



HILLSBOROUGH COUNTY BOCC LAND USE MEETING AGENDA MAY 13, 2025 CHANGES/CORRECTIONS/ADDITIONS

1. **Location Map**

A revised location map has been added to reflect the following changes:

- Item F-04 is application MM 25-0136
- Item F-05 is application RZ-STD 25-0123

2. **Agenda Page 05, Item-B-03-RZ-PD-25-0145- 10708 BRYAN LLC**

A revised Condition 1 has been added as follows:

1. The project shall be developed in general conformance with the March 5, 2025, site plan and be limited to the following uses.

Multi-Family residential with no Affordable Housing Density Bonus: A maximum of 62 multifamily dwelling units.

Multi-Family residential with an Affordable Housing Density Bonus: 63 to a maximum of up to 108 multifamily dwelling units. The developer shall enter into the Declaration of Covenants and Restrictions a Land Use Restriction Agreement (LURA) with the Hillsborough County, included as part of these conditions of approval (LURA). Affordable Housing Department which shall that provides for implementation of the below criteria. The County Administrator, or designee, is hereby authorized to execute the LURA if required for development pursuant to these conditions of approval. The LURA shall be executed and recorded prior to any application for site development permits beyond 62 multi-family units. Development of more than 62 units shall comply with the following:

3. **Agenda Page 07, Item-B-08- Chick-Fil-A #05163 Riverview North FSU Off-Site PI#6410**

A revised report has been added to add missing page 2 of the Owner/Developer's agreement.

4. **Agenda Page 09, Item-E-01-PRS-25-0415- LITERACY, LEADERSHIP, TECHNOLOGY ACADEMY INC**

A revised report has been added to correct a scrivener's error from PRS 24-0415 to PRS 25-0415, and to identify conditions 32 through 35 as the correct conditions that pertain to PRS 25-0415.

5. **Agenda Page 12, Item-E-06-PRS-25-0576- THE INDUSTRIAL FUND RUSKIN LLC**

A revised report has been added to correct a scrivener's error. Condition 32.1 was revised from PRS 24-0415 to PRS 25-0415.

6. **Agenda Page 13, Item-F-02-RZ-PD-24-1231- A&V Development, LLC**

The applicant is requesting a Continuance to the June 10, 2025, Board of County Commissioners Land Use Meeting.

7. **Agenda Page 14, Item-F-04-MM-25-0136-KARMEN DOMRES**

A revised report has been added to correct the omission of the findings for the Planning Commission portion on section 4.0 of the report.

8. **Agenda Page 15, Item-F-06-MM-25-0265-NAP CONSTRUCTION LLC**

A revised report has been added to correct condition 12. The correction is to identify Highview Road as the correct roadway of an administrative variance for substandard roadway improvements.

TIME CERTAIN

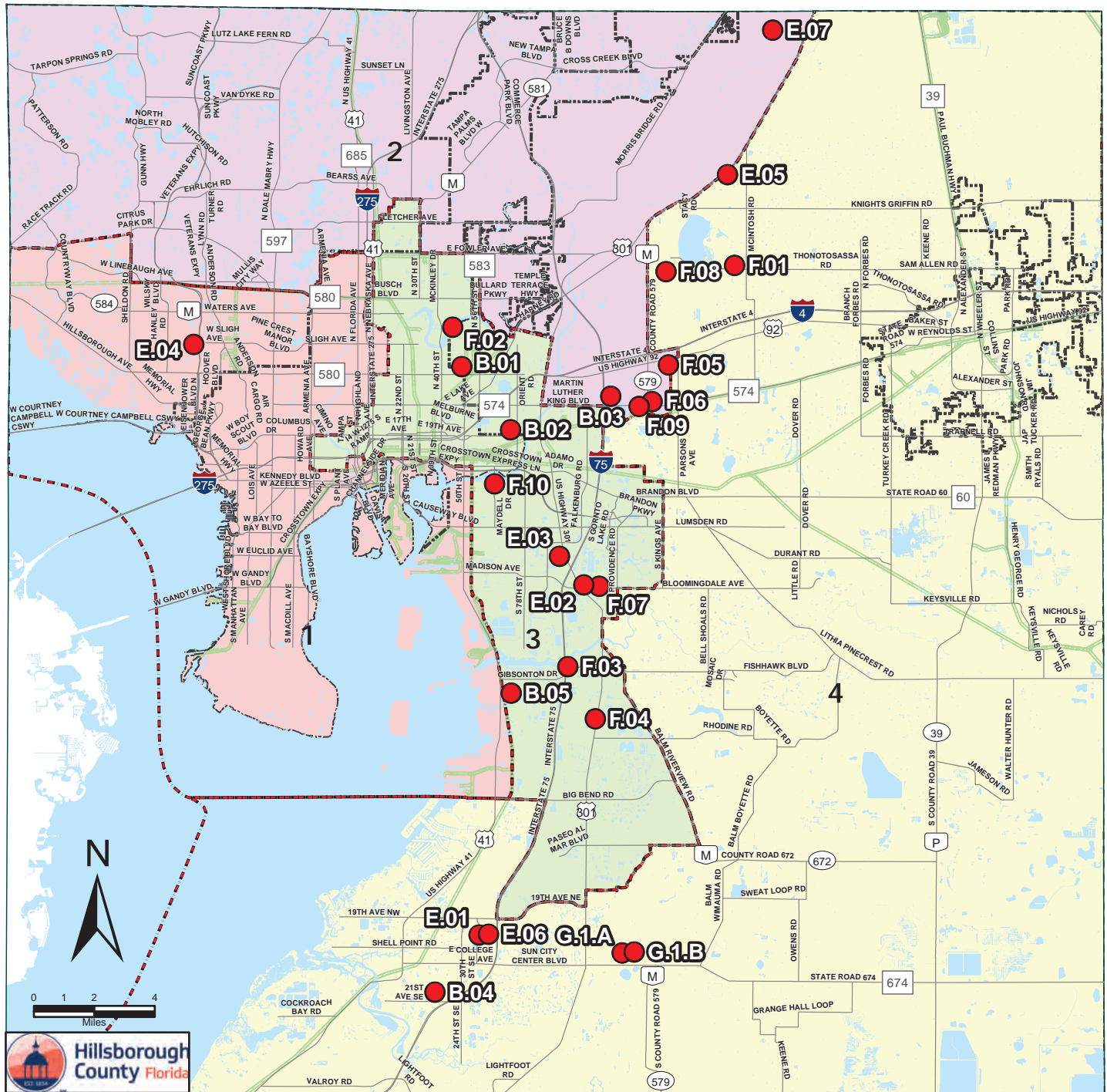
1. None

COMMISSIONERS' ITEMS

1. None

OFF-THE-AGENDA ITEM

1. None



BOCC LAND USE HEARING

Date : May 13, 2025

| | | | | | |
|------|--------|---------|-------|--------|---------|
| B.01 | RZ-PD | 24-1264 | F.01 | RZ-PD | 24-1040 |
| B.02 | RZ-PD | 25-0143 | F.02 | RZ-PD | 24-1231 |
| B.03 | RZ-PD | 25-0145 | F.03 | MM | 25-0071 |
| B.04 | RZ-PD | 25-0147 | F.04 | MM | 25-0136 |
| B.05 | RZ-STD | 25-0372 | F.05 | RZ-STD | 25-0123 |
| E.01 | PRS | 25-0415 | F.06 | MM | 25-0265 |
| E.02 | PRS | 25-0492 | F.07 | RZ-PD | 25-0269 |
| E.03 | PRS | 25-0562 | F.08 | SU-GEN | 25-0300 |
| E.04 | PRS | 25-0569 | F.09 | RZ-STD | 25-0335 |
| E.05 | PRS | 25-0574 | F.10 | RZ-STD | 25-0392 |
| E.06 | PRS | 25-0576 | G.1.A | RZ-PD | 25-0140 |
| E.07 | PRS | 25-0584 | G.1.B | PRS | 25-0420 |

● Agenda Items

— Railroads

— Major Roads

○ Cities

Commissioner Districts

1 Cohen

2 Hagan

3 Myers

4 Miller

At-large 5 Cameron

At-large 6 Boles

At-large 7 Wostal

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SUBJECT: Chick-Fil-A #05163 Riverview North FSU Off-Site **PI#6410**
DEPARTMENT: Development Review Division of Development Services Department
SECTION: Project Review & Processing
BOARD DATE: May 13, 2025
CONTACT: Lee Ann Kennedy

RECOMMENDATION:

Grant permission to the Development Services Department to administratively accept the Required Off-Site Improvement Facilities (roadway improvements) for Maintenance to serve Chick-Fil-A #05163 Riverview North FSU Off-Site, located in Section 20, Township 30, and Range 20, upon proper completion, submittal and approval of all required documentation. Also provide the administrative rights to release the warranty security upon expiration of the warranty period, warranty inspection and correction of any failure, deterioration or damage to the Improvement Facilities. Accept a Warranty Check in the amount of \$11,877.63 and authorize the Chairman to execute the Developer's Agreement for Warranty of Required Off-Site Improvements.

BACKGROUND:

On November 14, 2023, Permission to Construct was issued for Chick-Fil-A #05163 Riverview North FSU Off-Site, after construction plan review was completed on September 19, 2023. The developer has submitted the required Check, which the County Attorney's Office has reviewed and approved. The developer is Chick-Fil-A, Inc and the engineer is Bowman.

Location Map

Location of off-site improvements

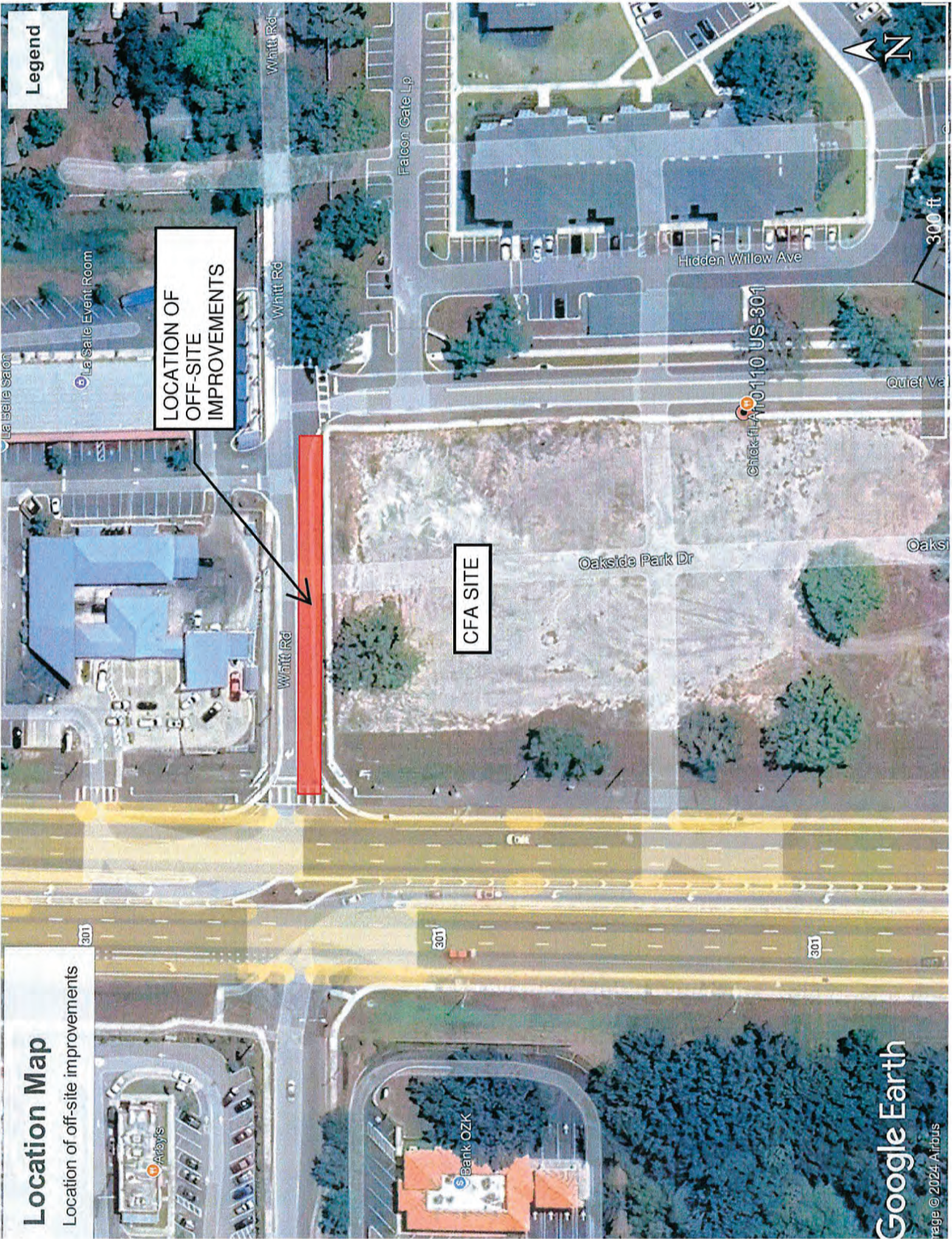
Legend

LOCATION OF
OFF-SITE
IMPROVEMENTS

CFA SITE

Google Earth

Image © 2024 Airbus



OWNER/DEVELOPER'S AGREEMENT FOR WARRANTY OF REQUIRED OFF-SITE IMPROVEMENTS

This Agreement made and entered into this _____ day of _____, 20_____, by and between

Chick-fil-A, Inc _____, hereinafter referred to as the "Owner/Developer" and
Hillsborough County, a political subdivision of the State of Florida, hereinafter referred to as the "County."

Witnesseth

WHEREAS, the Board of County Commissioners of Hillsborough County has adopted site development regulations which are set forth in the Land Development Code (hereafter the "Site Development Regulations"); and

WHEREAS, the Site Development Regulations authorize the County to accept ownership and/or maintenance responsibility of off-site improvement facilities constructed by the Owner/Developer in conjunction with site development projects in Hillsborough County, provided that the improvement facilities meet County standards and are warranted against defects in workmanship and materials for a period of two (2) years; and

WHEREAS, the Owner/Developer has completed certain off-site improvement facilities in conjunction with the site development project known as Chick-fil-A #05163 Riverview North FSU (hereafter referred to as the "Project"); and

WHEREAS, pursuant to the Site Development Regulations, the Owner/Developer has requested the County to accept the aforementioned off-site improvement facilities for ownership and/or maintenance; and

WHEREAS, the Owner/Developer has represented to the County that the completed improvement facilities have been constructed in accordance with the approved plans and all applicable County regulations and technical specifications; and

WHEREAS, the Owner/Developer has offered to warranty the off-site improvement facilities against any defects in workmanship and materials and to correct any such defects which arise during the warranty period.

