as they are developed as residential. No agricultural activities shall be initiated on land not previously under such uses. Silvicultural activities shall be limited solely to upland areas and shall not be conducted within 30 feet of the EPC wetland line.
- ~~234.~~ Within the Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7) tracts, on-street parking can be credited towards the required number of spaces. Parking may be permitted on another lot in conformance with Hillsborough County code Section 6.05.02(D).
- ~~245.~~ A trail (South Coast Greenway) will be provided along Waterset Boulevard and 30" Street, as shown on the General Site Plan. The trail shall be a minimum of 30 feet in width on average, shall include a continuous 12-foot wide paved trail meeting County paved trail standards, or alternative standards as approved by the Hillsborough County Parks, Recreation and Conservation Department, Greenways Program. The trail may deviate away from Waterset Boulevard and 30" Street, but shall be located adjacent to the Waterset Boulevard right-of-way at the northern boundary of the project and shall be located adjacent to the 30" Street right-of-way at the southern boundary of the project. The trail may contain design features such as benches, walkways, gazebos, kiosks, and recreational amenities.

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

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

256. A minimum 8-foot wide sidewalk shall be provided which connects the South Coast Greenway to the 80-acre Regional Sports Complex.
267. Residential tracts abutting Waterset Boulevard shall have a 24-foot buffer from the road right-of-way.
278. If multi-family or single-family attached residential units are proposed along the northern property line of Tract 16 or along the southern property line of Tract 21, a minimum 30- foot setback shall be required to the principal structure(s) from the perimeter property line.
289. For residential uses on Tracts adjacent to I-75 or the C. S .X Railroad, buffering shall be provided in accordance with Section 6.06.00.06.C.6., Areas of Excessive Traffic or Noise.
2930. Lots may have access via a shared driveway. The width of the shared driveway shall be the same as a standard driveway. Access via alleyways and shared parallel driveways to the roadways shall be encouraged and permitted, given they meet applicable County standards. The Developer may also propose additional context sensitive and livable roadway design alternatives for review and acceptance by County transportation staff.
304. The internal access points depicted on the General Site Plan are conceptual. Any modification to the location and number of access points shall be reviewed by Hillsborough County during the construction plan review phase. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department. Final design, if approved by Hillsborough County Development Services Department may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.
312. Prior to Site Plan Approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. Turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where any turn lane is provided. The Developer shall construct the turn lanes at his expense.
323. Turn lane improvements as shown in the following table will be provided at time of construction of adjacent project access roads and Traffic Signals will be provided when warranted; Annually, the Developer shall complete an evaluation with FDOT and Hillsborough County, as appropriate, to

determine whether a warrant study is required for the signalization of the roadway intersections identified. Should it be determined that a warrant study is required, the Developer shall provide same in the annual report. Furthermore, if a traffic signal is warranted, and the results are approved by Hillsborough County, then the developer shall submit 100% signal design plans to Hillsborough County within 180 days of Hillsborough County approval. Construction of the traffic signal shall commence within 120 days of approval of the final signal plans by Hillsborough County. If Hillsborough County elects to conduct a traffic signal warrant and finds that a signal is warranted, then the developer shall comply with the timing schedule described above.

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

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

389. The Developer shall dedicate and convey to Hillsborough County a minimum of 124 feet of right-of-way for Waterset Blvd. The right-of-way shall extend from Big Bend Rd to the development's southern property boundary.
3940. The Developer shall dedicate and convey a minimum of 64 feet of right-of-way for Covington Garden Dr., in the location generally shown on General Site Plan. The right-of-way extend from Big Bend Rd. to Waterset Blvd.
4041. The Developer shall construct two (2) lanes of the north-south arterial (Waterset Boulevard) from the northern property boundary to the southern property boundary. The roadway shall be designed as a two (2) lane divided roadway expandable to four (4) lanes within the median. The roadway shall include bicycle lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with tum lanes. The roadway shall be designed to meet all Hillsborough County standards.

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

412. The Developer shall construct two (2) lanes of the east-west collector (Road A) from Waterset Blvd. to the western property boundary. The design of the roadway shall include the northernmost or southernmost two (2) lanes and shall be expandable to a four (4) lane divided roadway, and include bicycle lanes, and sidewalks. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards.

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

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

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

434. The Developer shall construct Apollo Beach Boulevard extension roadway as depicted on the General Site Plan. The roadway shall be designed as a four (4) lane divided roadway from US 41 and to the eastern property line of Tract 6. From US 41 to the eastern property line of Tract 6, the Developer shall dedicate and convey a total of 124 feet of right-of-way and construct four (4) lanes of a four lane roadway. The connections shall be designed and constructed to provide for a consistent roadway cross-section in accordance with Hillsborough County Roadway Design Standards. The roadway shall include bike lanes and sidewalks along the entire portion of the roadway, with one (1) of the sidewalks being constructed as a minimum 8-foot sidewalk on one (1) side of Apollo Beach Boulevard. This sidewalk shall be permitted to taper to a width of 5-feet at approach to the I-75 flyover if necessary to conform to

the final bridge designs approved by the Public Works Department. There will be no traffic calming devices -such as speed bumps, speed tables or chicanes - installed on the roadway.

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

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

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

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

Option 2 - In the event the County elects not to fund the completion of the design and permitting of the Flyover Bridge, then the Developer shall (at the time of Final Plat approval of property within 600 feet of the southernmost property boundary of Tract 6, but in no event earlier than May 31, 2015 and in no event later than December 31, 2023), dedicate and convey sufficient right-of-way, of a width not less than 124 feet and in a location mutually agreeable to the Hillsborough County and the Developer, necessary to accommodate the I-75 Flyover Bridge. This dedication and conveyance shall also include land sufficient to accommodate drainage for the I-75 Flyover Bridge. The County shall be responsible for constructing the remaining 4-lane extension from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs described herein these zoning

conditions. The Developer shall be required to dedicate and convey land necessary for the completion of the remaining 4-lane extension of the Apollo Beach Boulevard Extension from Covington Garden Drive to any future I-75 Flyover Bridge approach.

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

- ~~4950.~~ Houses fronting the collector roadways shall be permitted, if access is provided via alleyways parallel to the roadway given they meet applicable County standards. The Developer may also propose additional context sensitive and livable roadway design alternatives for review and acceptance by County transportation staff. TND street typical sections from the Hillsborough County Transportation Technical Manual may be used as an option.
- ~~5051.~~ The Developer shall construct the Regional Roadway Improvements as required in the Waterset Development of Regional Impact Development Order conditions. The Big Bend Road traffic analysis shall be started no later than January 31, 2015. The Apollo Beach and US 41 Intersection shall be completed no later than December 31, 2016, unless the process of obtaining necessary CSX approval makes it impossible for the Developer to meet this deadline, in which case the deadline shall be extended to a date mutually acceptable to the Developer and Hillsborough County. Contributions related to the I-75 Flyover Bridge shall proceed in accordance with the terms and conditions set forth in the Development Order.
- ~~5152.~~ The Developer shall install traffic signals, when warranted and approved by Hillsborough County, at the intersections of the major north/south collector roadways. Prior to Construction Plan Approval, the Developer shall submit a Traffic Signal Warrant Study to determine when the traffic signal is warranted. Once warrants are established, the Developer shall submit preliminary design plans for the signal concurrent with the design plans for the intersection. The Developer shall be responsible for the cost of the design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department.
- ~~523.~~ The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. Except as otherwise required herein these conditions, the sidewalks shall be a minimum width of five (5) feet and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act. The trail (South Coast Greenway) described in Condition 25 may be provided in lieu of a 5-foot sidewalk along the side of a roadway to which the trail is adjacent.
- ~~534.~~ Transit Amenities. The Developer shall provide two bus bays with shelters and associated amenities at the bus stops and associated roadway improvements along 19" Avenue, to be generally located between 24" and 30" Streets and 30" and the eastern property line respectively. The Developer shall also provide ADA sidewalks and connections from the internal development with direct access to the transit improvements.
- ~~545.~~ The Developer shall cooperate with HART in the future placement of bus stops and related facilities along the major corridors through the project including providing notice to the Community Development

District and the Home Owners Associations(s) of the planned future placement of these facilities within the community.

556. The Developer shall coordinate with HART, Tampa Electric Company (TECO) and Hillsborough County to locate a Park & Ride/Trail Head facility along Waterset Boulevard at the TECO right-of-way crossing between either Tracts 13 and 16 or Tracts 14 and 17. The Park & Ride location shall accommodate buses, bicycles, vanpools and carpools.
567. The Developer shall coordinate with HART and Tampa Bay Area Regional Transportation Authority (TBARTA) to promote multi-modal alternatives by distributing ridesharing information to be provided by HART and TBARTA to the project residents and employees.
578. The Developer shall provide documentation, satisfactory to Hillsborough County, depicting all flood zones for the development, and the potential areas of wave action for category B, C, D, and E evacuations, prior to or concurrent with construction plans or building plans submitted for approval.
589. Project signs shall be limited to building signs and monument signs. All monument signs shall be a maximum of 15 feet in height and shall be constructed of materials similar to the buildings they serve and comply with all Land Development Code sign regulations. Billboards shall be prohibited.
5960. Approval of this application does not ensure that water will be available at the time when the applicant seeks approval to actually develop.
6061. The locations of trees that qualify as Grand Oaks must be identified on the submitted preliminary plan/plat as part of the Site Development/Subdivision Review process. Site design features to avoid the removal of these trees are to be displayed on the submitted preliminary plan.
6162. An evaluation of the property identified a number of significantly mature trees. The stature of these trees would warrant every effort to minimize their removal. The applicant is encouraged prior to submittal of preliminary plans through the Land Development Code's Site Development or Subdivision process to consult with staff of the Natural Resource Unit for design input addressing these trees.
6263. The developer shall provide a wildlife survey of any endangered, threatened, or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines. The survey information must be provided upon submittal of the preliminary plans through the site development/subdivision process.
6364. A Gopher tortoise burrow survey in accordance with the Florida Fish and Wildlife Conservation Commission (FFWCC) published wildlife methodology guidelines must be submitted. A discussion of any commensal species observed during this survey must be included. A copy of the survey and documentation indicating the method to be used for managing gopher tortoises and other potential listed species observed on-site must be provided to Natural Resource Review of the Planning and Growth Management Department upon submittal of all preliminary plats. Essential Wildlife Habitat as defined by the Hillsborough County Land Development Code must be addressed if applicable in consideration of the overall project boundaries.
6465. Southeastern American Kestrels have been observed utilizing portions of the project site's property. This species is listed as a species of special concern by FFWCC. Per the Hillsborough County Land Development Code, Article 4, Section 4.01.10, when a listed species essential habitat is documented, on-

site protection of that habitat is required. Type (I) and (II) forage classifications for the kestrel are documented on-site. In accordance with the guidelines in the Stys (1993) technical report, this property is biologically significant for kestrels and qualifies as essential wildlife habitat. Preservation criteria should be provided in accordance with the Land Development Code Article 4, 4.01.12 and the guidelines listed in the Stys (1993) report. Documentation indicating the proposed method to resolve the kestrel habitat protection requirement must be submitted and approved by Natural Resource Review of the Development Services Department prior to preliminary site plan approval.

6566. Approval of the zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval. The construction and location of any proposed wetland crossing for internal roadways and adjacent development road connection alignments shall be reviewed by EPC pursuant to Chapter 1-11, Wetlands, Rules of the EPC, to determine whether such crossing and alignments are necessary to accomplish reasonable use of the subject property. Prior to the issuance of any building or land alteration permits or other development, the wetlands must be field delineated in its entirety by EPC staff and the wetland line surveyed. The survey must then be submitted to EPC staff for approval. After survey approval, the wetland line must appear on all site plans and must be labeled as "EPC Wetland Line." The wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code.
667. Construction of this site must meet the criteria of the Stormwater Technical Manual in effect at the time of Construction Plan submittal
678. The site is located within a sub-basin of the Bullfrog Creek Watershed and is defined as having a peak-sensitive basin flow capacity (discharge limited to 2.33 year, 24-hour pre-developed peak rate), if there is a positive outfall.
6869. If there are stormwater drainage complaints more stringent discharge rates may be imposed. This area does on appear on the Department of Public Works list of "redlined areas."
6970. All areas which convey or store stormwater will have an associated 100-year floodplain due to stormwater runoff and flows, including those conveyance and storage facilities in storm surge areas. The Engineer-of-Record shall be responsible for determining the on-site 100-year floodplain elevations if not determined by a FEMA study. No development (structures or fill) shall be allowed in any 100-year frequency non-tidal floodplain unless provisions are made to compensate for the reduction in storage volume due to the proposed development.
7071. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.
7172. The technical manuals are designed to limit impacts due to new development to adjacent properties but contain criteria that may be exceeded by conditions beyond Hillsborough County control.
7273. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

7374. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
7475. Prior to approval by the Hillsborough County Board of County Commissioners at the scheduled Land Use Meeting, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above, the Land Development Code (LDC) and/or the recommendations of the Land Use Hearing Officer. The revised general site plan shall be certified upon approval of the petition at the scheduled Board of County Commissioners Land Use Meeting. Prior to petition approval and certification, if it is determined the certified plan does not accurately reflect the conditions of approval, the requirements of the LDC and/or the recommendations of the Land Use Hearing Officer, as may be modified at the Board of County Commissioners Land Use Meeting, said plan will be deemed invalid and a revised General Development Plan shall be submitted for certification. Certification of the revised plan (and approval of the petition) shall occur at the next available Board of County Commissioners Land Use Meeting. The submittal deadline for the revised General Development Plan under all of the above scenarios shall be the deadline for the filing of Oral Argument.

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

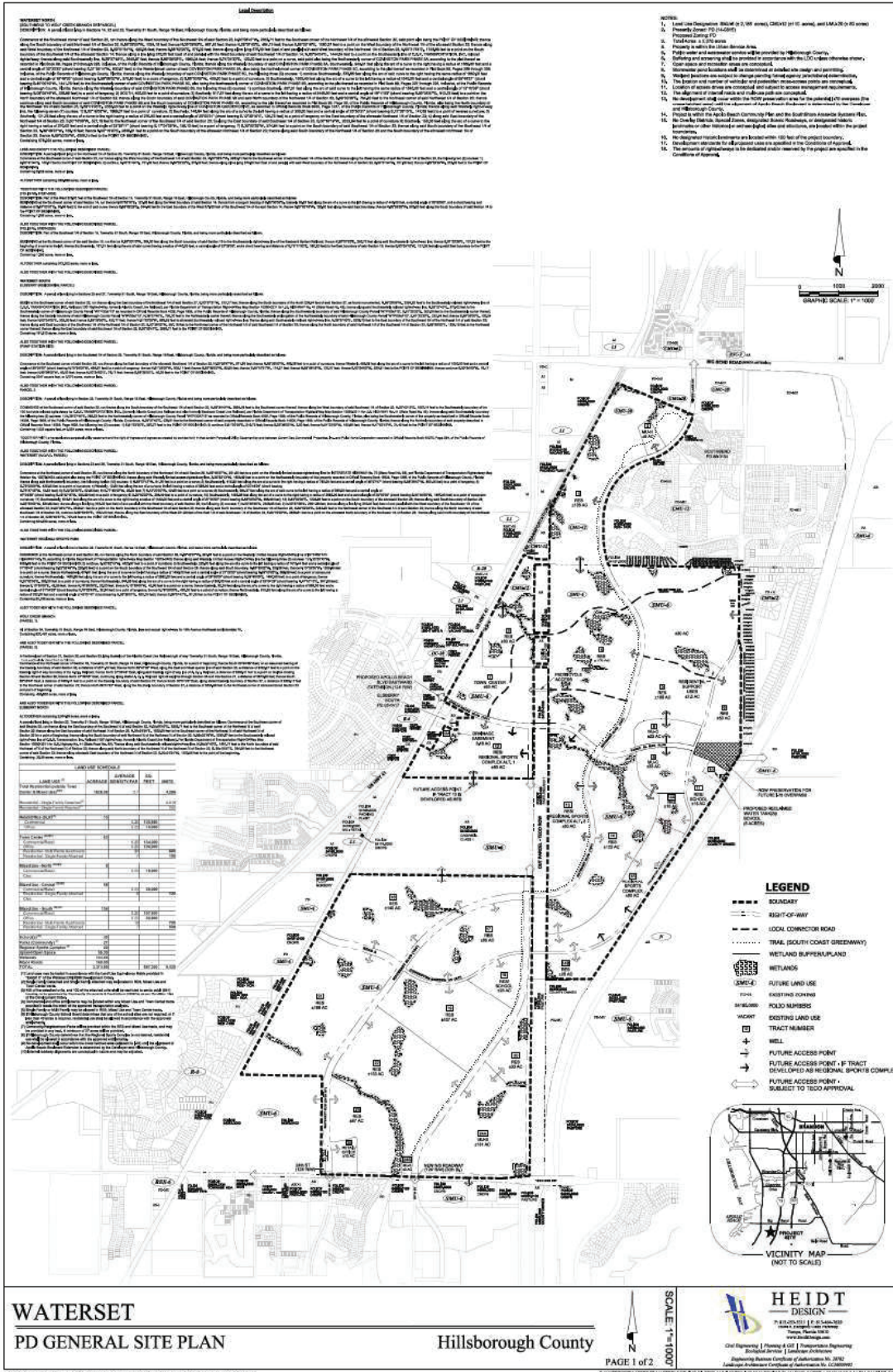
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are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