NOW, THEREFORE, in consideration of the intent and desire of the Owner/Developer as set forth herein, and to gain acceptance for ownership and/or maintenance by the County of the aforementioned off-site improvement facilities, the Owner/Developer and the County agree as follows:

1. The terms, conditions and regulations contained in the Site Development Regulations are hereby incorporated by reference and made a part of this Agreement.
2. For a period of two (2) years following the date of acceptance of the off-site improvement facilities for ownership and/or maintenance by the County, the Owner/Developer agrees to warrant the off-site improvement facilities described below against failure, deterioration or damage resulting from defects in workmanship or materials. The Owner/Developer agrees to correct within the warranty period any such

failure, deterioration or damage existing in the improvement facilities so that said improvement facilities thereafter comply with the technical specifications contained in the approved plans and Site Development Regulations. The off-site improvement facilities to be warranted constructed in conjunction with the Project are as follows:

Whitt Road roadway improvements

3. The Owner/Developer agrees to, and in accordance with the requirements of the Site Development Regulations, does hereby deliver to the County an instrument ensuring the performance of the obligations described in paragraph 2 above, specifically identified as:
- a. Letter of Credit, number _____, dated _____, with _____ by order of _____, or
 - b. A Warranty Bond, dated _____ with _____ as Principal, and _____ as Surety, and
 - c. Cashier/Certified Check, number 5304008196, dated 11/20/24 be deposited by the County into a non-interest bearing escrow account upon receipt. No interest shall be paid to the Owner/Developer on funds received by the County pursuant to this Agreement.

A copy of said letter of credit, warranty bond, or cashier/certified check is attached hereto and by reference made a part hereof.

4. In the event the Owner/Developer shall fail or neglect to fulfill its obligations under this Agreement and as required by the Site Development Regulations, the Owner/Developer shall be liable to pay for the cost of reconstruction of defective off-site improvement facilities to the final total cost, including but not limited to engineering, legal and contingent costs, together with any damages, either direct or consequential, which the County may sustain as a result of the Owner/Developer's failure or neglect to perform.
5. The County agrees, pursuant to the terms contained in the Site Development Regulations, to accept the off-site improvement facilities for maintenance, at such time as:
- a) The Engineer-of-Record for the Owner/Developer certifies in writing that said off-site improvement facilities have been constructed in accordance with:
 - (1) The plans, drawings, and specifications submitted to and approved by the County's Development Review Division of Development Services Department; and
 - (2) All applicable County regulations relating to the construction of the off-site improvement facilities; and
 - b) Authorized representatives of the County's Development Review Division of Development Services Department have reviewed the Engineer-of-Record's

certification and have not found any discrepancies existing between the constructed improvement facilities and said certification.

6. If any part of this Agreement is found invalid and unenforceable by any court of competent jurisdiction, such invalidity or unenforceability shall not affect the other parts of this Agreement if the rights and obligations of the parties contained herein are not materially prejudiced and the intentions of the parties can be effectuated.
7. This document, including all exhibits and other documents incorporated herein by reference, contains the entire agreement of the parties. It shall not be modified or altered except in writing signed by the parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement, effective as of the date set forth above.

ATTEST:

Han Wu

Witness Signature

Hannah Williams

Printed Name of Witness

[Signature]

Witness Signature

KATIE MATUSKA

Printed Name of Witness

CORPORATE SEAL
(When Appropriate)

Clerk of the Circuit Court

By: _____

Deputy Clerk

[Signature]

Owner/Developer:

[Signature]
By _____

Authorized Corporate Officer or Individual
(Sign before Notary Public and 2 Witnesses)

DAVID MAX MILLIKAN

Printed Name of Signer

VP, OFFICER, RESTAURANT DEV.

Title of Signer

5200 BUFFINGTON RD.
ATL, GA 30349

Address of Signer

770. 480. 5573

Phone Number of Signer

BOARD OF COUNTY COMMISSIONERS
HILLSBOROUGH COUNTY, FLORIDA

By: _____

Chair

5304008196

№5304008196№ 1:0514023691: 1340007622197№

Approved As To Form And Legal Sufficiency.



Prepared By: Kristhian Morales
910 SE 17th Street, Suite 300
Ft. Lauderdale, FL 33316

Date: 11/1/2024
Project: CFA Riverview North Offsite Improvements (Whitt Road)
Project No: 010014-01-152

ENGINEERING COST BREAKDOWN FOR OFF-SITE IMPROVEMENTS (WHITT ROAD)

DEMOLITION:

| Market Area 08 FDOT Pay Item # | | QUANTITY | U/A | DESCRIPTION | UNIT COST | | | |
|-----------------------------------|----------|----------|-----|--|-----------|-----------|----|-------------|
| 0327 70 8 | FDOT | 484.30 | SY | Milling Asphalt Pavement, 1 1/2" AVG Depth | \$ | 4.14 | SY | \$ 2,005.01 |
| 0110 1 1 | FDOT | 0.08 | AC | Clearing & Grubbing | \$ | 36,191.78 | AC | \$ 2,787.84 |
| 0110 4 10 | FDOT | 155.58 | SY | Concrete Sidewalk | \$ | 53.17 | SY | \$ 8,272.07 |
| 0650 1 60 | FDOT | 3.00 | EA | Single Post Sign, Remove | \$ | 307.87 | EA | \$ 923.61 |
| 0715 69000 | FDOT | 1.00 | EA | Light Pole Removal and Foundation | \$ | 1,433.05 | EA | \$ 1,433.05 |
| 0102913 24 | FDOT | 60.00 | LF | Removal 12" White Tape Crosswalk Pavement Markings | \$ | 4.50 | LF | \$ 270.00 |
| 024113175100 | RSMMeans | 64.42 | SY | Demolish Type D Curb | \$ | 3.44 | SY | \$ 221.59 |
| SUBTOTAL: | | | | | \$ | | | 15,912.97 |

PAVEMENT & CONCRETE:

| ITEM # | | QUANTITY | U/A | DESCRIPTION | UNIT COST | | | |
|--------------|----------|----------|-----|---|-----------|----------|----|--------------|
| 0520 1 10 | FDOT | 277.08 | LF | Type "F" Curb & Gutter | \$ | 39.46 | LF | \$ 10,933.58 |
| 0522 1 | FDOT | 255.61 | SY | Concrete Sidewalk | \$ | 66.81 | SY | \$ 17,077.60 |
| 0527 2 | FDOT | 17.50 | SF | Detectable Warnings | \$ | 39.25 | SF | \$ 686.88 |
| 0160 4 | FDOT | 602.26 | SY | Subgrade (12 in.) | \$ | 18.69 | SY | \$ 11,256.26 |
| 0285701 | FDOT | 255.61 | SY | Optional Base Group 01 - Lime Rock Base LBR 100 | \$ | 25.89 | SY | \$ 6,617.86 |
| 0285706 | FDOT | 237.94 | SY | Optional Base Group 06 - Lime Rock Base LBR 100 | \$ | 40.84 | SY | \$ 9,717.33 |
| 0285710 | FDOT | 364.32 | SY | Optional Base Group 10 - Type B-12.5 LBR 40 | \$ | 66.44 | SY | \$ 24,205.72 |
| 0337 7 25 | FDOT | 24.09 | TN | Asphalt Concrete Friction Course, FC-5 | \$ | 226.96 | TN | \$ 5,467.57 |
| 0334 1 13 | FDOT | 112.87 | TN | Superpave Asphaltic Conc, Traffic C | \$ | 147.63 | TN | \$ 16,662.65 |
| 0710 11101 | FDOT | 0.03 | GM | Painted 6" White Solid Line | \$ | 1,234.09 | GM | \$ 35.05 |
| 0710 11125 | FDOT | 11.50 | LF | Painted 24" White Solid Stop Line | \$ | 1.43 | LF | \$ 16.45 |
| 0710 11141 | FDOT | 0.01 | GM | Painted 6" 2'-4" White Dotted Guide Line | \$ | 675.66 | GM | \$ 6.46 |
| 0710 11170 | FDOT | 2.00 | EA | Painted Standard White Arrow | \$ | 32.81 | EA | \$ 65.62 |
| 311413231520 | RSMMeans | 52.44 | SY | Open space Installation | \$ | 2.18 | SY | \$ 114.33 |
| SUBTOTAL: | | | | | \$ | | | 102,863.35 |

ENGINEERING COST BREAKDOWN FOR OFF-SITE IMPROVEMENTS (WHITT ROAD)

| | | | |
|----------------------|--------------------------------------|----|------------|
| DEMOLITION: | | \$ | 15,912.97 |
| PAVEMENT & CONCRETE: | | \$ | 102,863.35 |
| | TOTAL CONSTRUCTION COST: | \$ | 118,776.32 |
| | WARRANTY BOND AMOUNT (10% OF TOTAL): | \$ | 11,877.63 |



3-12-25

ANDRES MIZRAHI, P.E.
LICENSE NO. 92421



Chick-fil-A, Inc.
5200 Buffington Road
Atlanta, Georgia 30349-2998
Telephone 404-765-8900

4/22/2025

RE: Warranty Bond – Chick-fil-A Riverview – PID 6410

To Whom It May Concern:

Please accept this letter as authorization of approval for the release of funds to Victor R. Verdi with Venture Construction Company (FEI/EIN Number 58-1077028).

Thank you in advance and please let me know should you require any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Justin Bloecher".

Justin Bloecher
Senior Construction Manager
Chick-fil-A, Inc.



[Department of State](#) / [Division of Corporations](#) / [Search Records](#) / [Search by Entity Name](#) /

Detail by Entity Name

Foreign Profit Corporation

VENTURE CONSTRUCTION COMPANY

Filing Information

Document Number 833579
FEI/EIN Number 58-1077028
Date Filed 12/30/1974
State GA
Status ACTIVE

Principal Address

5660 PEACHTREE INDUSTRIAL BLVD.
NORCROSS, GA 30071

Changed: 03/23/2009

Mailing Address

P.O. BOX 4175
NORCROSS, GA 30091-4175

Changed: 05/05/1997

Registered Agent Name & Address

CORPORATION SERVICE COMPANY
1201 HAYS STREET
TALLAHASSEE, FL 32301-2525

Name Changed: 06/16/2021

Address Changed: 06/16/2021

Officer/Director Detail

Name & Address

Title PTD

MORRIS, RAY E
2700 PACES FERRY RD, UNIT 1203
ATLANTA, GA

Title VP

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PD Modification Application: PRS 25-0415 (Rev)

Zoning Hearing Master Date: NA

BOCC Land Use Meeting Date: May 13, 2025



Hillsborough
County Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Literacy, Leadership, Technology Academy, INC.

FLU Category: SMU-6

Service Area: Urban

Site Acreage: 9.15

Community Plan Area: Ruskin

Overlay: None



Introduction Summary

PD 19-0067 was approved in 2019 to allow for single-family and multi-family residential, commercial, office, light industrial, institutional, recreational, and lodging uses over an area covering 997 acres in the southwest quadrant of the Interstate – 75 and 19th Avenue NE intersection. The PD was most recently modified through PRS 24-0027 to change the conditions related to the roadway configuration and multi-family design standards within Tracts H/I and J.

The applicant is proposing a minor modification to PD 19-0067 to allow for a 19,244-square-foot addition to an existing charter school for students in kindergarten through eighth grade and to increase the maximum number of students from 882 to 1,020.

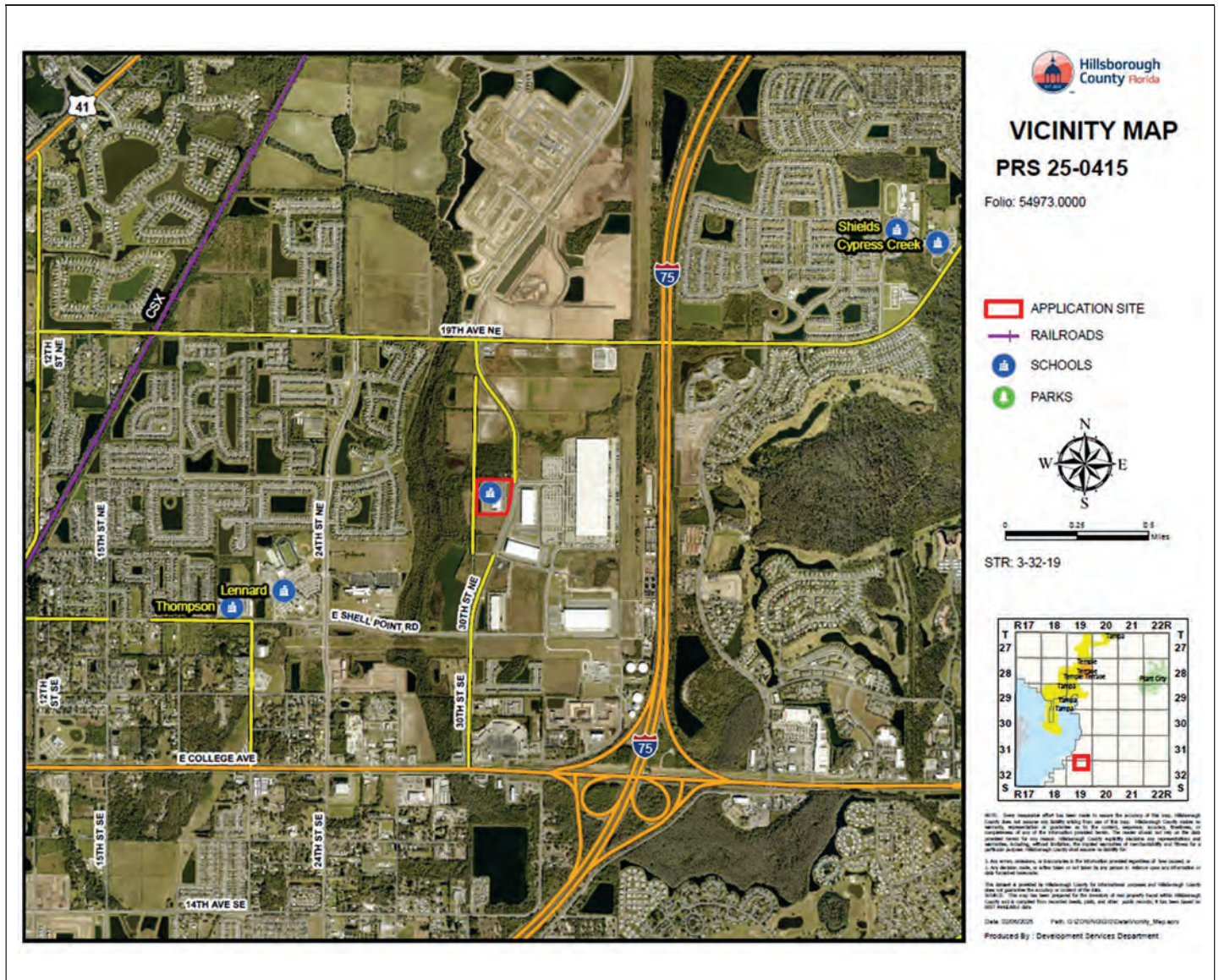
| Existing Approvals | Proposed Modifications |
|--|--|
| Residential, Multifamily-Conventional (RMC-16) and Region Corporate Park (Comprehensive Plan) use. Charter school use approval for 60,428 square feet and up to 882 students in grades K-8. | Increase allowable enrollment by 138 to allow up to 1,020 students in grades K-8. Increase the maximum gross floor area by 19,244 SF to 79,672 SF. Establish operational parameters for class hours, aftercare program, extra-curricular activities, and modifying the student drop-off and pick-up queueing plan. |

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

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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



Context of Surrounding Area:

The property is in the Southshore Corporate Park DRI (#429). The properties to the north are zoned AR and include a property developed for single-family use and an undeveloped parcel. The properties to the east, south, and west are located within the same Planned Development zoning district as the subject property PD (19-0067). The properties to the east area developed for warehouse and distribution purposes and the properties to the west and south are undeveloped. The development pattern primarily consists of single-family subdivisions, an Amazon distribution facility, the HCC Southshore Campus, and a public high school.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Immediate Area Map

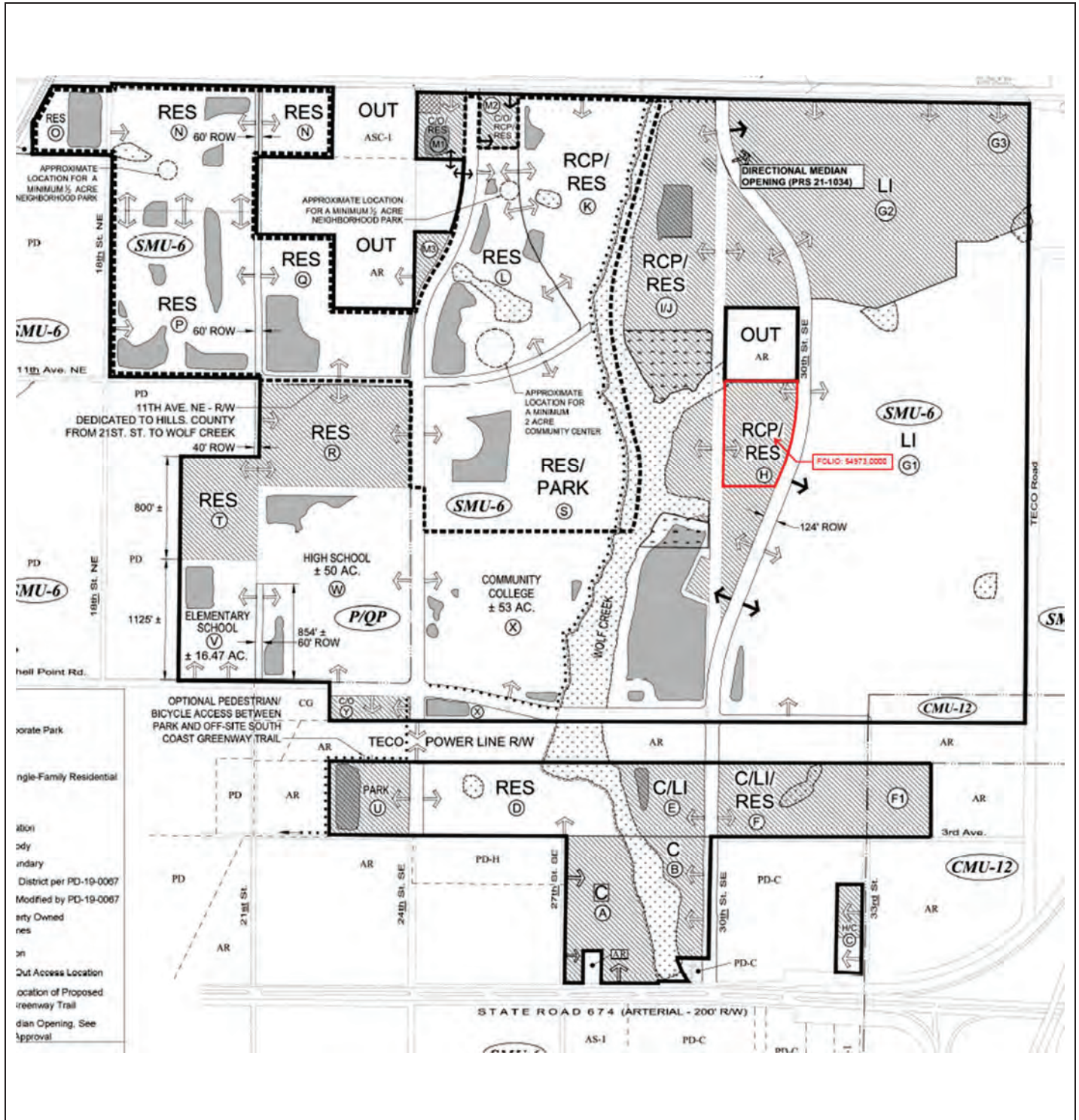


Adjacent Zonings and Uses

| Location | Zoning | Maximum Density/FAR Permitted by Zoning District | Allowable Use | Existing Use |
|----------|---------------------|--|------------------------------|-------------------------------------|
| North | AR | 1 DU per 5 GA/NA | Agricultural & Single Family | Single-Family and Undeveloped |
| South | PD 19-0067 Tract H | 16 DU per GA/FAR: 0.50 | RMC – 16 & RCP (FLU) | Undeveloped |
| East | PD 19-0067 Tract G1 | NA/FAR: 0.5 | M Zoning and RCP (FLU) | Warehouse and Distribution Facility |
| West | PD 19-0067 Tract H | 16 DU per GA/FAR: 0.50 | RMC – 16 & RCP (FLU) | Undeveloped |

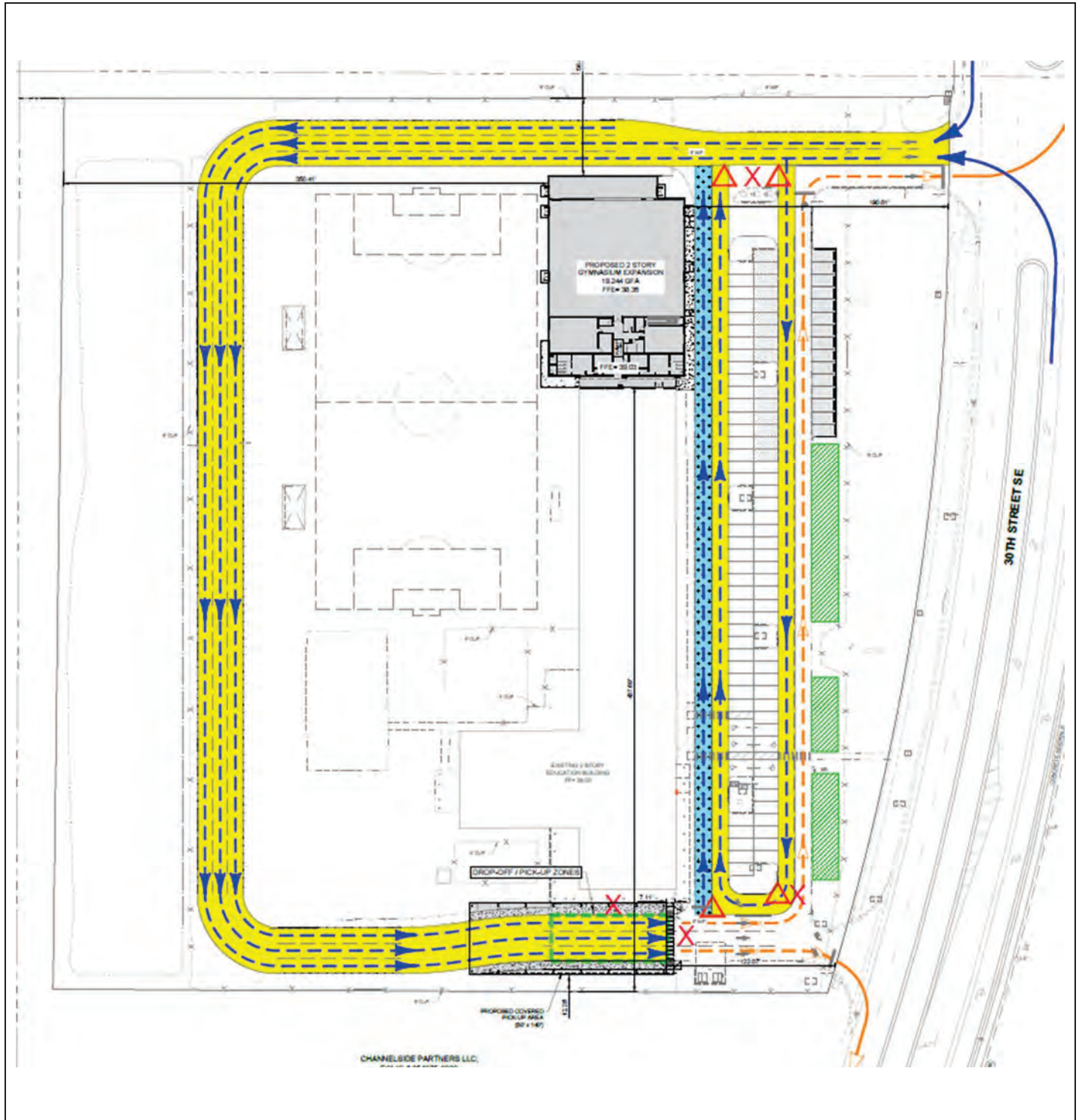
2.0 LAND USE MAP SET AND SUMMARY DATA

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



2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

| Road Name | Classification | Current Conditions | Select Future Improvements |
|----------------------|--------------------------|---|--|
| 30 th St. | County Collector - Urban | 2-4 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 |
| | 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 (Modification Area Only) ☐ Not applicable for this request

| | Average Daily Trips | A.M. Peak Hour Trips | P.M. Peak Hour Trips |
|------------------|---------------------|----------------------|----------------------|
| Existing | 1,632 | 924 | 141 |
| Proposed | 1,887 | 1,069 | 163 |
| Difference (+/-) | (+) 255 | (+) 145 | (+) 22 |

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

Connectivity and Cross Access (Modification Area Only) ☐ Not applicable for this request

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

Design Exception/Administrative Variance ☒ Not applicable for this request

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

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

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Staff finds that the scale of the addition to the school and increase in enrollment in conjunction with the proposed requirements to mitigate transportation impacts will have minimal impact on the neighboring properties and is compatible with the zoning and land use pattern in the area.

5.2 Recommendation

Based on the forgoing considerations, staff finds the proposed modification approvable subject to conditions.

6.0 PROPOSED CONDITIONS

Prior to PD site plan certification, the applicant shall revise the PD site plan to incorporate the Vehicle Circulation Plan referenced in condition 32.8.

Approval - Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted ~~May 2, 2024~~ February 27, 2025.

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

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

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

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

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

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

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

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

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

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

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

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

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

- 2.1 Single family (front loaded only):

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

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

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

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

2.3 Townhouse:

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

2.4 Villa-duplex:

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

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

2.5 Four Unit Village Homes:

| | |
|------------------------------|----------|
| Minimum Lot Size (per unit): | 1,000 sf |
|------------------------------|----------|

| | |
|----------------------------------|-----------|
| Minimum Lot Width (per unit): | 25 feet |
| Maximum Lot Coverage (per unit): | 70% |
| Minimum Height (per unit): | 2-stories |

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

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

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

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

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

2.5.13 Fences between units or yards shall be prohibited.

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

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

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

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

2.6.2 Monitoring/enforcement shall consist of the following requirements:

- a. The property owner, on its own or through a qualified third- party verification and monitoring company, shall determine each tenant's eligibility for a workforce housing set-aside unit by confirming the tenant's annual gross income for compliance with the income limits. Income must be recertified annually.
 - b. The property owner shall provide to the County's Affordable Housing Services Department (AHS) an annual report in a format approved by AHS demonstrating compliance with the workforce set-aside requirement, including compliance with tenant income and rent limit requirements.
 - c. As part of the Construction Plan application submittal, the applicant shall submit a copy of an executed Restrictive Covenant which memorializes the workforce housing requirements outlined in this condition. The format of the Restrictive Covenant shall be approved in advance by the Hillsborough County Affordable Housing Services Department and the County Attorney's Office. The Restrictive Covenant shall be executed by all owners of the property, and be recorded in the public records of Hillsborough County. Restrictions will run with the land regardless of the transfer of ownership.
- 2.6.3 Development of multi-family housing in Tracts I/J and H shall promote pedestrian connectivity both within said tracts and to perimeter pedestrian facilities such that a minimum of four sidewalk connections to the frontage of 30th Street NE shall be provided; should Tracts I/J and H not be developed under a singular development, sidewalk stubouts with cross-access easements shall be provided between all individual developments for eventual internal pedestrian connections; and the use of cul-de-sacs shall be prohibited, except where necessary to avoid naturally sensitive areas and to provide vehicular access to isolated areas.
- 2.6.4 Sufficient Right of Wall shall be preserved in accordance with the Hillsborough County Preservation Plan (CPP). If any segment is removed from the CPP during an update, preservation requirements will no longer be required of that section and modification to the zoning shall not be required for the change.
- 2.6.5 Pedestrian connections from Tract I/J's internal pedestrian network to the County Trail along 19th Avenue shall be provided.
- 2.6.6 The number and spacing of vehicle access points shall be regulated based on the Land Development Code.
- 2.6.7 Multi-family buildings within Tracts I/J and H shall be developed in accordance with RMC-16 standards except as stated below and otherwise herein.
- a. Maximum building height shall be 70 feet/5-stories
 - b. No additional setback for buildings over 20 feet in height shall be required
 - c. Minimum Zoning Lot area per dwelling unit requirements of the Land Development Code shall not apply.
- 2.6.8 Vehicular use areas shall be buffered and screened in accordance with LDC, Section 6.06.04.G with the exception that at least one tree for each 30 linear feet or part thereof of required buffer shall be planted in the buffer with trees located to maximize the shading of the off-street

vehicular use area. All other landscaping shall be consistent with the requirements of the regulations of the Hillsborough County Land Development Code.

2.6.9 All fencing within any required front yard (30 feet along 30th Street and 19th Avenue and 15 feet along all other roadways) shall be limited to a maximum height of 4 feet.

2.7 A minimum of fifty percent (50%) of the single-family detached lots shall be a minimum of 5,000 square feet in size with a minimum lot width of 50 feet, or shall be rear loaded with alley access.

2.8 Zero lot line development shall be permitted and shall be subject to zero lot line regulations in the Land Development Code. Rear yards shall be a minimum of 20 feet.

2.9 Except for townhomes and Four Village Homes, multi-family development shall comply with the RMC-16 regulations of the Hillsborough County Land Development Code. Townhomes, Four Unit Villages, and multi-family within Tracts I/J and H shall not be subject to the 2-to-1 additional setback for every foot above 20 feet in height requirements of the Land Development Code.

3. Commercial uses and office uses shall be developed in accordance with CG zoning district standards. Light industrial/RCP uses shall be developed in accordance with M zoning district standards. Schools shall be developed in accordance with the provisions of the Interlocal Agreement for educational facility siting dated October 15, 1997, as amended. Colleges shall be developed in accordance with Land Development Code Section 6.11.27.

4. Buffering and screening requirements shall be those of the Land Development Code unless otherwise noted within these conditions.

4.1 In Tract G2 and Tract I/J, there shall be a 30-foot-wide buffer along 19th Avenue. For Tract I/J, the 30-foot-wide trail corridor required in condition #26 may be located within the required 30-foot wide buffer to accommodate a County trail. Within this buffer area, and unless otherwise stated, screening shall be achieved through the use of Screening Standard "B." No Type B screening shall be required for a convenience store with gas use located within the western 355 feet of Tract G2.

4.2 If either Tract K or Tract M2 are developed with RCP uses, there shall be a 30-foot-wide buffer along 19th Avenue. Within this buffer area, screening shall be achieved through the use of Screening Standard "B."