Zoning Administrator Sign Off:

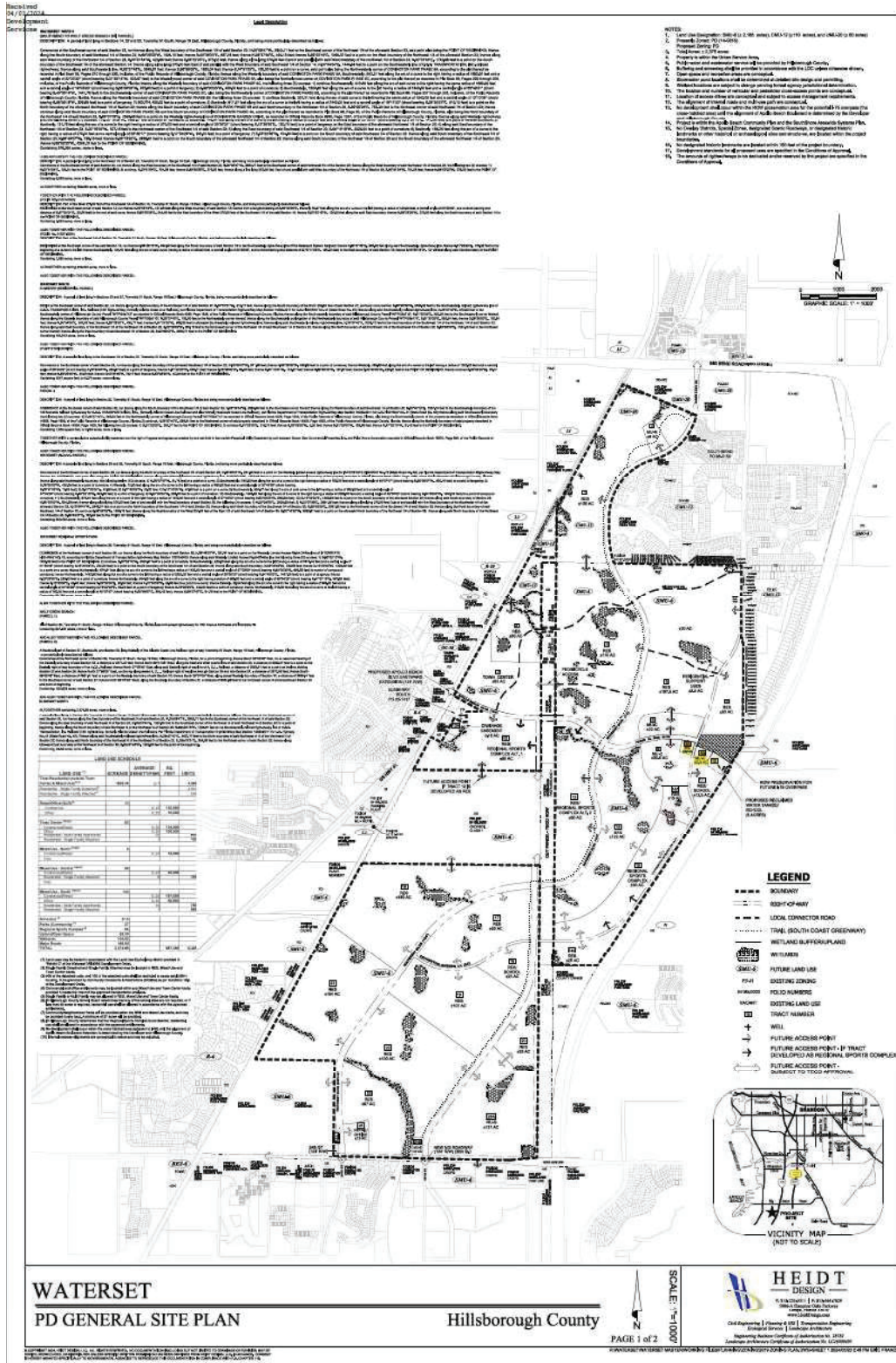
J. Brian Grady

7.0 ADDITIONAL INFORMATION

8.0 Site Plans (Full)
 8.1 Approved Site Plan (Full)



8.0 Site Plan
 8.2 Proposed Site Plan (Full) –



8.0 FULL TRANSPORTATION REPORT

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 6/19/2024

Revised: 6/27/2024

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

PLANNING AREA/SECTOR: APB/ South

PETITION NO: PRS 24-0633

- 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.

NEW AND REVISED CONDITIONS

Revised Conditions

2. The total number of residential units is 6,428, commercial use is 498,480 square feet, and office use is 198,900 square feet. Land Uses may be modified based on the approved Land Use Equivalency Matrix in accordance with the DRI #266 Development Order. As shown in the following table, in order to preserve the multi-use nature of this development, land use exchanges will be limited so that the following minimums and maximums (30%) for each land use will be observed:

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

Additionally:

2.1 The area on the certified general site plan identified as Tract 12A cannot be used toward calculating density and/or intensity (FAR) within the Planned Development. Available entitlements under the Comprehensive Plan for this parcel are reserved for the adjacent Planned Development (PD 03-1417). Tract 12A has been removed from the adjacent PD through PRS 14-1076 with the entitlements for Tract 12A remaining in the adjacent PD (PD 03-1417.); and.

2.2 Notwithstanding anything on the PD site plan or herein these conditions to the contrary, the maximum amount of development within the area designed on the certified general site plan as Tract 9A shall be limited by certain restrictions placed on the allowable uses and the cumulative trip generation of all existing and proposed uses within Tract 9A, as further detailed below. This condition has the effect that, depending upon the amount and type of uses ultimately developed within the PD, the maximum entitlements described above may not be constructible. Each of the following shall apply:

- a. Access to Covington Garden Dr. serving Tracts 9A and 10 shall be required. Such access shall be restricted to right-in/right-out movements only, and the developer shall

construct a raised concrete separator concurrent with the initial increment of development within Tract 9A. Access to Paseo al Mar Blvd. serving Tracts 9A and 10 shall be optional. Only right-in/right-out access to Paseo al Mar Blvd. shall be permitted. If there is access only to Covington Garden Dr., then the maximum development potential within Tract 9A shall be significantly less, as governed by the trip cap thresholds which apply separate to each access as further described below. Additionally, in the event optional Paseo al Mar. Blvd. access is constructed:

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

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

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to modify the Land Use Schedule to add a foot note below which applies to the Mixed Use – Central area. The footnote shall state “Tract 9A uses are further restricted pursuant to a transportation trip cap – see conditions of approval.”

SUMMARY OF REQUESTS, SITE ACCESS CONSIDERATIONS, AND CONCLUSIONS

The applicant is requesting a Minor Modification (PRS) to previously approved Planned Development (PD) 14-0815, as most recently amended via PRS 20-0004. PD 14-0815 was approved as a combination/modification to five previously approved PDs (04-1723, 06-1680, 11-0027, 11-0028, and 11-0568). The PD is also known as the Waterset Development of Regional Impact (#266), which was last modified via file DRI 20-0005.

The project is approved for the following entitlements as outlined in the zoning conditions of approval (1st image below), which are further restricted based on the land use schedule shown on the PD site plan. The applicant is proposing to:

- Reduce the size of Tract 11 from 15 ac. to 12.5 ac.;
- Split tract 9 three subareas, with Tract 9 (changing from 33 ac. to 30.5 ac.), and two new subtracts, labeled as 9A and 9B, each consisting of 2.5 ac.;
- Designate area 9B as a RES tract (i.e. Residential Tract outside of Town Center & Mixed Use);
- Designate area 9A as an MU-C tract;
- Seeks an optional right-in/right-out access to Paseo al Mar Blvd., which would be in addition to the

The total number of residential units is 6,428, commercial use is 498,480 square feet, and office use is 198,900 square feet. Land Uses may be modified based on the approved Land Use Equivalency Matrix in accordance with the DRI #266 Development Order. As shown in the following table, in order to preserve the multi-use nature of this development, land use exchanges will be limited so that the following minimums and maximums (30%) for each land use will be observed:

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

The area on the certified general site plan identified as Tract 12A cannot be used toward calculating density and/or intensity (FAR) within the Planned Development. Available entitlements under the Comprehensive Plan for this parcel are reserved for the adjacent Planned Development (PD 03-1417). Tract 12A has been removed from the adjacent PD through PRS 14-1076 with the entitlements for Tract 12A remaining in the adjacent PD (PD 03-1417.)