5. Lighting within the project shall be fully shielded to diffuse glare off site.

6. All trash/refuse/dumpster storage facilities shall be completely enclosed. Said facilities shall be architecturally finished in materials similar to those of the principal structures. Dumpsters shall not be emptied between the hours of 9:00 p.m. and 7:00 a.m., excluding Tracts A, B, C, E, F1, G1, G2 and G3. Such time limitations shall also not apply to Tracts H and I/J if either tract is developed in its entirety with non-residential (RCP) uses.

7. Approval of this application does not ensure that public wastewater and potable water services will be available at the time when the applicant seeks approval to actually develop.

8. The Developer shall apply for reclaimed water service in accordance with the County's Reclaimed Water Waiting List Standard Operating Procedure 6.23 within 30 days of zoning approval or prior to General Site Plan certification, whichever comes first.

9. The Developer shall design and install an irrigation system consistent with the requirements of the County's Dryline Standard Operating Procedure 6.2.4. If groundwater from existing wells is used for irrigation purposes, the irrigation system shall be built to County standards pursuant to a right-of-way use permit, and shall be maintained by the developer or designee until reclaimed water becomes available and the system is accepted by Hillsborough County for maintenance.
10. Prior to any development permit approvals, construction or improvement of the project, the Developer shall submit a Master Drainage Plan for review and approval by the Hillsborough County Public Works Department and Development Services Department and to the South West Florida Water Management District. Any required drainage easements will be dedicated to Hillsborough County.
11. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
12. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application, which has been received, pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
13. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
14. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
15. The locations of all lakes, retention area and potential mitigation areas are conceptual.
16. To provide interconnectivity and internal capacity for circulation, each tract adjacent to a roadway shown on the general site plan shall demonstrate, as determined by Hillsborough County, the ability to provide cross access and internal circulation to adjacent parcels or tracts, except where such cross access would require a crossing of Wolf Creek. The character and design of the cross access shall be: (a) proportional to the proposed development for the site; and (b) may be limited to pedestrian-only access, including nonvehicular cross access provided via the proposed County trail. Character and design of required cross access shall be as determined by Hillsborough County. Tracts G and S shall support traffic circulation with internal roadway connections to the roadways shown on the general site plan. Tracts with development that includes parking lots shall have efficient parking lot circulation to accomplish the goal of internal circulation by connecting to the access points shown on the general site plan or other locations as approved by Hillsborough County. School sites and park tracts shall accommodate non-vehicular or vehicular cross access and internal circulation appropriate to their use.
17. Upon written request of the County or prior to Construction Plan or Final Plat approval for adjacent development, whichever is earlier, the applicant shall dedicate and convey to Hillsborough County a 60 foot wide right-of-way for the future extension of 21st Street from Shell Point Road to 19th Avenue. The alignment of the right-of-way will be at the discretion of the Developer.

18. Developer of the parcels adjacent to 24th Street and Shell Point Road (west of 30th Street) has designed and constructed to County Standards, Shell Point Road (west of 30th Street) as a two-lane roadway, and has designed 24th Street as a four lane roadway and constructed the first two lanes. Permitting, and construction of a traffic signal at the intersection of 24th Street and Shell Point Road, when warranted, shall be the responsibility of the Developer. The traffic signal shall be designed and constructed to Hillsborough County Standards. The Developer(s) shall be responsible for providing 100 percent of the right-of-way.
19. The general design, location and number of access points shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code. The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department and/or the Florida Department of Transportation, if applicable. Final design, if approved by Hillsborough County Development Services Department and/or the Florida Department of Transportation may include, but is not limited to, left turn lanes, acceleration lane(s), and deceleration lane(s). Access points may be restricted in movements.
20. The Optional Right In/Right Out access location on 24th Street in Tract M2 and Optional Right In/Right Out access location on 24th Street in Tract M1 shall meet the Hillsborough County Access Management Regulations and the determination of feasibility of the proposed access shall be made by Hillsborough County at Site Plan Review based on the traffic conditions at this location. The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department.
21. Prior to Preliminary Site Plan approval, the Developer shall provide a traffic analysis, signed by a professional engineer, showing the amount of left and right turn lane storage needed to serve development traffic. The Developer shall provide, at his expense, left and right turn lanes at each project access on roads that are shown on the Long Range Transportation Plan and/or the South Shore Corridor Plan. The left and right turn lanes shall be of sufficient length to accommodate anticipated left and right turning traffic. The design and construction of these left and right turn lanes shall be approved by the Hillsborough County Development Services Department and/or FDOT. All roadway construction of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement.
 - a. For Developments along 24th Street the intersections of 24th Street and 19th Avenue, 24th Street and Shell Point Drive and 24th Street and S.R. 674 as well as project driveways shall be analyzed to determine if turn lanes are adequate to accommodate the project traffic.
 - b. For Developments along 30th Street the intersections of 30th Street and 19th Avenue, 30th Street and Shell Point Drive and 30th Street and S.R. 674 as well as project driveways shall be analyzed to determine if turn lanes are adequate to accommodate the project traffic.
22. When warranted, the Developer shall also construct a traffic signal at the intersection of SR 674 & 24th Street. The traffic signal shall be designed to FDOT and Hillsborough County standards.
23. The Developer shall install a traffic signal at the intersection of 24th Street & 19th Avenue at the time Site Development Approval is sought for parcels adjacent to the intersection. The Developer shall be responsible for the signal, only if Site Development Approval is sought for development on the south side of 19th Ave at 24th Street. If a signal were to be warranted due to traffic coming south on the future extension of 24th Street north of 19th Ave, then the Developer would not be required to install the traffic signal. The Developer has the option of either installing the signal or making payment to the County for the cost of the signal in lieu of installation. If the Developer chooses the payment option, direct payment in the form of a Letter of Credit is acceptable or a Certified Check paid to the County to hold in Escrow. Payment shall be made to the County prior to preliminary site plan approval. If the Developer chooses to install the signal the Developer shall indicate on the preliminary

site plan that a traffic signal will be installed. Prior to Construction Plan Approval, the Developer shall submit 60% design plans. Prior to the issuance of a Certificate of Occupancy (CO) the traffic signal shall be installed. The Developer shall be responsible for the cost of design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department.

24. If project traffic exceeds 30% of the daily traffic on 30th Street, Developer shall install a traffic signal at the intersection of 30th Street & 19th Ave. If a signal were to be warranted due to traffic coming south on the future extension of 30th Street north of 19th Ave, Developer shall not be required to install the traffic signal. The Developer has the option of either installing the signal or making payment to the County for the cost of the signal in lieu of installation. If the Developer chooses the payment option, direct payment in the form of a Letter of Credit is acceptable or a Certified Check paid to the County to hold in Escrow. Payment shall be made to the County prior to preliminary site plan approval. If the Developer chooses to install the signal the Developer shall indicate on the preliminary site plan that a traffic signal will be installed. Prior to Construction Plan Approval, the Developer shall submit 60% design plans. Prior to the issuance of a Certificate of Occupancy (CO) the traffic signal shall be installed. The Developer shall be responsible for the cost of design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department. The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department.
25. The directional median included in PRS 21-1034 on 30th Street shall be limited to left in movements for vehicles traveling southbound. The proposed additional access to Tract G2 included in PRS 21-1034 shall be restricted to right in right out and left in traffic movements.
26. The developers of Tract I/J, Tract K, Tract S, and Tract X have participated in the implementation of the Hillsborough Greenways Master Plan by providing Hillsborough County a 30-foot wide trail corridor easement across their properties along the west side of Wolf Branch Creek, where needed between 19th Avenue and the Tampa Electric Company easement south of 19th Avenue. The developer(s) of Tract I/J shall participate by providing Hillsborough County a 30-foot wide trail corridor easement along the south side of 19th Avenue west of 30th Street provided such trail easement is required for use by the County as part of the trail that comprises part of the County's trail network. The easement interest shall be conveyed at such time that the County identifies funding for design and construction of the trail through the project. The County shall be responsible for trail design, permitting, construction and maintenance of the trail. Except for that portion of the trail along the south side of 19th Avenue which crosses over Wolf Branch Creek, the 30-foot trail corridor may be adjacent to, but not overlap, the wetland buffer.
27. The Developer shall coordinate with the County regarding the design and construction of the proposed County trail through the project and shall design an internal bicycle/pedestrian trail network compatible with and connected to the County trail.
28. To ensure the safety of trail users, the Developer shall design any lakes/ponds adjacent to the South Coast trail corridor in a manner that creates a slope no greater than 6:1 along the trail side of the lake/pond system.
29. To ensure connectivity between the County trail and the internal bicycle/pedestrian trail network, the stormwater drainage system to be located on the west side of the trail corridor shall not be one continuous open body of water along the entire length of the trail corridor through the project. The stormwater system shall be designed as two or more lakes/ponds with sufficient land between them to allow the Developer to provide the internal bicycle/pedestrian trail connection(s) to the County trail. At a minimum, one bicycle/pedestrian trail connection to the County trail shall be provided in the vicinity of the community college/park/schools.

30. Project signs shall be limited to building signs and monument signs. All monument signs shall be a maximum of 15 feet in height. Billboards, pole signs, banners and pennants shall be prohibited.

31. All Phase I residential development beyond 607 units (multi-family or single-family) shall provide mitigation for hurricane shelter space through application of the following formula:

31.1 Number of dwelling units (x) 2.5 (occupancy factor) = the number of potential evacuees.

31.2 Number of potential evacuees (x) .25 (historical public shelter demand) = shelter space demand.

31.3 Number of shelter space demand (x) \$129.00 = offset cost/mitigation for shelter impact.

Conditions 32 through ~~37~~ 35 shall only apply to PRS 25-0415 and PRS 25-0576 (Condition 35) as specified.

32. The charter school located on folio 54973.0000 is permitted for up to 882 students, and via PRS 25-0415, shall be permitted an expansion of 138 additional students, for a total of up to 1,020 students. After the expansion of the school is open which utilizes all or a portion of the additional 138 student stations, the school shall be subject to the following operational standards.

32.1 The school will utilize two staggered start and dismissal times. Neither of the staggered start or dismissal times shall exceed 882 students. The staggered start times in the morning will be staggered no less than 30 minutes apart and the staggered dismissal times in the afternoon will be staggered no less than 54 minutes apart.

32.2 The school will open the exterior gate twenty minutes prior to the first dismissal period.

32.3 Students enrolled in the early dismissal time with an older sibling enrolled in the later dismissal will be offered a holding area to cover the difference between dismissal periods.

32.4 There shall be an on-site aftercare school program serving a minimum of 138 students. Such use shall be an accessory to the charter school and serve only students of the charter school.

32.5 Pick-up time for all extra-curricular campus activities must occur after one hour after the later dismissal time.

32.6 Pick-up time for all student off-campus appointments must occur prior to the early dismissal time.

32.7 Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to assess the sufficiency of queuing both on-site and off-site at the project access points. Such report shall be submitted to the Hillsborough County Development Service and Public Works Departments. This annual monitoring requirement shall remain in effect for one year beyond the time the total enrollment reaches 1,020 students. In the event that significant offsite queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered start and ends times, staggered arrival/departure times and/or a revised onsite circulation plan to alleviate off-site queuing. Such revised plan shall be subject to review and approval by Hillsborough County Public Works. Notwithstanding the above, the minimum temporal separation of arrival and dismissal periods shall be maintained (i.e. while Public Works may approve alternate start and dismissal times, time periods between pick-up/drop-off periods shall be no less than 30 minutes between start periods and 54 minutes between dismissal periods).

- 32.8 Access management, vehicle queuing, and staff placement shall occur consistent with the Vehicle Circulation Plan (dated February 17, 2025). Modifications to these plans may be submitted in accordance with Condition 32.7, above, or as otherwise approved by the Hillsborough County Public Works and Development Services Departments. No queueing stacking may occur on or along 30th Street NE, Laurel Ridge Avenue, or any other facility not identified as a queuing area on the Vehicle Circulation Plan.
- 32.9 Concurrent with site/construction plan approval for the 138 additional student stations, the school shall submit an Event Parking Plan, which shall be incorporated into the site/construction plan approval.
- 32.10 The charter school shall not permit students to be dropped off outside of the school property, including along the property's 30th Street NE frontage. In such instance, the school shall take actions necessary to ensure such violation of the conditions of approval and/or Vehicle Circulation Plan are cured.
33. Development shall be as depicted on the general site plan and comply with the following standards.
- 33.1 Gross floor area shall not exceed 79,672 square feet.
- 33.2 Minimum setbacks shall be as follows:
- North: 56';
- South: 12.2' (covered pick-up area);
- East: 190.6' (as shown); and
- West: 350.4'
- 33.3 The gymnasium expansion shall not exceed two-stories or 32 feet in height.
- 33.4 The number of classrooms shall not exceed 62.
34. The trade-off of DRI entitlements is not granted through this PRS. Documentation of the exchange of entitlements is required prior site plan approval.
35. Should PRS 25-0576 be certified prior to PRS ~~24-0415~~ 25-0415, conditions of approval shall contain those approved for PRS 25-0415 and include the queuing plan for PRS 25-0415 as one of the plan sheets. Should PRS 25-0415 be certified prior to PRS 25-0576, conditions of approval shall contain those approved for PRS 25-0576. The certification of one of the two PRS applications does not negate the requirement to certify each PRS application.
- ~~36.32-~~ In the event there is conflict between a zoning condition of approval, as stated herein, and any written or graphic notation on the general site plan, the more restrictive requirement shall apply.
- ~~37.33-~~ Development of the project shall proceed in strict accordance with the terms and conditions contained in the DRI (DRI# 249) Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
- ~~38.34-~~ If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in any stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- ~~39.35-~~ Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Site Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code

(LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.

Zoning Administrator Sign Off:

J. Brian Grady

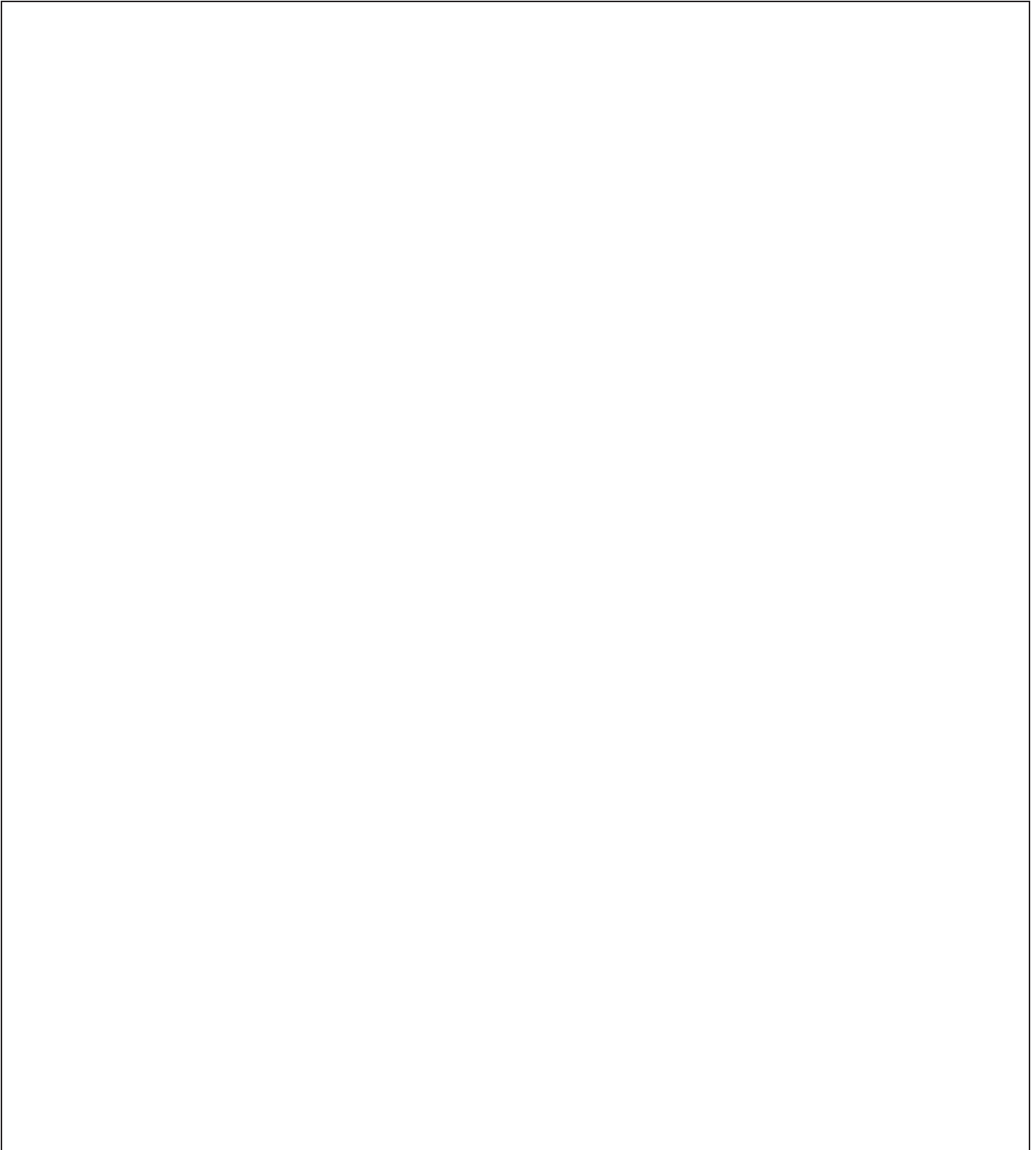
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

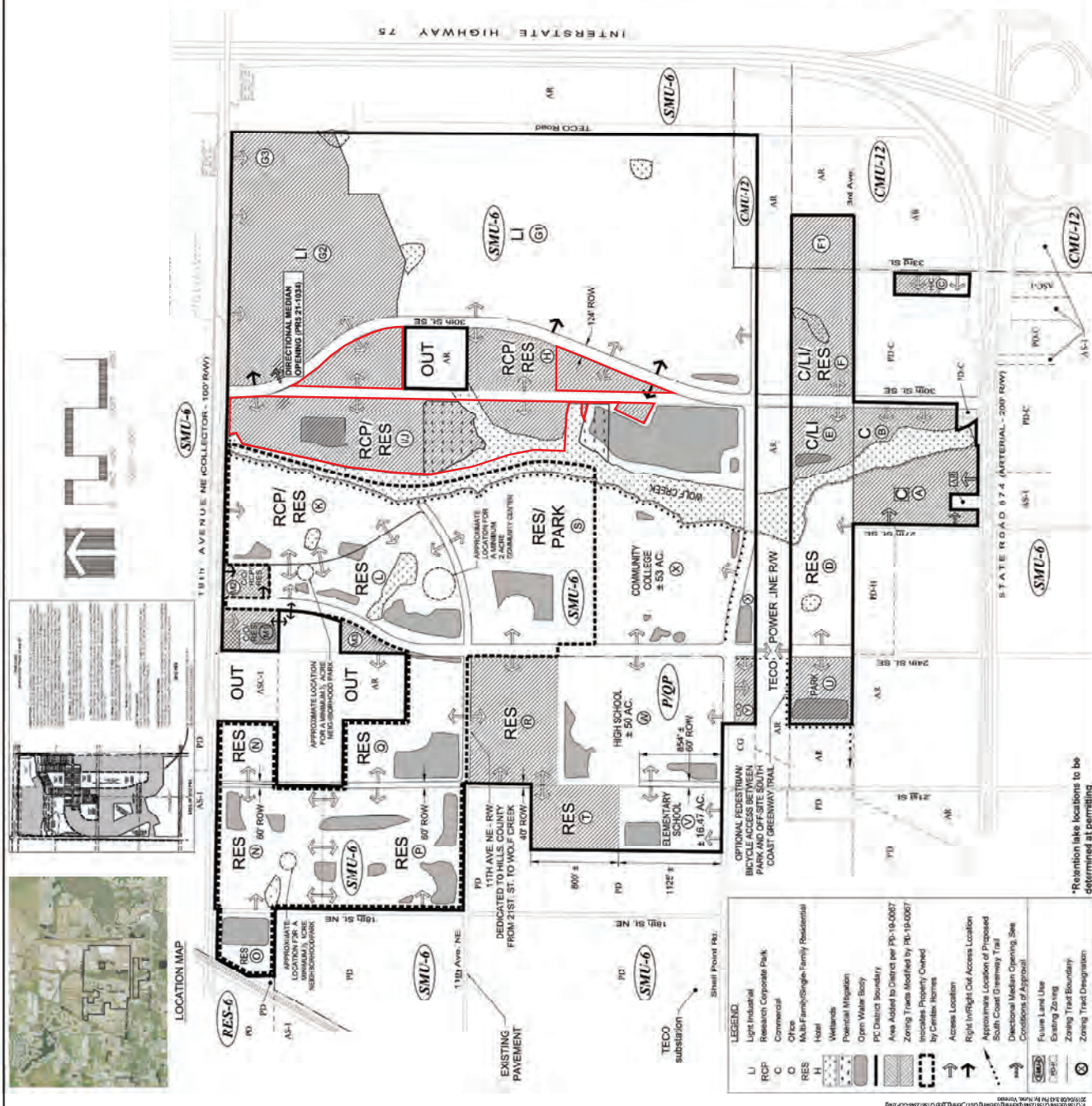
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)

A large, empty rectangular box with a thin black border, intended for the submission of the Approved Site Plan. It occupies the majority of the page below the section header.



*Retention lake locations to be determined at permitting

| Sheet 12 P05:24-0027 | SF | SF | 24.04.30 |
|-------------------------|------|------|----------|
| MOORE HOLE 1 | A4H | A4H | 23.10.03 |
| MOORE CONTAMINATED LIME | FILE | FILE | 27.04.03 |

**GENERAL
DEVELOPMENT
PLAN**

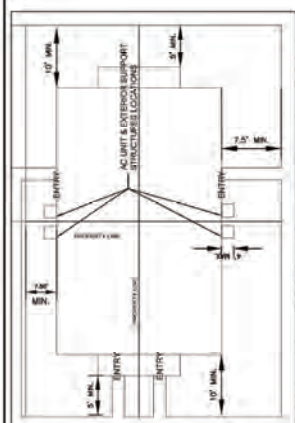
04/30/2024

Sheet 2 of 2

**SOUTH SHORE
CORPORATE PARK
PD 19-0067**

PD 19-0067

Arthurian Farms, Inc.
Master Developer
Buchanan Ingersoll & Rooney, P.C.
Legal Counsel
Stantec Consulting Services, Inc.
Planning
Linkins & Associates, Inc.
Transportation



PRS 24-0027

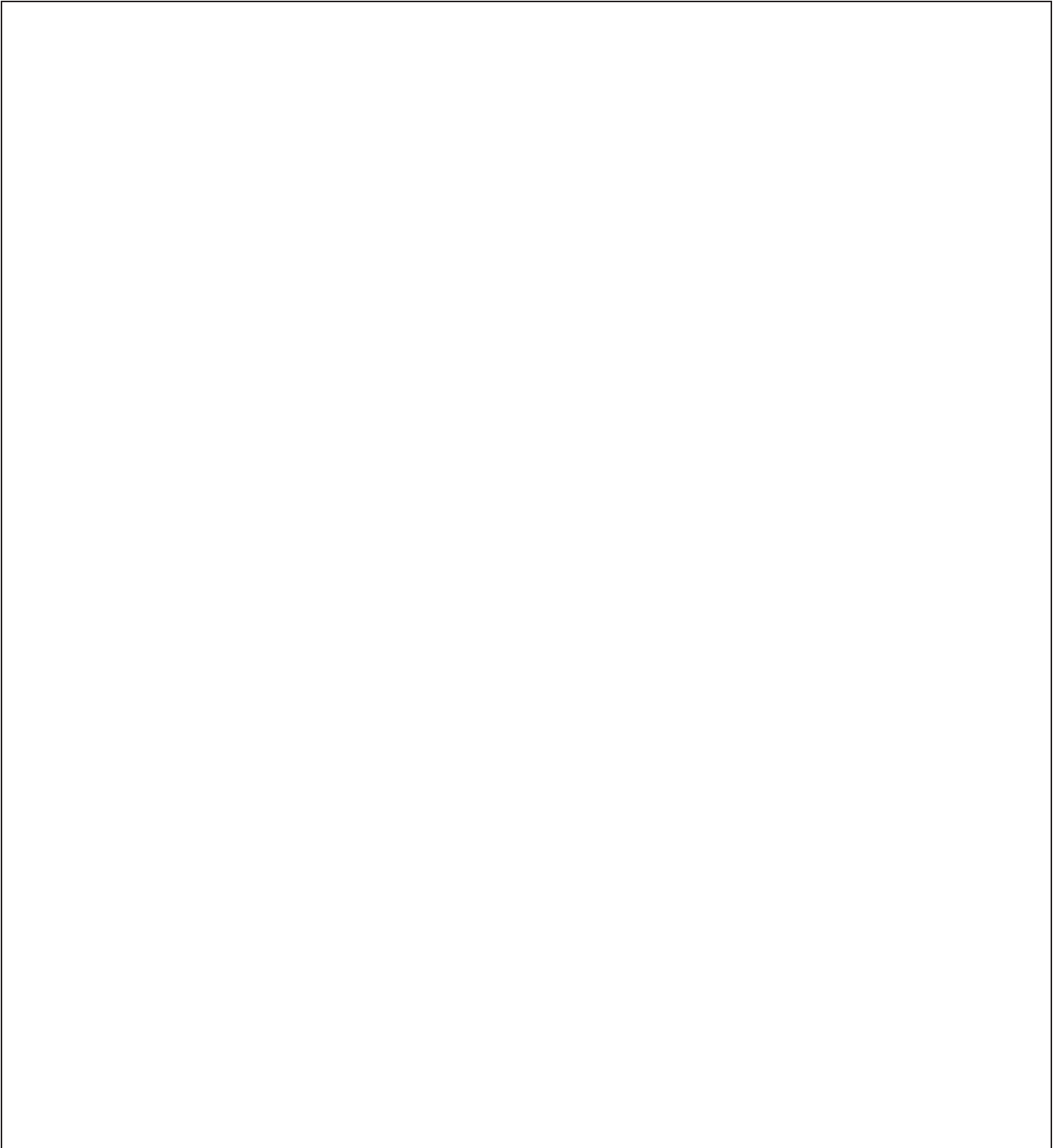
FOLIOS included:

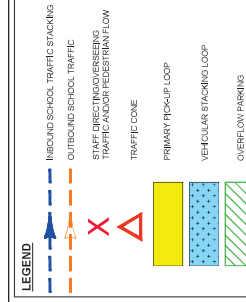
Total Acreage: 71.20 AC

Acreages are approximate

8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)

A large, empty rectangular box with a thin black border, intended for the submission of the Proposed Site Plan. It occupies the majority of the page below the section header.

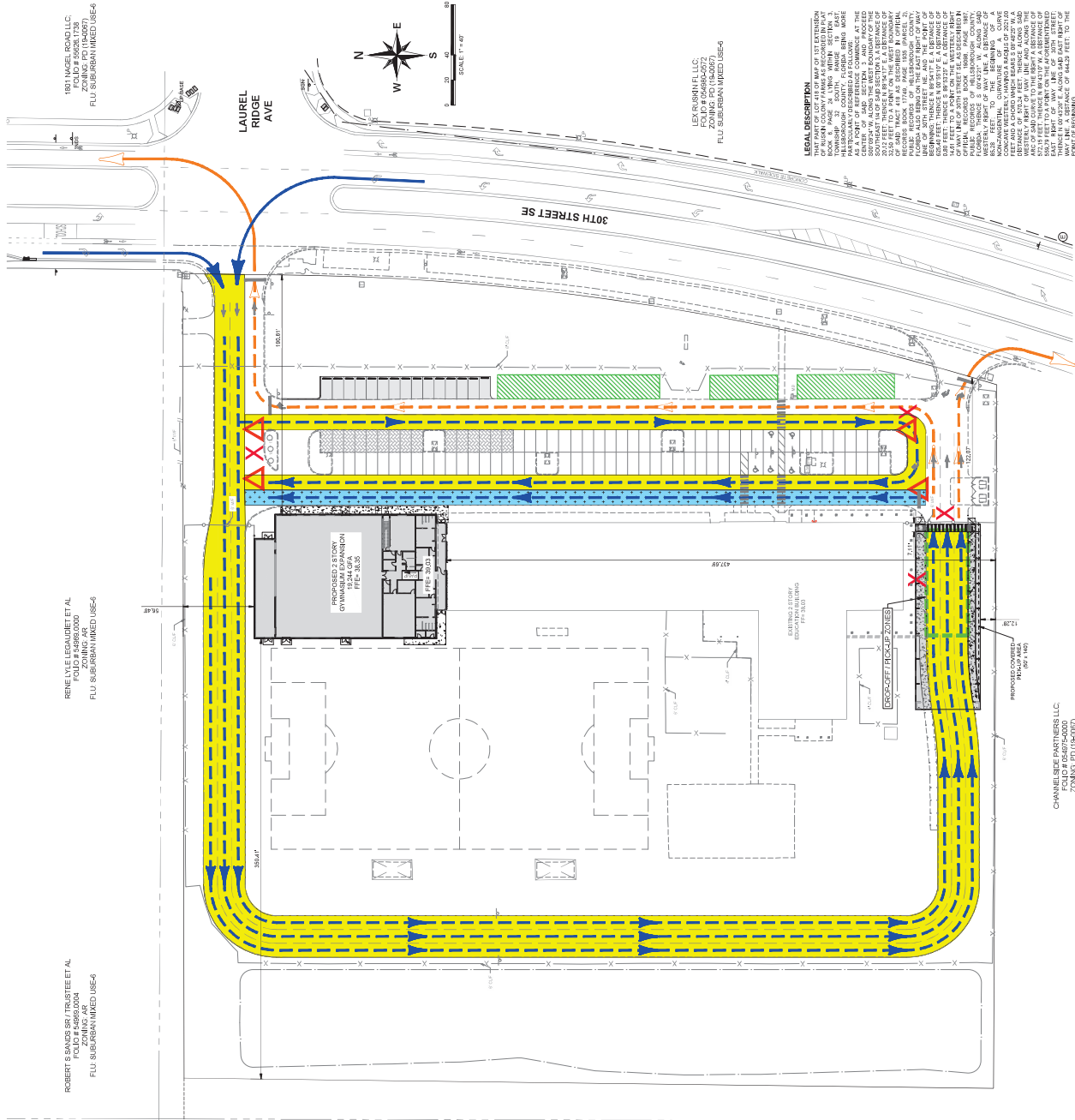


NOTES:

1. ALL TRAVELERS MUST ENTER THE AREA VIA THE NORTHERN SIDEWAY AND UTILE FROM THE NORTH SIDE OF THE UTILE.
2. ALL VEHICLES MUST BE FULLY STAFFED WITH DIRECT VEHICLES TO THE SOUTH ENTRANCE TO TRIP THE SECONDARY LOOP.
3. A SAFE AND EXPEDITIOUS TRIP PROCEDURE.
4. STAFF WILL BE COLOCATED BOTH IN-CAR ZONES AND ALTERNATE THE LOADING ZONE.
5. APPROPRIATE CHAMPUS TRAFFIC CONTROL WILL BE UTILIZED STAFF, CONES, AND SIGNS.
6. THE DEVELOPMENTAL TRAFFIC CONTROL WILL BE UTILIZED STAFF, CONES, AND SIGNS.