LAND USE SCHEDULE				
LAND USE ⁽¹⁾	ACREAGE	AVERAGE DENSITY/FAR	SQ. FEET	UNITS
Total Residential (outside Town Center & Mixed Use) ⁽²⁾⁽³⁾	1626.89	2.7		4,269
Residential - Single-Family Detached ⁽³⁾				4,019
Residential - Single-Family Attached ⁽³⁾				250
Retail/Office (SLR) ⁽⁴⁾	13			
Commercial		0.25	130,680	
Office		0.25	10,000	
Town Center ⁽⁵⁾⁽⁶⁾	63			
Commercial/Retail		0.25	134,000	
Office		0.25	100,000	
Residential - Multi-Family Apartments		20		600
Residential - Single-Family Attached		7		100
Mixed Use - North ⁽²⁾⁽⁴⁾⁽⁸⁾	8			
Commercial/Retail		0.23	16,000	
Civic				
Mixed Use - Central ⁽²⁾⁽⁴⁾⁽⁸⁾	55			
Commercial/Retail		0.23	20,000	
Residential - Single-Family Attached		6		120
Civic				
Mixed Use - South ⁽²⁾⁽⁴⁾⁽⁸⁾	134			
Commercial/Retail		0.25	197,800	
Office		0.25	88,900	
Residential - Multi-Family Apartments		19		750
Residential - Single-Family Attached		7		589
School(s) ⁽⁸⁾	40			
Parks (Community) ⁽⁷⁾	27			
Regional Sports Complex ⁽⁹⁾	80			
Upland/Open Space	55.30			
Wetlands	104.50			
Major Roads	168.00			
TOTAL	2,374.69		897,380	6,428

- (1) Land uses may be traded in accordance with the Land Use Equivalency Matrix provided in "Exhibit C" of the Waterset DRI #266 Development Order.
- (2) Single Family Detached and Single Family Attached may be located in RES, Mixed Use and Town Center tracts.
- (3) 400 of the detached units, and 100 of the attached units shall be restricted to senior adult (55+) housing, to be governed by Community Covenants & Restrictions (CC&Rs) as per Condition 19.b of the Development Order.
- (4) Commercial and office entitlements may be located within any Mixed Use and Town Center tracts provided it meets the intent of the approved transportation analysis.
- (5) Single Family or Multi Family may be allowed in RES, Mixed Use and Town Center tracts.
- (6) If Hillsborough County School Board determines that any of the school sites are not required, or if less than 40 acres is required, residential use shall be allowed in accordance with the approved entitlements.
- (7) Community/Neighborhood Parks will be provided within the RES and Mixed Use tracts, and may be provided in any tract. A minimum of 27 acres will be provided.
- (8) If Hillsborough County determines that the Regional Sports Complex is not desired, residential use shall be allowed in accordance with the approved entitlements.
- (9) No development shall occur within the cross hatched area (adjacent to I-75) until the alignment of Apollo Beach Boulevard Extension is determined by the Developer and Hillsborough County.
- (10) Internal roadway alignments are conceptual in nature and may be adjusted.

The above-described requests do not modify the overall acreage of land development pockets which could accommodate residential development, nor does it expand the acreage designated to Mixed-Use Central (MU-C) tract. While the change on its face appears neutral, staff has specific concerns relative to the newly created and designated area 9A. Tract 9A is a 2.5 ac. area that was previously approved for residential and school uses (but which the school district did not need and/or declined to purchase). Designation of this area as MU-C would expand the developer's ability to place trip intensive uses on the subject parcel. The master developer did not set aside sufficient right-of-way on Covington Garden Dr. to accommodate a northbound right turn lane into the driveway which serves the subject parcel. As such, no more than 50 inbound peak hour trips can be accommodated on this driveway in total before a turn lane is warranted pursuant to Sec. 6.04.04.D. of the Hillsborough County Land Development Code (LDC). The applicant is also proposing an optional access to Paseo al Mar Blvd., and has agreed to a restriction to the number of inbound trips serving that access, such that no turn lane would be triggered there (i.e. development within Tracts 9A and 10 must not generate more than 80 inbound peak hour trips at that access, if constructed). The trip cap condition is based on turn lane thresholds which differ for each roadway; however, the trip calculations of maximum development potential change within the Tract 9A area were based on assumptions regarding trip generation within Tract 10 (which will be further refined at the time of plat/site/construction plan review).

Both access locations can only accommodate right-in/right-out movements due spacing considerations on these collector roadways (particularly their proximity to the roundabout at Covington Garden Dr. and Paseo al Mar Blvd.). Additionally, school traffic along Covington Garden Dr. presents additional

concerns which necessitate restricted entry. Staff notes that the Covington Garden Dr. access is already striped to prohibit traffic from turning left into or left out of the driveway (access across the markings); however, staff notes that striping restrictions are frequently ignored, and raised separators are generally the safest, most effective and are the County’s preferred method of enforcing movement restrictions. Staff has included appropriate conditions addressing this issue hereinabove.

Approved Zoning (Tract 9A* and Tract 10 Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
6 single-family detached dwelling units (ITE LUC 210)	56	5	6
4,864 s.f. County Reclaimed Water Facility (ITE LUC 170)	60	11	10
Subtotal:	116	16	16

**Number of units under this scenario were calculated based on the overall PD average density for residential units within the OD (Outside of Town Center and Mixed-Use Areas). Actual units which could have been constructed could have been greater or fewer.*

Proposed Zoning (Tract 9A and Tract 10 Only, with Proposed Trip Cap, and Assuming Optional Access is Constructed):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Unspecified MU-C Non-Residential Uses, 40 inbound peak hour trips maximum**	2,400 (est.)	240	240 (est.)
4,864 s.f. County Reclaimed Water Facility (ITE LUC 170)	60	11	10
Subtotal:	2,460	251	250

***Maximum peak hour trip cap was arrived at by determining as the maximum number of inbound trips possible on the proposed right-in/right-out driveway, after trips from the existing County Reclaimed Water Facility are accounted for (i.e. the maximum number possible without triggering a turn lane warrant per Sec. 6.04.04.D. The above County uses generate 11 peak hour trips total in the highest generating peak hour (a.m.) of which 10 of those are entering trips and one is an existing trip. This leaves between 40 and 120 inbound peak hour trips available for the proposed commercial development, which was arrived at by taking 50 (the turn lane warrant/threshold for the Covington Garden Dr. access) plus 80 (the turn lane warrant/threshold for the optional Paseo al Mar Blvd. access) minus 10 (the entering County Trips from Tract 10) to get the 40 to 120 available inbound peak hour trip cap. Without specific use information, the total number of am and peak hour trips (both inbound and outbound) was assumed to be double the entering trips, daily trips was calculated to be 10 times the number of assumed peak hour trips, and p.m. peak hour trips were assumed to be the same as the number of a.m. trips (again, this is an unlikely scenario, but without specific proposed uses, no better information can be provided).*

Trip Generation Difference (Tracts 9A and 10 Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 2,344	(+) 235	(+) 234

Staff notes that the above represents changes within the area designated as 9A only, given the above assumptions. This PRS has no effect on the overall PD’s maximum trip generation potential (i.e. the proposed PRS changes only where existing entitlements can be developed within the PD, not how many entitlements overall could be constructed).

SITE ACCESS

No site access changes are proposed for the overall PD. A discussion of other site access considerations is included hereinabove.

ROADWAY LEVELS OF SERVICE

Roadway	From	To	LOS Standard	Peak Hour LOS
Big Bend Rd	US 41	I-75	D	C
US 41	Apollo Beach Blvd.	Big Bend Rd.	D	C
US 41	19th Ave. NE	Apollo Beach Blvd.	D	C
19th Ave	US 41	US 301	D	C

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
Covington Garden Dr.	County Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for Roadway Only)	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Paseo al Mar Blvd.	County Collector - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Tract 9A and 10 Only) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	116	16	16
Proposed	2,460	251	250
Difference (+/-)	(+) 2,460	(+) 251	(+) 250

*Staff notes that the overall PD's maximum trip generation potential will not change as a result of this PRS.

Connectivity and Cross Access (Tract 9A and 10 Only) <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West	X	Vehicular & Pedestrian	None	Meets LDC
Notes:				

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

Transportation Comment Sheet

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 type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Trip generation cap for inbound trips requested for Parcel 9A, at both the mandatory Covington Garden Dr. access and optional Paseo al Mar Blvd. access.

**CURRENTLY
APPROVED**



Hillsborough County Florida

DEVELOPMENT SERVICES

PO Box 1110 Tampa, FL 33601-1110

March 11, 2020

RE: PRS 20-0004
NNP-Southbend II, LLC
19th Ave., NE & 30th St., NE/54172.0000,
54172.0100, 54190.0000, 54235.0000, 54244.0000,
54244.0100, 54165.0000, 54165.0010

Elise Batsel
Stearns Weaver Miller
401 E. Jackson St., Ste. 2100
Tampa, FL 33602

Dear Applicant:

At the regularly scheduled public meeting on March 10, 2020, the Board of County Commissioners approved your request for a minor modification to PD 14-0815, with the attached amended final conditions.

A condition of approval is that the applicant submit a revised General Site Plan reflecting all changes, within 90 days of approval. Failure to submit the site plans within the time period will place your property in violation.

To comply with this condition, please complete and submit to the Development Services Department, 20th floor of the County Center, 601 E. Kennedy Boulevard, the enclosed application for General Site Plan Review/Certification. For information concerning the certification process, please contact our office at 272-5600. Please keep this letter for your records.

If you have any questions regarding this, please feel free to contact Brian Grady at 813-276-8343 or by email at GradyB@HCFLGov.net.

Sincerely,

Joseph Moreda, AICP
Zoning Administrator

JM/mn
Attachments

HCFLGOV.NET

BOARD OF COUNTY COMMISSIONERS

Ken Hagan
Pat Kemp

Lesley "Les" Miller, Jr.
Sandra L. Murman
Kimberly Overman
Mariella Smith
Stacy R. White

COUNTY ADMINISTRATOR

Michael S. Merrill

COUNTY ATTORNEY

Christine M. Beck

INTERNAL AUDITOR

Peggy Caskey

DEPUTY COUNTY ADMINISTRATOR

Lucia E. Garsys

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted February 21, 2020.

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

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

The area on the certified general site plan identified as Tract 12A cannot be used toward calculating density and/or intensity (FAR) within the Planned Development. Available entitlements under the Comprehensive Plan for this parcel are reserved for the adjacent Planned Development (PD 03-1417). Tract 12A has been removed from the adjacent PD through PRS 14-1076 with the entitlements for Tract 12A remaining in the adjacent PD (PD 03-1417.)

3. In order to track project development in accordance with the DRI Equivalency Matrix (trade-off mechanism), a Tracking Table shall be submitted with each Preliminary Plan or Preliminary Plat submitted for each portion of project development. Each tracking table should show the following:
 - 3.1 (1) the original approved amount of development [number and type of residential units or square feet], (2) the amount of development [number and type of residential units or square feet] having previously received Preliminary Plan or Preliminary Plat approval, (3) the amount of development proposed by the Preliminary Plan or Preliminary Plat for the subject portion of the project, and (4) the remaining development entitlements, by type of development, after Preliminary Plan or Preliminary Plat submittal for the subject portion of the project. The Tracking Table shall document any land use trade-offs undertaken prior to the time of Preliminary Plan or Preliminary Plat submittal for the subject portion of the project. The Tracking Table shall include the original amount of Park acreage to be provided, the amount having previously received Preliminary Plan or Preliminary Plat approval, the amount proposed by the Preliminary Plan or Preliminary Plat submittal for the subject portion of the project, and the remaining park acreage to be provided.

4. The primary use on Tracts 1, 3-6, 12-14, 16-17, and 19-23 shall be residential. Except for Tracts 3, 14 and 20, the maximum density for any one tract shall be six units per gross acre. Tracts 3, 14 and 20 may allow up to 12 units per gross acre. Residential dwelling types may include single-family detached, villa-duplex and townhouse as provided in the Waterset DRI development order and equivalency matrix. Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, daycare, schools, and churches or other religious institutions.
5. Single-family, duplex and townhome residential development shall comply with the following requirements:

Single-Family Design Standards

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

- (a) Single-family detached standard lots and single-family detached slim lots less than 4,000 sf shall not exceed 25% of the total SFD lots.
- (b) Front loaded garages shall be setback a minimum of 20-feet from the right-of-way.
- (c) Minimum building separation is 10 feet; If proposed side yard is less than 5-feet, applicant must demonstrate that the 10-foot separation will be provided, through submittal of adjacent property survey showing location of adjacent structure or deed restriction/easement; When the side yard setback is less than 7.5 feet or building separation is less than 15-feet, roof gutters must be installed on that side of the structure. An attached porte cochere may utilize a 3-foot side yard setback.
- (d) An attached garage may utilize a 3-foot rear yard setback. If accessed by an alley, garages shall be setback either 5 ft, 11 ft or 20 ft or greater, from the edge of the alley pavement.
- (e) Units shall include architectural features such as decorative roof elements, arbors or pergolas as the front and rear facades. The level of detailing shall be consistent with the architectural theme. At corner lots, the detailing shall be continued onto the exposed side wall; and, where the home

design directs roof run-off water to the side yards, gutters shall be provided on each unit that direct water to the front or rear of the lot. The front door of the unit shall be on the front facade facing the street. The building shall be a minimum of two (2) stories. The garage door shall be single wide and the front yard garage setbacks will be staggered with a 20-foot minimum setback and a 30-foot maximum setback. The parking ratio shall be 3-spaces per unit with one garage space, one driveway space and one space in a common parking lot. Common parking areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.

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

Duplex and Townhouses Design Standards

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

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- (a) Front loaded garages shall be setback a minimum of 20-feet from the right-of-way.
 - (b) Minimum building separation is 10 feet. An attached porte cochere may utilize a 3 foot side yard setback; when the side yard setback is less than 7.5 feet or building separation is less than 15-feet, roof gutters must be installed on that side of the structure.
 - (c) An attached garage may utilize a 3-foot rear yard setback. If accessed by an alley, garages shall be setback either 5 ft, 11 ft or 20 ft or greater, from the edge of the alley pavement.
 - (d) Cluster homes shall be comprised of single-family detached units, duplex units or a combination of both, with a shared drive aisle and vehicular courtyard; the shared drive aisle does not count towards lot area; The parking ratio shall be 3-spaces per unit. A minimum of two parking spaces per unit shall be provided on-site. Remaining required parking spaces may be provided through on-street parking or in a common parking area, or in a combination of both. Common parking areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.
 - (e) Minimum 10 ft setback required from street right-of-way; Garages may be attached or a min. 10 ft between garages is required; Vehicular Courtyard shall have a min. width between garages of 25 ft.
6. Permitted uses for Multi-family shall be those uses permitted in the Residential Multi-family Conventional (RMC-20) District and shall conform to the standards of that district. Maximum density shall be 20 units per gross acre. Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, day care, schools and churches or other religious institutions.
7. Lots adjacent to the Lake St. Clair community, and lots that are west of and across from Covington Garden Drive where Covington Garden Drive abuts the Lake St. Clair community, shall be single-family detached units and shall be a minimum of 50 feet wide.
8. Lots adjacent to the Oxford subdivision (Covington Park Phase 4A) and the Carrington subdivision (Covington Park phase 5B) shall be single-family detached units and shall be a minimum of 40 feet wide.
9. Within all tracts, each detached single-family standard dwelling unit is permitted one accessory dwelling unit, a maximum of 45' in height, on the same lot with up to 900 square feet of living space. A variance to increase this amount may be requested provided the residential lot is at least 14,520 square feet in size and the living space proposed for the accessory dwelling does not exceed 1,200 square feet or 25 percent of the living space in the principal dwelling on the lot, whichever is less. The accessory dwelling may be a detached structure or attached to the principal single-family dwelling on the lot.
10. The Mixed Use North (MU-N), Mixed Use Central (MU-C), and Mixed Use South (MUS) tracts (Tracts 2, 8, 9, 24A and 24B) and Town Center (Tract 7) tracts shall be developed with the following uses:
- 10.1. Commercial General (CG) district uses with a maximum FAR of 0.25. The following CG zoning uses shall be prohibited in Mixed Use (Tracts 2, 8, 9, 24 A and 24B) and Town Center (Tract 7) tracts: Radio and Television Transmitting facilities; Lawn Care/Landscaping; Lumber/Other Building Materials; Minor Motor Vehicle Repairs; Motor Vehicle Sales, Rentals, and Auctions (All Types); Recreational Vehicle Sales and Rentals; Private Pleasure Craft Sales and Rentals; Rental Leasing, Light Equipment and Farm Equipment; Wholesale Distribution; Labor Pools (All Types); Mini-warehouses.
 - 10.2. Business Professional Office (BPO) district uses.