ANNUAL MONITORING NOTES:

1. THE DEVELOPER/OWNER SHALL PERFORM AN ANNUAL MONITORING EACH YEAR DURING THE 4TH WEEK OF THE BEGINNING OF THE SCHOOL YEAR TO ASSESS THE QUEUE AT THE SCHOOL ENTRANCE.
2. THE MONITORING PLAN SHALL BE SUBMITTED TO HILLSBOROUGH COUNTY DEVELOPMENT SERVICES AND PUBLIC WORKS DEPARTMENTS.

[illegible]

CHANNELSIDE PARTNERS LLC
 FOLIO # 054975-0000
 ZONING: PD (19-0067)
 FLU: SUBURBAN MIXED USE-6

ROBERT S SANDS SR / TRUSTEE ET AL
FOLIO # 54959.0304
ZONING: AR
FLU: SUBURBAN MIXED USE-6

RENE LYLE LEGAUDIET ET AL
FOLIO # 54969.0000
ZONING: AR
FLU: SUBURBAN MIXED USE-6

1801 NAGEL ROAD LLC;
FOLIO # 55626.1738
ZONING: PD (19-0067)
FLU: SUBURBAN MIXED USE-6

LEX RUSKIN FL LLC;
FOLIO # 054980-0672
ZONING: PD (15-0067)
FLU: SUBURBAN MIXED USE-6

[illegible]

| | |
|---------------------|-----------------|
| COMMUNITY AREA PLAN | BALM |
| PLANNING AREA | SOUTHSHORE/USKN |
| URBAN SERVICE AREA | YES |

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 04/30/2025

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: South/ RU

PETITION NO: MM 25-0415

- ☐ This agency has no comments.
- ☐ This agency has no objection.
- ☒ This agency has no objection, subject to listed or attached conditions.
- ☐ This agency objects, based on the listed or attached grounds.

NEW CONDITIONS OF APPROVAL

All previously approved transportation-related conditions shall carry forward, in addition to the new conditions proposed hereinbelow.

New Conditions

32. The charter school located on folio 54973.0000 is permitted for up to 882 students, and via PRS 25-0415, shall be permitted an expansion of 138 additional students, for a total of up to 1,020 students. After the expansion of the school is open which utilizes all or a portion of the additional 138 student stations, the school shall be subject to the following operational standards:
- 32.1 The school will utilize two (2) staggered start and dismissal times. Neither of the staggered start or dismissal times shall exceed 882 students. The staggered start times in the morning will be staggered no less than 30 minutes apart and the staggered dismissal times in the afternoon will be staggered no less than 54 minutes apart.
 - 32.2 The school will open the exterior gate twenty minutes prior to the first dismissal period.
 - 32.3 Students enrolled in the early dismissal time with an older sibling enrolled in the later dismissal will be offered a holding area to cover the difference between dismissal periods.
 - 32.4 There shall be an on-site aftercare School program serving a minimum of 138 students. Such use shall be an accessory to the charter school and serve only students of the charter school.
 - 32.5 Pick-up time for all extra-curricular campus activities must occur after one hour after the later dismissal time.
 - 32.6 Pick-up time for all student off-campus appointments must occur prior to the early dismissal time.

- 32.7 Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to access the sufficiency of queuing both on-site and off-site at the project access points. Such report shall be submitted to the Hillsborough County Development Service and Public Works Departments. This annual monitoring requirement shall remain in effect for one (1) year beyond the time the total enrollment reaches 1,020 students. In the event that significant offsite queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered start and ends times, staggered arrival/departure times and/or a revised onsite circulation plan to alleviate off-site queuing. Such revised plan shall be subject to review and approval by Hillsborough County Public Works. Notwithstanding the above, the minimum temporal separation of arrival and dismissal periods shall be maintained (i.e. while Public Works may approve alternate start and dismissal times, time periods between pick-up/drop-off periods shall be no less than 30 minutes between start periods and 54 minutes between dismissal periods).
- 32.8 Access management, vehicle queuing, and staff placement shall occur consistent with the Vehicle Circulation Plan (dated February 17, 2025). Modifications to these plans may be submitted in accordance with Condition 32.7, above, or as otherwise approved by the Hillsborough County Public Works and Development Services Departments. No queueing stacking may occur on or along 30th St. NE, Laurel Ridge Ave., nor any other facility not identified as a queuing area on the Vehicle Circulation Plan.
- 32.9 Concurrent with site/construction plan approval for the 138 additional student stations, the school shall submit an Event Parking Plan, which shall be incorporated into the site/construction plan approval.
- 32.10 The charter school shall not permit students to be dropped off outside of the school property, including along the property's 30th St. NE frontage. In such instance, the school shall take actions necessary to ensure such violation of the conditions of approval and/or Vehicle Circulation Plan are cured.

Other Conditions

- Prior to PD site plan certification, the applicant shall revise the PD site plan to incorporate the Vehicle Circulation Plan referenced in condition 32.8.

PROJECT OVERVIEW, TRIP GENERATION, AND ANALYSIS OF ISSUES

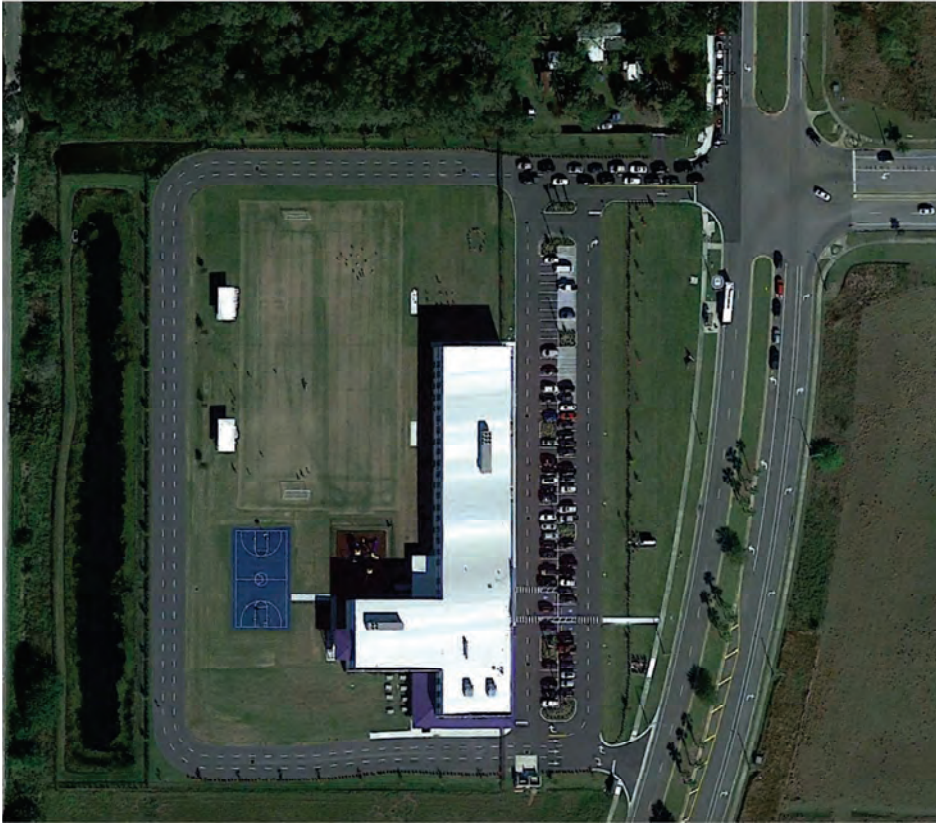
The applicant is requesting a Minor Modification (also known as a personal appearance) to a +/- 9.16 ac. parcel within Planned Development (PD) #19-0067, and as most recently modified via PRS 24-0027. The existing PD is approved for a variety of uses, as outlined in the PD and Development of Regional Impact (DRI) Development Order. The modification area has approval for a K-8 charter school with up to 882 students, and via PRS 25-0415, is seeking an expansion of 138 additional students, for a total of up to 1,020 K-8 students.

The applicant is seeking approval of alternate standards in lieu of a strict application of LDC Sec. 6.03.13, which provide a formula for minimum queueing and circulation required to serve the project. That section of the LDC would require 6,248 linear feet of queue for 1,020, while the queueing and circulation plan shows sufficient to accommodate only 892 students (or 5,466 feet of queue). In lieu of the providing additional stacking, the applicant is proposing a variety of measures including staggered start and dismissal times and controls on other certain pick-up times, maximum enrollment caps by grade level, a holding area for younger students waiting for their older siblings to finish school, and an accessory child care center which they have committed will serve a minimum of 328 students (lessening peak pick-up period demand). Staff has also included boilerplate conditions on the school to provide limited flexibility (but also accountability), as is standard operating procedure for private and charter schools.

Lastly, staff notes that there have been documented queueing issues from the existing school which have spilled out into 30th St. NE and negatively affected the safety and operational efficiency of this Level of Service (LOS) F (failing) roadway. These events have largely been attributed to the school's failure to open the school gates and allow parents to utilize the queueing lanes which were constructed and designed for such purpose. Staff was made aware that queueing has occasionally backed up far enough to exceed available southbound right turn lane queues, thereby shutting down southbound traffic on 30th St. NE, which is a 2-lane divided collector roadway north of the site (i.e. the separated median makes it impossible to bypass a back-up or even U-turn to find an alternative route). Queues utilizing the northbound left turn lane prohibit other traffic from utilizing that turn lane for U-turning movements. While land to the south of the school is currently vacant (and so this is not currently an issue), if the existing situation were to continue, use of this turn lane for queueing and stacking could result in adjacent development being unable to be reasonably accessed from the south (since no opportunities for U-turn would exist during drop-off and pick-up periods). Example photos showing traffic beginning to queue up and spill back are included below.

Lastly, staff notes that there is a planned/warranted traffic signal (by others) going in at the intersection of 30th St. NE and Laurel Ridge Ave. Staff notes that Developer Services leadership has meet with the applicant and reviewed their proposed alternative measures and found that the applicant proposed conditions together with the standard boilerplate conditions will be sufficient ensure the queue issue is alleviated, and provide sufficiency certainty that any future queueing problems will be avoided (or otherwise corrected).





As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the subject site. Staff prepared the below analysis, comparing trips potentially generated within the modification area under the approved and proposed zoning, utilized a generalized worst-case scenario. Data provided below is based on information from the Institute of Transportation Engineers' Trip Generation Manual, 11th Edition. Data for ITE LUC 536 (K-5 Charter School) is used due to a lack of ITE data for K-8 charter schools. These rates are in line with rates developed by FDOT during its 2017 Study of 10 area K-8 charter schools, for example, 1.04 a.m. peak hour trips from the ITE data vs 1.07 a.m. peak hour trips from the FDOT study.

Existing Use (Modification Area Only):

| Land Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|---------------------------------------|------------------------|-----------------------|-----|
| | | AM | PM |
| 882 Student K-8 Charter (ITE LUC 536) | 1,632 | 924 | 141 |

Proposed Use (Modification Area Only):

| Land Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|---|------------------------|-----------------------|-----|
| | | AM | PM |
| 1,020 Student K-8 Charter (ITE LUC 536) | 1,887 | 1,069 | 163 |

Difference:

| | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|--|------------------------|-----------------------|--------|
| | | AM | PM |
| | (+) 255 | (+) 145 | (+) 22 |

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

30th Street is a 2-lane, divided, collector roadway from SR 674 to Laurel Ridge Avenue and 2-lane divided from Laurel Ridge Avenue to 19th Avenue in good condition. In the vicinity of the proposed project, 30th Street is characterized by 12 foot lanes lying within +/-140 feet of right of way. There are sidewalks and bike lanes along 30th Street in the vicinity of the project.

SITE ACCESS

No changes to site access are proposed.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Internal project roadways are not regulated roadways and were not included in the 2020 Level of Service (LOS) Report. As such, staff is unable to provide LOS information for these facilities.

| Roadway | From | To | LOS Standard | Peak Hour Directional LOS |
|----------------------|-----------------|-------------------------|--------------|---------------------------|
| 30 th St. | Shell Point Rd. | 19 th Ave NE | D | F |

Source: Hillsborough County 2020 Level of Service Report

Transportation Comment Sheet

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

| Adjoining Roadways (check if applicable) | | | |
|--|-----------------------------|---|--|
| Road Name | Classification | Current Conditions | Select Future Improvements |
| 30 th St. | County Collector - Urban | 2-4 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 |
| | 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 (Modification Area Only) <input type="checkbox"/> Not applicable for this request | | | |
|---|---------------------|----------------------|----------------------|
| | Average Daily Trips | A.M. Peak Hour Trips | P.M. Peak Hour Trips |
| Existing | 1,632 | 924 | 141 |
| Proposed | 1,887 | 1,069 | 163 |
| Difference (+/-) | (+) 255 | (+) 145 | (+) 22 |

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

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

PD Modification Application: PRS 25-0576

BOCC Land Use Meeting Date:

May 13, 2025



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: The Industrial Fund Ruskin LLC

FLU Category: SMU-6

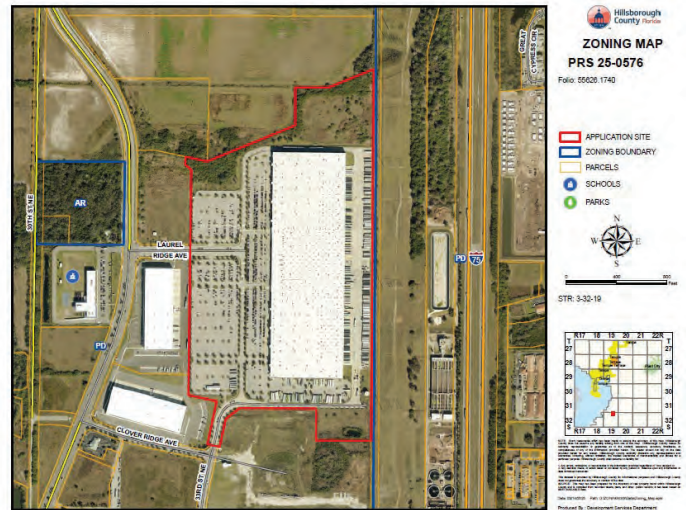
Service Area: Urban

Site Acreage: +/-79.54 acres

Community Plan Area: Ruskin

Overlay: None

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



Existing Approvals:

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

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

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

Existing Approval(s):

LDC Section 6.11.10.B.2 requires the following:

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

Proposed Modification(s):

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

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

APPLICATION NUMBER: PRS 25-0576

BOCC LUM MEETING DATE: MAY 13, 2025

Case Planner: Tim Lampkin, AICP

Additional Information:

PD Variation(s):

None Requested

Waiver(s) to the Land Development Code:

None Requested.