- 10.3. Residential units at a maximum density of 20 units per acre. Residential dwelling types may include single-family detached, villa-duplex, townhouse, and multi family.
 - 10.4. Home Occupation uses may be allowed as an accessory use in a dwelling unit, in a manner clearly incidental and accessory to the residential use.
 - 10.5. Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, day care, schools and churches or other religious institutions.
 - 10.6. Mixed use buildings incorporating such uses as, but not limited to, office, retail, restaurant, live-work units and residential uses shall also be permitted.
 - 10.7. Within each tract (Tracts 2, 7, 8, 9, 24 A and 24B standard distance requirements for the Alcoholic Beverage Development Permit per Section 6.11.11.D shall not apply being these tracts are mixed uses / town center tracts.
 - 10.8. Within the Mixed Use (Tracts 2, 8, 9, 24 A and 24B) and Town Center (Tract 7), to allow interconnectivity, no buffering shall be required between residential and non-residential uses.
11. Non-residential, mixed use and multi-family development in Mixed Use (Tracts 2, 8, 9, 24 A and 24B) and Town Center (Tract 7) tracts shall comply with the following requirements:

Standards:

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

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

12. Retail, office and office/retail use buildings within the Mixed Use (Tracts 2, 8, 9, 24 A and 24B) and Town Center (Tract 7) tracts shall be subject to the following design criteria:
- 12.1. Facades shall be parallel to straight frontage lines and the chord of curved or broken frontage lines.
 - 12.2. Not less than 40 percent of the total surface area of the first floor front elevation shall be in public entrances and windows. Windows utilized to meet this requirement shall be transparent.
 - 12.3. All street-level retail uses with sidewalk frontage shall have an individual entrance with direct access to the sidewalk, regardless of any other access which may be provided.
 - 12.4. Buildings shall be articulated so that facades which face public streets and exceed 50 feet in horizontal length shall include vertical piers, columns, colonnades or other vertical visual elements to break the plane of the facade. Such vertical visual elements shall be spaced 15 feet to 35 feet apart along the facade.

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

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

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

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

The trail and any 8 foot wide sidewalks shall be required herein these conditions shall be open to the public and accommodate all types of recreational uses and non-motorized transportation suitable for a paved trail. Where the trail crosses a collector roadway, proper pavement markings and signage shall be installed, in accordance with Hillsborough County paved trail design standards. Per the LDC, any bicycle path or trail identified on an adopted bicycle/trail map shall be constructed by proposed developments. The trail shall be owned and maintained by a homeowners association, a community development district, or other similar entity.
26. A minimum 8-foot wide sidewalk shall be provided which connects the South Coast Greenway to the 80-acre Regional Sports Complex.
27. Residential tracts abutting Waterset Boulevard shall have a 24-foot buffer from the road right-of-way.
28. If multi-family or single-family attached residential units are proposed along the northern property line of Tract 16 or along the southern property line of Tract 21, a minimum 30-foot setback shall be required to the principal structure(s) from the perimeter property line.
29. For residential uses on Tracts adjacent to I-75 or the C. S .X Railroad, buffering shall be provided in accordance with Section 6.06.00.06.C.6., Areas of Excessive Traffic or Noise.
30. Lots may have access via a shared driveway. The width of the shared driveway shall be the same as a standard driveway. Access via alleyways and shared parallel driveways to the roadways shall be encouraged and permitted, given they meet applicable County standards. The Developer may also propose additional context sensitive and livable roadway design alternatives for review and acceptance by County transportation staff.
31. The internal access points depicted on the General Site Plan are conceptual. Any modification to the location and number of access points shall be reviewed by Hillsborough County during the construction plan review phase. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land

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

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

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

- 34. A minimum of fifty (50) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway. If any neighborhood pod/cluster has 150 or more dwelling units, then the Developer shall provide vehicular cross-access to an adjacent neighborhood pod/cluster that has its own access to a roadway shown on the General Site Plan.
- 35. Within all Mixed Use (Tracts 2, 8, 9, 24 A and 24B) and Town Center (Tract 7) tracts, a minimum of sixty (60) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway.
- 36. Throughout the development, the Developer shall provide pedestrian and bicycle interconnectivity between adjacent pods/clusters that do not provide for vehicular access between the pods/clusters. All access shall be via an improved surface such as a sidewalk, wood boardwalk, pavers, or pervious concrete,

and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act; access shall not be via grass, gravel, sand, mulch, or some other non-compacted surface. Bicycle and pedestrian connectivity points shall be spaced such that, where possible, they are no more than 1,320 feet apart. Distance between connectivity points shall be shown on all preliminary plat submittals.

37. At the time of Final Plat approval, the Developer shall dedicate and convey a minimum of 124 feet of right-of-way for 30" Street, from the northern property line of Tract 16 to the southern project boundary, and from the southern property line of Tract 12 to Apollo Beach Boulevard.
38. At the time of Final Plat approval of the adjacent phase or at the request of Hillsborough County, whoever is earlier, the Developer shall dedicate and convey a minimum of one hundred and twenty four (124) feet of right-of-way for Road A, from the western project boundary to Waterset Blvd.
39. The Developer shall dedicate and convey to Hillsborough County a minimum of 124 feet of right-of-way for Waterset Blvd. The right-of-way shall extend from Big Bend Rd to the development's southern property boundary.
40. The Developer shall dedicate and convey a minimum of 64 feet of right-of-way for Covington Garden Dr., in the location generally shown on General Site Plan. The right-of-way extend from Big Bend Rd. to Waterset Blvd.
41. The Developer shall construct two (2) lanes of the north-south arterial (Waterset Boulevard) from the northern property boundary to the southern property boundary. The roadway shall be designed as a two (2) lane divided roadway expandable to four (4) lanes within the median. The roadway shall include bicycle lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with tum lanes. The roadway shall be designed to meet all Hillsborough County standards.

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

42. The Developer shall construct two (2) lanes of the east-west collector (Road A) from Waterset Blvd. to the western property boundary. The design of the roadway shall include the northernmost or southernmost two (2) lanes and shall be expandable to a four (4) lane divided roadway, and include bicycle lanes, and sidewalks. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards.

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

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

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

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

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

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

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

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

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

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

- Option 2 - In the event the County elects not to fund the completion of the design and permitting of the Flyover Bridge, then the Developer shall (at the time of Final Plat approval of property within 600 feet of the southernmost property boundary of Tract 6, but in no event earlier than May 31, 2015 and in no event later than December 31, 2023), dedicate and convey sufficient right-of-way, of a width not less than 124 feet and in a location mutually agreeable to the Hillsborough County and the Developer, necessary to accommodate the I-75 Flyover Bridge. This dedication and conveyance shall also include land sufficient to accommodate drainage for the I-75 Flyover Bridge. The County shall be responsible for constructing the remaining 4-lane extension from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs described herein these zoning conditions. The Developer shall be required to dedicate and convey land necessary for the completion of the remaining 4-lane extension of the Apollo Beach Boulevard Extension from Covington Garden Drive to any future I-75 Flyover Bridge approach.

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

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

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

Guidelines. The survey information must be provided upon submittal of the preliminary plans through the site development/subdivision process.

64. A Gopher tortoise burrow survey in accordance with the Florida Fish and Wildlife Conservation Commission (FFWCC) published wildlife methodology guidelines must be submitted. A discussion of any commensal species observed during this survey must be included. A copy of the survey and documentation indicating the method to be used for managing gopher tortoises and other potential listed species observed on-site must be provided to Natural Resource Review of the Planning and Growth Management Department upon submittal of all preliminary plats. Essential Wildlife Habitat as defined by the Hillsborough County Land Development Code must be addressed if applicable in consideration of the overall project boundaries.
65. Southeastern American Kestrels have been observed utilizing portions of the project site's property. This species is listed as a species of special concern by FFWCC. Per the Hillsborough County Land Development Code, Article 4, Section 4.01.10, when a listed species essential habitat is documented, on-site protection of that habitat is required. Type (I) and (II) forage classifications for the kestrel are documented on-site. In accordance with the guidelines in the Stys (1993) technical report, this property is biologically significant for kestrels and qualifies as essential wildlife habitat. Preservation criteria should be provided in accordance with the Land Development Code Article 4, 4.01.12 and the guidelines listed in the Stys (1993) report. Documentation indicating the proposed method to resolve the kestrel habitat protection requirement must be submitted and approved by Natural Resource Review of the Development Services Department prior to preliminary site plan approval.
66. Approval of the zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval. The construction and location of any proposed wetland crossing for internal roadways and adjacent development road connection alignments shall be reviewed by EPC pursuant to Chapter 1-11, Wetlands, Rules of the EPC, to determine whether such crossing and alignments are necessary to accomplish reasonable use of the subject property. Prior to the issuance of any building or land alteration permits or other development, the wetlands must be field delineated in its entirety by EPC staff and the wetland line surveyed. The survey must then be submitted to EPC staff for approval. After survey approval, the wetland line must appear on all site plans and must be labeled as "EPC Wetland Line." The wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code.
67. Construction of this site must meet the criteria of the Stormwater Technical Manual in effect at the time of Construction Plan submittal
68. The site is located within a sub-basin of the Bullfrog Creek Watershed and is defined as having a peak-sensitive basin flow capacity (discharge limited to 2.33 year, 24-hour pre-developed peak rate), if there is a positive outfall.
69. If there are stormwater drainage complaints more stringent discharge rates may be imposed. This area does on appear on the Department of Public Works list of "redlined areas."
70. All areas which convey or store stormwater will have an associated 100-year floodplain due to stormwater runoff and flows, including those conveyance and storage facilities in storm surge areas. The Engineer-

of-Record shall be responsible for determining the on-site 100-year floodplain elevations if not determined by a FEMA study. No development (structures or fill) shall be allowed in any 100-year frequency non-tidal floodplain unless provisions are made to compensate for the reduction in storage volume due to the proposed development.

71. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.
72. The technical manuals are designed to limit impacts due to new development to adjacent properties but contain criteria that may be exceeded by conditions beyond Hillsborough County control.
73. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
74. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
75. Prior to approval by the Hillsborough County Board of County Commissioners at the scheduled Land Use Meeting, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above, the Land Development Code (LDC) and/or the recommendations of the Land Use Hearing Officer. The revised general site plan shall be certified upon approval of the petition at the scheduled Board of County Commissioners Land Use Meeting. Prior to petition approval and certification, if it is determined the certified plan does not accurately reflect the conditions of approval, the requirements of the LDC and/or the recommendations of the Land Use Hearing Officer, as may be modified at the Board of County Commissioners Land Use Meeting, said plan will be deemed invalid and a revised General Development Plan shall be submitted for certification. Certification of the revised plan (and approval of the petition) shall occur at the next available Board of County Commissioners Land Use Meeting. The submittal deadline for the revised General Development Plan under all of the above scenarios shall be the deadline for the filing of Oral Argument.

BOCC LUM March 10, 2020

PRS 20-0004

Corrected Condition # 43:

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

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



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 6/19/2024

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

PLANNING AREA/SECTOR: APB/ South

PETITION NO: PRS 24-0633

- 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.

NEW AND REVISED CONDITIONS

Revised Conditions

2. The total number of residential units is 6,428, commercial use is 498,480 square feet, and office use is 198,900 square feet. Land Uses may be modified based on the approved Land Use Equivalency Matrix in accordance with the DRI #266 Development Order. As shown in the following table, in order to preserve the multi-use nature of this development, land use exchanges will be limited so that the following minimums and maximums (30%) for each land use will be observed:

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

Additionally:

2.1 The area on the certified general site plan identified as Tract 12A cannot be used toward calculating density and/or intensity (FAR) within the Planned Development. Available entitlements under the Comprehensive Plan for this parcel are reserved for the adjacent Planned Development (PD 03-1417). Tract 12A has been removed from the adjacent PD through PRS 14-1076 with the entitlements for Tract 12A remaining in the adjacent PD (PD 03-1417.); and,

2.2 Notwithstanding anything on the PD site plan or herein these conditions to the contrary, the maximum amount of development within the area designed on the certified general site plan as Tract 9A shall be limited by certain restrictions placed on the allowable uses and the cumulative trip generation of all existing and proposed uses within Tract 9A, as further detailed below. This condition has the effect that, depending upon the amount and type of uses ultimately developed within the PD, the maximum entitlements described above may not be constructible. Each of the following shall apply:

- a. Access to Covington Garden Dr. serving Tracts 9A and 10 shall be required. Such access shall be restricted to right-in/right-out movements only, and the developer shall

construct a raised concrete separator concurrent with the initial increment of development within Tract 9A. Access to Paseo al Mar Blvd. serving Tracts 9A and 10 shall be optional. Only right-in/right-out access to Paseo al Mar Blvd. shall be permitted. If there is access only to Covington Garden Dr., then the maximum development potential within Tract 9A shall be significantly less, as governed by the trip cap thresholds which apply separate to each access as further described below. Additionally, in the event optional Paseo al Mar Blvd. access is constructed:

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

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

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to modify the Land Use Schedule to add a foot note below which applies to the Mixed Use – Central area. The footnote shall state “Tract 9A uses are further restricted pursuant to a transportation trip cap – see conditions of approval.”

SUMMARY OF REQUESTS, SITE ACCESS CONSIDERATIONS, AND CONCLUSIONS

The applicant is requesting a Minor Modification (PRS) to previously approved Planned Development (PD) 14-0815, as most recently amended via PRS 20-0004. PD 14-0815 was approved as a combination/modification to five previously approved PDs (04-1723, 06-1680, 11-0027, 11-0028, and 11-0568). The PD is also known as the Waterset Development of Regional Impact (#266), which was last modified via file DRI 20-0005.

The project is approved for the following entitlements as outlined in the zoning conditions of approval (1st image below), which are further restricted based on the land use schedule shown on the PD site plan. The applicant is proposing to:

- Reduce the size of Tract 11 from 15 ac. to 12.5 ac.;
- Split tract 9 three subareas, with Tract 9 (changing from 33 ac. to 30.5 ac.), and two new subtracts, labeled as 9A and 9B, each consisting of 2.5 ac.;
- Designate area 9B as a RES tract (i.e. Residential Tract outside of Town Center & Mixed Use);
- Designate area 9A as an MU-C tract;
- Seeks an optional right-in/right-out access to Paseo al Mar Blvd., which would be in addition to the

The total number of residential units is 6,428, commercial use is 498,480 square feet, and office use is 198,900 square feet. Land Uses may be modified based on the approved Land Use Equivalency Matrix in accordance with the DRI #266 Development Order. As shown in the following table, in order to preserve the multi-use nature of this development, land use exchanges will be limited so that the following minimums and maximums (30%) for each land use will be observed:

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

The area on the certified general site plan identified as Tract 12A cannot be used toward calculating density and/or intensity (FAR) within the Planned Development. Available entitlements under the Comprehensive Plan for this parcel are reserved for the adjacent Planned Development (PD 03-1417). Tract 12A has been removed from the adjacent PD through PRS 14-1076 with the entitlements for Tract 12A remaining in the adjacent PD (PD 03-1417.)

LAND USE SCHEDULE				
LAND USE ⁽¹⁾	ACREAGE	AVERAGE DENSITY/FAR	SQ. FEET	UNITS
Total Residential (outside Town Center & Mixed Use) ^{(2)(B)}	1626.89	2.7		4,269
Residential - Single-Family Detached ⁽³⁾				4,019
Residential - Single-Family Attached ⁽³⁾				250
Retail/Office (SLR) ⁽⁴⁾	13			
Commercial		0.25	130,880	
Office		0.25	10,000	
Town Center ⁽⁵⁾⁽⁶⁾	63			
Commercial/Retail		0.25	134,000	
Office		0.25	100,000	
Residential - Multi-Family Apartments		20		600
Residential - Single-Family Attached		7		100
Mixed Use - North ⁽²⁾⁽⁴⁾⁽⁸⁾	8			
Commercial/Retail		0.23	16,000	
Civic				
Mixed Use - Central ⁽²⁾⁽⁴⁾⁽⁸⁾	55			
Commercial/Retail		0.23	20,000	
Residential - Single-Family Attached		6		120
Civic				
Mixed Use - South ⁽²⁾⁽⁴⁾⁽⁸⁾	134			
Commercial/Retail		0.25	197,800	
Office		0.25	88,900	
Residential - Multi-Family Apartments		19		750
Residential - Single-Family Attached		7		589
School(s) ⁽⁸⁾	40			
Parks (Community) ⁽⁷⁾	27			
Regional Sports Complex ⁽⁹⁾	80			
Upland/Open Space	55.30			
Wetlands	104.50			
Major Roads	168.00			
TOTAL	2,374.69		697,380	6,428

- (1) Land uses may be traded in accordance with the Land Use Equivalency Matrix provided in "Exhibit C" of the Waterset DRI #266 Development Order.
- (2) Single Family Detached and Single Family Attached may be located in RES, Mixed Use and Town Center tracts.
- (3) 400 of the detached units, and 100 of the attached units shall be restricted to senior adult (55+) housing, to be governed by Community Covenants & Restrictions (CC&Rs) as per Condition 19.b of the Development Order.
- (4) Commercial and office entitlements may be located within any Mixed Use and Town Center tracts provided it meets the intent of the approved transportation analysis.
- (5) Single Family or Multi Family may be allowed in RES, Mixed Use and Town Center tracts.
- (6) If Hillsborough County School Board determines that any of the school sites are not required, or if less than 40 acres is required, residential use shall be allowed in accordance with the approved entitlements.
- (7) Community/Neighborhood Parks will be provided within the RES and Mixed Use tracts, and may be provided in any tract. A minimum of 27 acres will be provided.
- (8) If Hillsborough County determines that the Regional Sports Complex is not desired, residential use shall be allowed in accordance with the approved entitlements.
- (9) No development shall occur within the cross hatched area (adjacent to I-75) until the alignment of Apollo Beach Boulevard Extension is determined by the Developer and Hillsborough County.
- (10) Internal roadway alignments are conceptual in nature and may be adjusted.