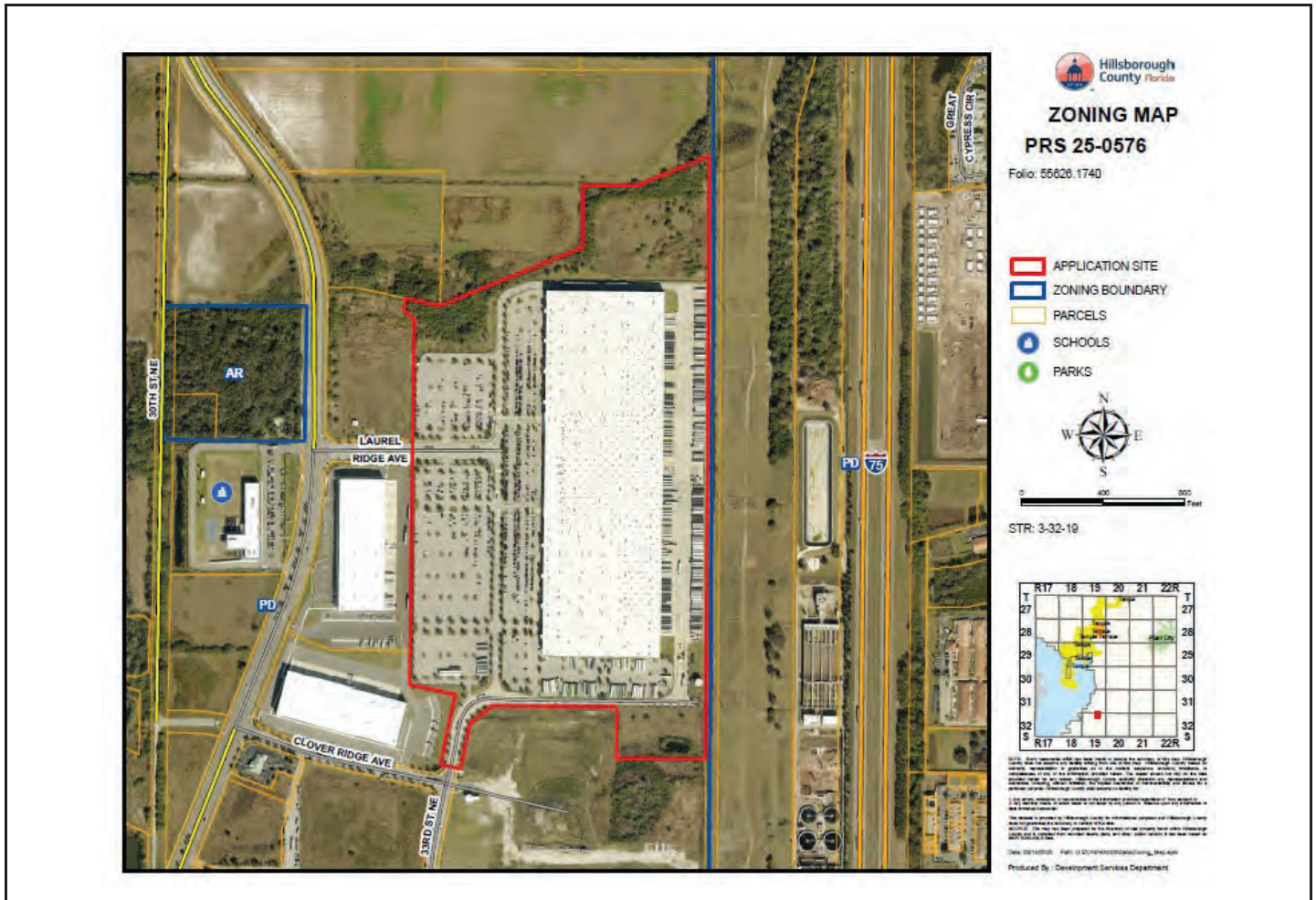
Planning Commission Recommendation:
N/A

Development Services Recommendation:
Approvable, subject to proposed conditions

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

2.0 LAND USE MAP SET AND SUMMARY DATA

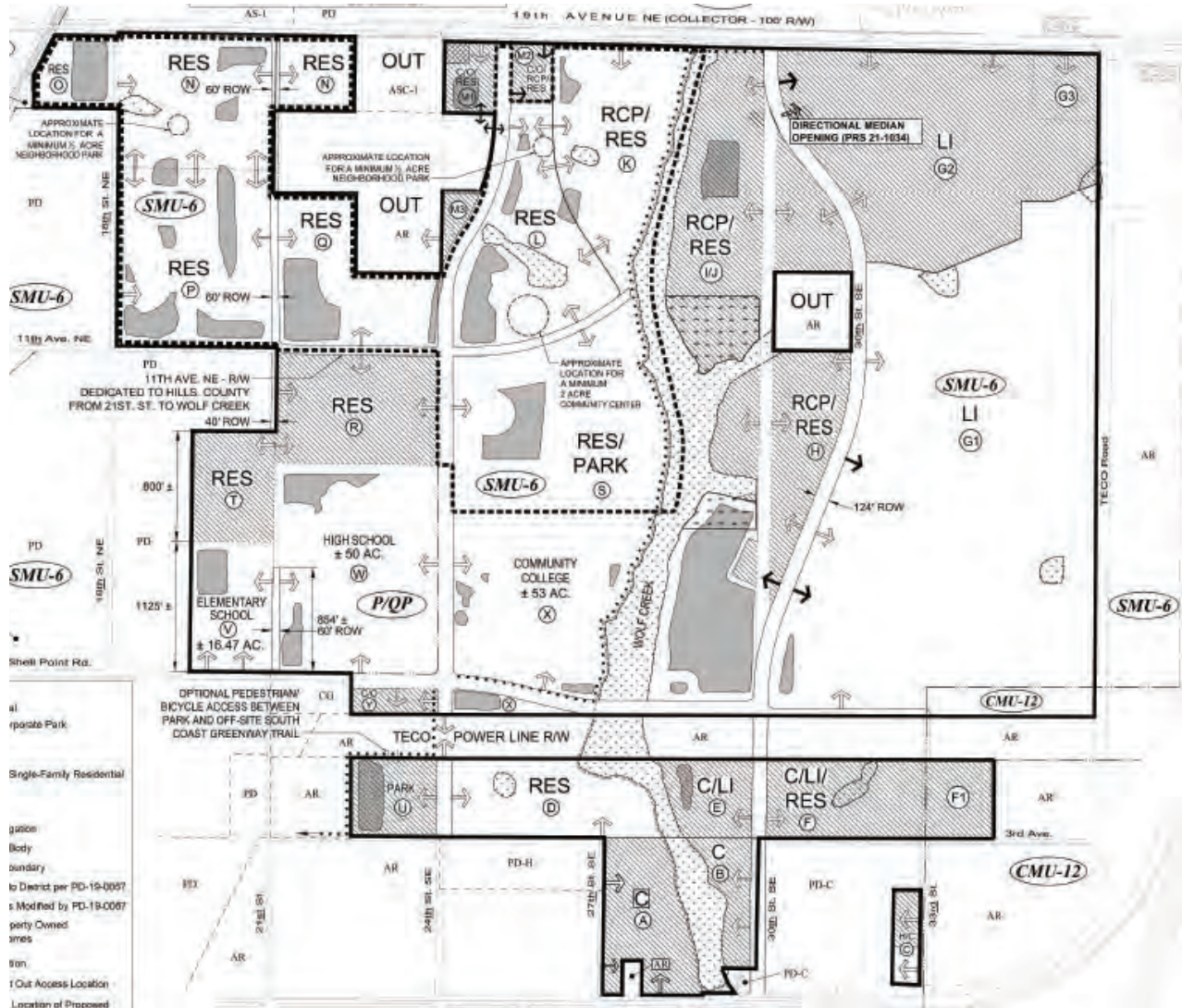
2.2 Immediate Area Map



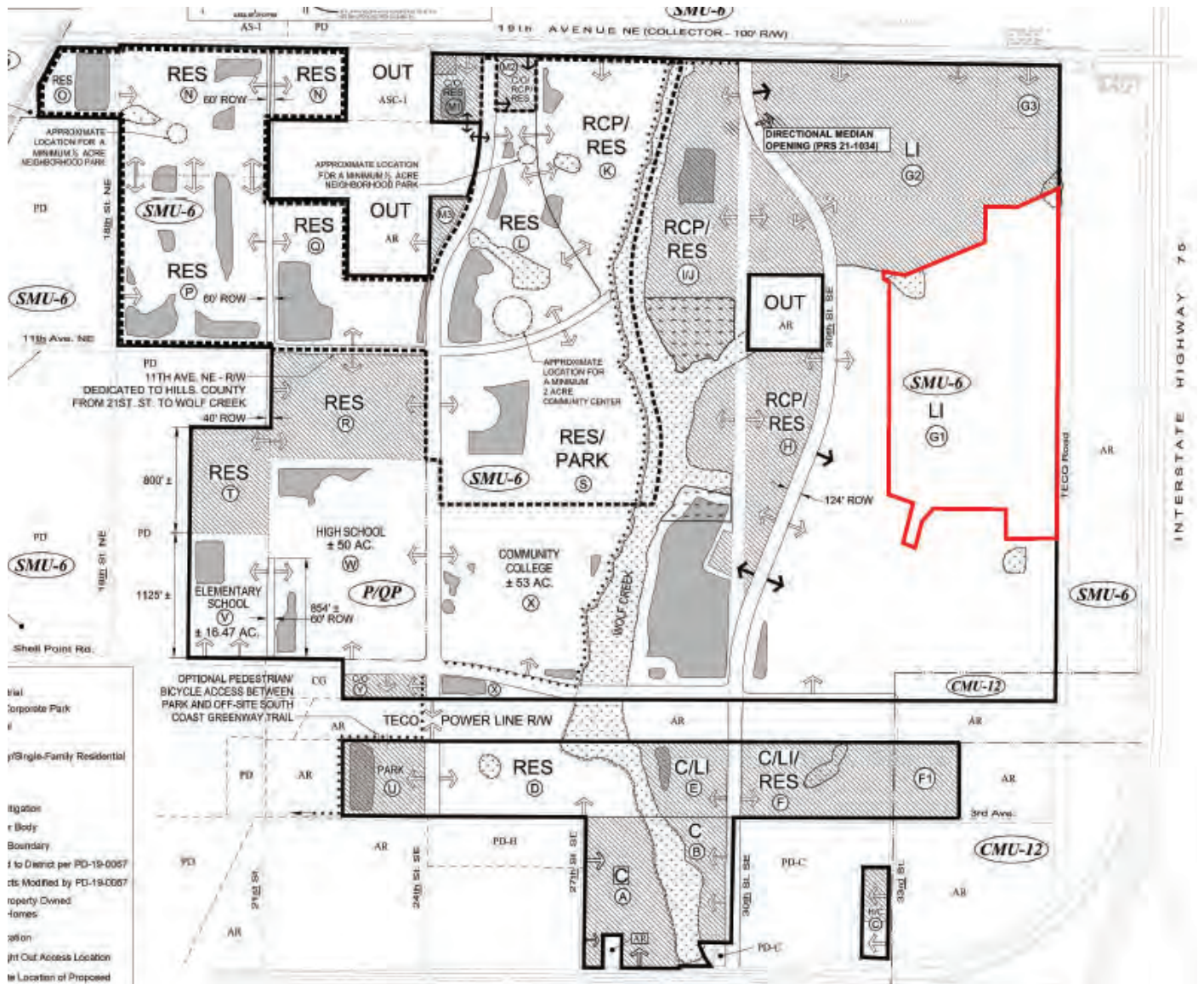
| Adjacent Zonings and Uses | | | | | |
|---------------------------|---------------------|------------------|---------------------------|--|---|
| Location: | Zoning: | Future Land Use: | Density/F.A.R. | Permitted Use: | Existing Use: |
| North | PD 19-0067 Tract G2 | SMU-6 | Non-residential: 0.50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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Existing Site Plan (Partial)



2.5 Proposed Site Plan (Partial)



Provided for locational purposes only.

3.0 TRANSPORTATION SUMMARY

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

Project Trip Generation ☐ Not applicable for this request

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

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

| INFORMATION/REVIEWING AGENCY | OBJECTIONS | CONDITIONS REQUESTED | ADDITIONAL INFORMATION/COMMENTS |
|--|---|--|--|
| Environmental: | | | |
| Environmental Protection Commission | <input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Natural Resources | <input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Conservation & Environmental Lands Mgmt. | <input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Check if Applicable: <div style="display: flex; justify-content: space-between;"> <div> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area </div> <div> <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other: _____ </div> </div> | | | |
| Public Facilities: | | | |
| Transportation <input type="checkbox"/> Design Exception Requested <input type="checkbox"/> Off-site Improvements Required <input checked="" type="checkbox"/> N/A | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A | <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A | See Transportation "Agency Review Comment Sheet" report. |
| 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 | |
| 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 | See School Impact Review Comment Sheet regarding Unmanned Aircraft Systems Act, FL Statute §330.41(5), drone use in the vicinity of a school site. |
| 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 subject to this request is generally located approximately 440 feet east of 30th Street SE at Laurel Ridge Avenue and is the location of an Amazon Fulfillment Center warehouse. Approximately 600 feet to the east is a TECO transmission facility with a TECO access road abutting the eastern boundary. The subject site is immediately surrounded on the west and south by other properties designated for Manufacturing (M) zoning uses and either developed with such uses or vacant with the same pocket of the PD. To the north is another pocket, which also is designated for Manufacturing (M) zoning uses and currently vacant.