The above-described requests do not modify the overall acreage of land development pockets which could accommodate residential development, nor does it expand the acreage designated to Mixed-Use Central (MU-C) tract. While the change on its face appears neutral, staff has specific concerns relative to the newly created and designated area 9A. Tract 9A is a 2.5 ac. area that was previously approved for residential and school uses (but which the school district did not need and/or declined to purchase). Designation of this area as MU-C would expand the developer's ability to place trip intensive uses on the subject parcel. The master developer did not set aside sufficient right-of-way on Covington Garden Dr. to accommodate a northbound right turn lane into the driveway which serves the subject parcel. As such, no more than 50 inbound peak hour trips can be accommodated on this driveway in total before a turn lane is warranted pursuant to Sec. 6.04.04.D. of the Hillsborough County Land Development Code (LDC). The applicant is also proposing an optional access to Paseo al Mar Blvd., and has agreed to a restriction to the number of inbound trips serving that access, such that no turn lane would be triggered there (i.e. development within Tracts 9A and 10 must not generate more than 80 inbound peak hour trips at that access, if constructed). The trip cap condition is based on turn lane thresholds which differ for each roadway; however, the trip calculations of maximum development potential change within the Tract 9A area were based on assumptions regarding trip generation within Tract 10 (which will be further refined at the time of plat/site/construction plan review).

Both access locations can only accommodate right-in/right-out movements due spacing considerations on these collector roadways (particularly their proximity to the roundabout at Covington Garden Dr. and Paseo al Mar Blvd.). Additionally, school traffic along Covington Garden Dr. presents additional

concerns which necessitate restricted entry. Staff notes that the Covington Garden Dr. access is already striped to prohibit traffic from turning left into or left out of the driveway (access across the markings); however, staff notes that striping restrictions are frequently ignored, and raised separators are generally the safest, most effective and are the County’s preferred method of enforcing movement restrictions. Staff has included appropriate conditions addressing this issue hereinabove.

Approved Zoning (Tract 9A* and Tract 10 Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
6 single-family detached dwelling units (ITE LUC 210)	56	5	6
4,864 s.f. County Reclaimed Water Facility (ITE LUC 170)	60	11	10
Subtotal:	116	16	16

**Number of units under this scenario were calculated based on the overall PD average density for residential units within the OD (Outside of Town Center and Mixed-Use Areas). Actual units which could have been constructed could have been greater or fewer.*

Proposed Zoning (Tract 9A and Tract 10 Only, with Proposed Trip Cap, and Assuming Optional Access is Constructed):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Unspecified MU-C Non-Residential Uses, 40 inbound peak hour trips maximum**	2,400 (est.)	240	240 (est.)
4,864 s.f. County Reclaimed Water Facility (ITE LUC 170)	60	11	10
Subtotal:	2,460	251	250

***Maximum peak hour trip cap was arrived at by determining as the maximum number of inbound trips possible on the proposed right-in/right-out driveway, after trips from the existing County Reclaimed Water Facility are accounted for (i.e. the maximum number possible without triggering a turn lane warrant per Sec. 6.04.04.D. The above County uses generate 11 peak hour trips total in the highest generating peak hour (a.m.) of which 10 of those are entering trips and one is an existing trip. This leaves between 40 and 120 inbound peak hour trips available for the proposed commercial development, which was arrived at by taking 50 (the turn lane warrant/threshold for the Covington Garden Dr. access) plus 80 (the turn lane warrant/threshold for the optional Paseo al Mar Blvd. access) minus 10 (the entering County Trips from Tract 10) to get the 40 to 120 available inbound peak hour trip cap. Without specific use information, the total number of am and peak hour trips (both inbound and outbound) was assumed to be double the entering trips, daily trips was calculated to be 10 times the number of assumed peak hour trips, and p.m. peak hour trips were assumed to be the same as the number of a.m. trips (again, this is an unlikely scenario, but without specific proposed uses, no better information can be provided).*

Trip Generation Difference (Tracts 9A and 10 Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 2,344	(+) 235	(+) 234

Staff notes that the above represents changes within the area designated as 9A only, given the above assumptions. This PRS has no effect on the overall PD’s maximum trip generation potential (i.e. the proposed PRS changes only where existing entitlements can be developed within the PD, not how many entitlements overall could be constructed).

SITE ACCESS

No site access changes are proposed for the overall PD. A discussion of other site access considerations is included hereinabove.

ROADWAY LEVELS OF SERVICE

Roadway	From	To	LOS Standard	Peak Hour LOS
Big Bend Rd	US 41	I-75	D	C
US 41	Apollo Beach Blvd.	Big Bend Rd.	D	C
US 41	19th Ave. NE	Apollo Beach Blvd.	D	C
19th Ave	US 41	US 301	D	C

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
Covington Garden Dr.	County Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for Roadway Only)	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Paseo al Mar Blvd.	County Collector - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Tract 9A and 10 Only) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	116	16	16
Proposed	2,460	251	250
Difference (+/-)	(+) 2,460	(+) 251	(+) 250

*Staff notes that the overall PD's maximum trip generation potential will not change as a result of this PRS.

Connectivity and Cross Access (Tract 9A and 10 Only) <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West	X	Vehicular & Pedestrian	None	Meets LDC
Notes:				

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

Transportation Comment Sheet

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 type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Trip generation cap for inbound trips requested for Parcel 9A, at both the mandatory Covington Garden Dr. access and optional Paseo al Mar Blvd. access.

COMMISSION

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



DIRECTORS

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

AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: June 11, 2024</p> <p>PETITION NO.: 24-0633</p> <p>EPC REVIEWER: Abbie Weeks</p> <p>CONTACT INFORMATION: (813) 627-2600 X 1101</p> <p>EMAIL: weeksa@epchc.org</p>	<p>COMMENT DATE: May 9, 2024</p> <p>PROPERTY ADDRESS: 7308 Golden Sky Ct, and SEC of Paseo Al Mar Blvd. and E Covington Garden Dr.</p> <p>FOLIO #: 054156.2000, a portion of 054165.5416</p> <p>STR: 26-31S-19E</p>
<p>REQUESTED ZONING: Minor Modification to PD</p>	
FINDINGS	
WETLANDS PRESENT	No
SITE INSPECTION DATE	n/a
WETLAND LINE VALIDITY	n/a
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	No wetlands within Tract 9A and 9B project areas. Wetlands do exist within Tract 9 and the overall PD site plan.
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan’s current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again.</p> <p>EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite/ within the proposed construction boundaries.</p> <p>Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a “WDR30 - Delineation Request Application”. Once approved, the formal wetland delineation would be binding for five years.</p>	

Aow/

ec: ebatsel@stearnsweaver.com
swalker@stearnsweaver.com



School Impact Review – No Comment or Objection

Date Issued: 5/9/2024

Acreage: 5.00 (+/- acres)

Jurisdiction: Hillsborough

Proposed Zoning: Planned Development

Case Number: PRS 24-0633

Future Land Use: SMU-6

Address: South side of Paseo Al Mar on sides of Covington Garden

Maximum Residential Units: n/a

Parcel Folio Number(s): 054156.2000
054165.5416

Residential Type: n/a

 The District has no comment. The proposed development would not meet the threshold for School Concurrency.

 X **The District has no objection.**

NOTE:

The information provided above is valid for sixth months from the date issued. Please contact the School District for an updated review as necessary.

Andrea A. Stingone

Andrea A. Stingone, M.Ed.
Department Manager, Planning & Siting
Growth Management Department
Hillsborough County Public Schools
E: 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:** 4/8/2024

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 4/17/2024

PROPERTY OWNER: NNP-southbend ll LLC and Waterset Central CDD **PID:** 24-0633

APPLICANT: Brookfield Properties

LOCATION: South of Paseo Al Mar Blvd. and East of Covenington Garden Dr. Apollo Beach, FL 33572 and 7308 Golden Sky Ct. Apollo Beach, FL 33572

FOLIO NO.: 79727.0000, 79726.0000, 57988.0000

AGENCY REVIEW COMMENTS:

According to the Hillsborough County BOCC approved maps adopted in the Comprehensive Plan at this time, the site does not appear to be 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).

Hillsborough County EVSD has no objection.

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

PETITION NO.: PRS 24-0633 REVIEWED BY: Clay Walker, E.I. DATE: 4/9/2024

FOLIO NO.: 54156.2000, portion of 54165.5416

WATER

- The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A 8 inch water main exists (adjacent to the site), (approximately feet from the site) and is located west of the subject property within the west Right-of-Way of Covington Garden Drive. 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 4 inch wastewater forcemain exists (adjacent to the site), (approximately 2,970 feet from the site) and is located northwest of the subject property within the west Right-of-Way of Waterset Boulevard. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

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