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

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

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

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

5.2 Recommendation

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

6.0 PROPOSED CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.1 Single family (front loaded only):

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

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

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

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

2.3 Townhouse:

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

2.4 Villa-duplex:

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

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

2.5 Four Unit Village Homes:

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

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

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

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

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

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

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

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

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

2.6.2 Monitoring/enforcement shall consist of the following requirements:

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

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

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

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

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

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

5. Lighting within the project shall be fully shielded to diffuse glare off site.
6. All trash/refuse/dumpster storage facilities shall be completely enclosed. Said facilities shall be architecturally finished in materials similar to those of the principal structures. Dumpsters shall not be emptied between the hours of 9:00 p.m. and 7:00 a.m., excluding Tracts A, B, C, E, F1, G1, G2 and G3. Such time limitations shall also not apply to Tracts H and I/J if either tract is developed in its entirety with non-residential (RCP) uses.
7. Approval of this application does not ensure that public wastewater and potable water services will be available at the time when the applicant seeks approval to actually develop.
8. The Developer shall apply for reclaimed water service in accordance with the County's Reclaimed Water Waiting List Standard Operating Procedure 6.23 within 30 days of zoning approval or prior to General Site Plan certification, whichever comes first.
9. The Developer shall design and install an irrigation system consistent with the requirements of the County's Dryline Standard Operating Procedure 6.2.4. If groundwater from existing wells is used for irrigation purposes, the irrigation system shall be built to County standards pursuant to a right-of-way use permit, and shall be maintained by the developer or designee until reclaimed water becomes available and the system is accepted by Hillsborough County for maintenance.
10. Prior to any development permit approvals, construction or improvement of the project, the Developer shall submit a Master Drainage Plan for review and approval by the Hillsborough County Public Works Department and Development Services Department and to the South West Florida Water Management District. Any required drainage easements will be dedicated to Hillsborough County.
11. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
12. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application, which has been received, pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
13. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
14. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
15. The locations of all lakes, retention area and potential mitigation areas are conceptual.
16. To provide interconnectivity and internal capacity for circulation, each tract adjacent to a roadway shown on the general site plan shall demonstrate, as determined by Hillsborough County, the ability to provide cross access and internal circulation to adjacent parcels or tracts, except where such cross access would

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

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

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

- shall participate by providing Hillsborough County a 30-foot wide trail corridor easement along the south side of 19th Avenue west of 30th Street provided such trail easement is required for use by the County as part of the trail that comprises part of the County's trail network. The easement interest shall be conveyed at such time that the County identifies funding for design and construction of the trail through the project. The County shall be responsible for trail design, permitting, construction and maintenance of the trail. Except for that portion of the trail along the south side of 19th Avenue which crosses over Wolf Branch Creek, the 30-foot trail corridor may be adjacent to, but not overlap, the wetland buffer.
27. The Developer shall coordinate with the County regarding the design and construction of the proposed County trail through the project and shall design an internal bicycle/pedestrian trail network compatible with and connected to the County trail.
 28. To ensure the safety of trail users, the Developer shall design any lakes/ponds adjacent to the South Coast trail corridor in a manner that creates a slope no greater than 6:1 along the trail side of the lake/pond system.
 29. To ensure connectivity between the County trail and the internal bicycle/pedestrian trail network, the stormwater drainage system to be located on the west side of the trail corridor shall not be one continuous open body of water along the entire length of the trail corridor through the project. The stormwater system shall be designed as two or more lakes/ponds with sufficient land between them to allow the Developer to provide the internal bicycle/pedestrian trail connection(s) to the County trail. At a minimum, one bicycle/pedestrian trail connection to the County trail shall be provided in the vicinity of the community college/park/schools.
 30. Project signs shall be limited to building signs and monument signs. All monument signs shall be a maximum of 15 feet in height. Billboards, pole signs, banners and pennants shall be prohibited.
 31. All Phase I residential development beyond 607 units (multi-family or single-family) shall provide mitigation for hurricane shelter space through application of the following formula:
 - 31.1 Number of dwelling units (x) 2.5 (occupancy factor) = the number of potential evacuees.
 - 31.2 Number of potential evacuees (x) .25 (historical public shelter demand) = shelter space demand.
 - 31.3 Number of shelter space demand (x) \$129.00 = offset cost/mitigation for shelter impact.
 32. Class II Aircraft landing Fields for electric drone-based operations, which are not open for use to the public, are permitted on folio no. 55626-1740. All primary surface of the runway (to include landing pads), hangars, repair buildings, and all other Aircraft Landing Field structures must be setback a minimum of 30 feet from property boundaries. This condition waives LDC Section 6.11.10.B.2.b.
 - 32.1 Should PRS 25-0576 be certified prior to PRS ~~24~~25-0415, conditions of approval shall contain those approved for PRS 25-0415 and include the queuing plan for PRS 25-0415 as one of the plan sheets. Should PRS 25-0415 be certified prior to PRS 25-0576, conditions of approval shall contain those approved for PRS 25-0576. The certification of one of the two PRS applications does not negate the requirement to certify each PRS application.
 - ~~332.~~ In the event there is conflict between a zoning condition of approval, as stated herein, and any written or graphic notation on the general site plan, the more restrictive requirement shall apply.

- ~~343.~~ Development of the project shall proceed in strict accordance with the terms and conditions contained in the DRI (DRI# 249) Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
- ~~354.~~ If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in any stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- ~~365.~~ Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Site Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.

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

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

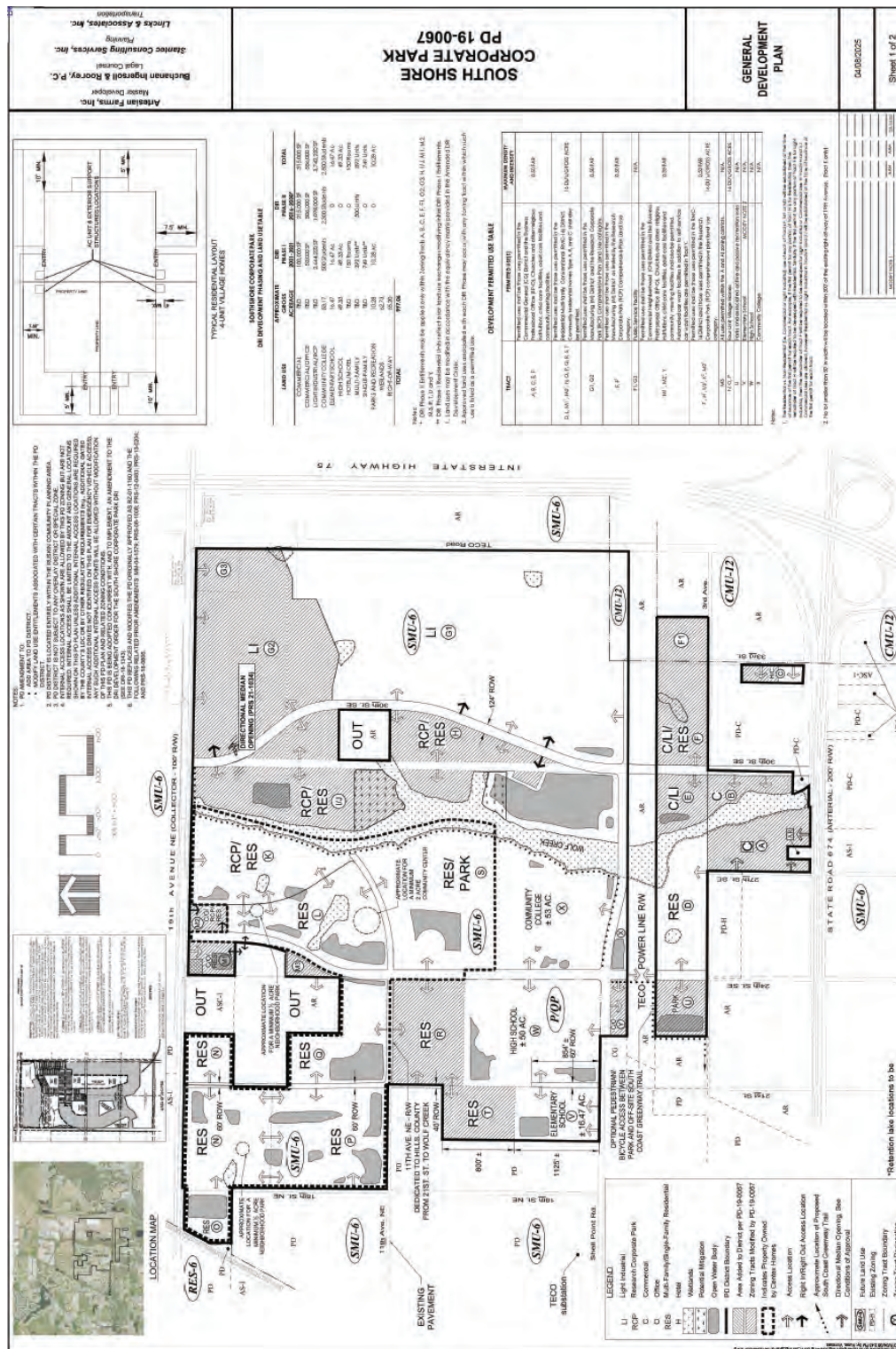
Zoning Administrator Sign Off:

J. Brian Grady

7.0 ADDITIONAL INFORMATION

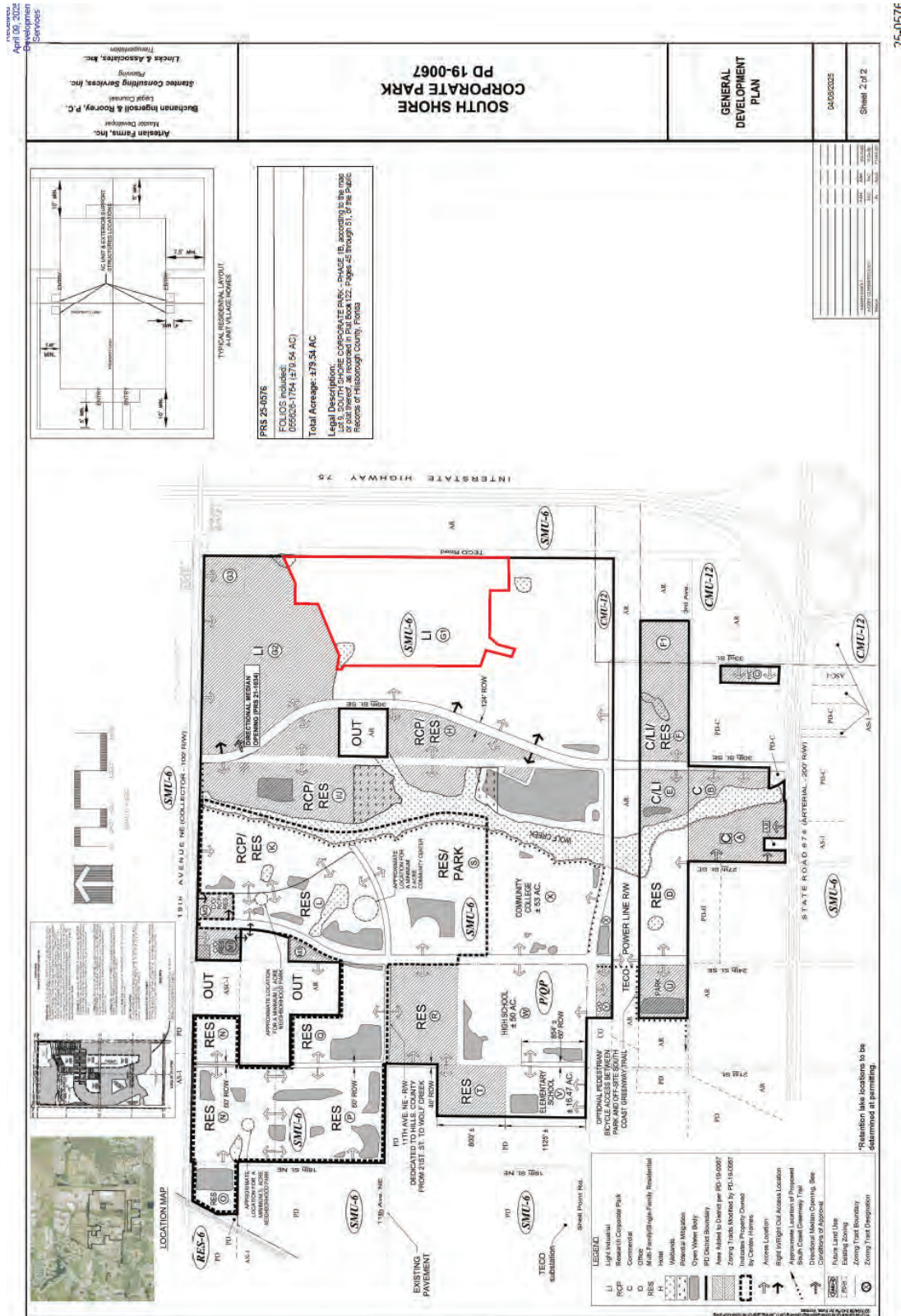
8.0 Site Plans (Full)

8.1 Approved Site Plan (Full)



8.0 Site Plan

8.2 Proposed Site Plan (Full) –NO CHANGE PROPOSED (Page 2 of 2)



9.0 FULL TRANSPORTATION REPORT

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 04/28/2025

REVIEWER: Sarah Rose, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: S/Wimauma

PETITION NO: RZ 25-0576

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

PROJECT SUMMARY AND ANALYSIS

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

Trip Generation Analysis

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

The project is anticipated to be completed by 2030.

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

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

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

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

| | | | |
|-------|-------|-------|-------|
| Total | 2,357 | 6,416 | 8,773 |
|-------|-------|-------|-------|

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

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

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

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

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

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

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

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

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

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

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

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

SITE ACCESS

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

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

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

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

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

Transportation Comment Sheet

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

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

| Project Trip Generation <input type="checkbox"/> Not applicable for this request | | | |
|--|----------------------------|----------------------|----------------------|
| | Average Annual Daily Trips | A.M. Peak Hour Trips | P.M. Peak Hour Trips |
| Existing | 2,357 | 6,416 | 8,773 |
| Proposed | 2,357 | 6,416 | 8,773 |
| Difference (+/-) | +0 | +0 | +0 |

Transportation Comment Sheet

Connectivity and Cross Access ☒ Not applicable for this request

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

Design Exception/Administrative Variance ☒ Not applicable for this request

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

4.0 Additional Site Information & Agency Comments Summary

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

PD Modification Application: MM 25-0265 (Rev)

Zoning Hearing Master Date:

March 24, 2025

BOCC Land Use Meeting Date:

May 13, 2025



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: NAP Construction LLC

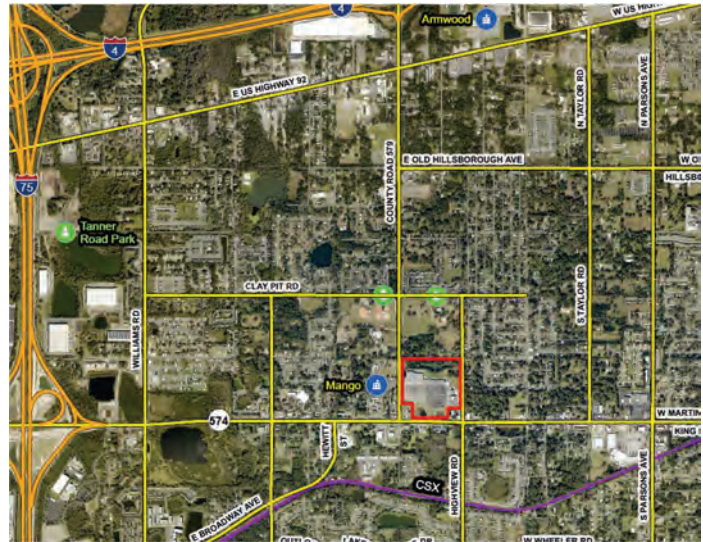
FLU
Category: OC-20 (Office Commercial – 20)

Service Area: Urban

Site Acreage: 31.32

Community
Plan Area: Seffner Mango

Overlay: None



Introduction Summary

The applicant is requesting a major modification to PD 85-0206 (as most recently modified by MM 92-0133) to allow an existing shopping center to be redeveloped with up to 222,000 square feet (SF) of retail space, which would include up to 181,000 SF of large-scale retail development.

| Existing Approvals | Proposed Modifications |
|---|--|
| Site development to allow up to 189,000 SF within modification area | Site development to allow up to 222,000 SF. within modification area |
| Site development to allow 195,000 sf for overall PD (0.13 FAR) | Site development to allow up to 228,000 sf for overall PD (0.16 FAR) |
| Strip shopping center building form | Three stand-alone buildings within modification area |

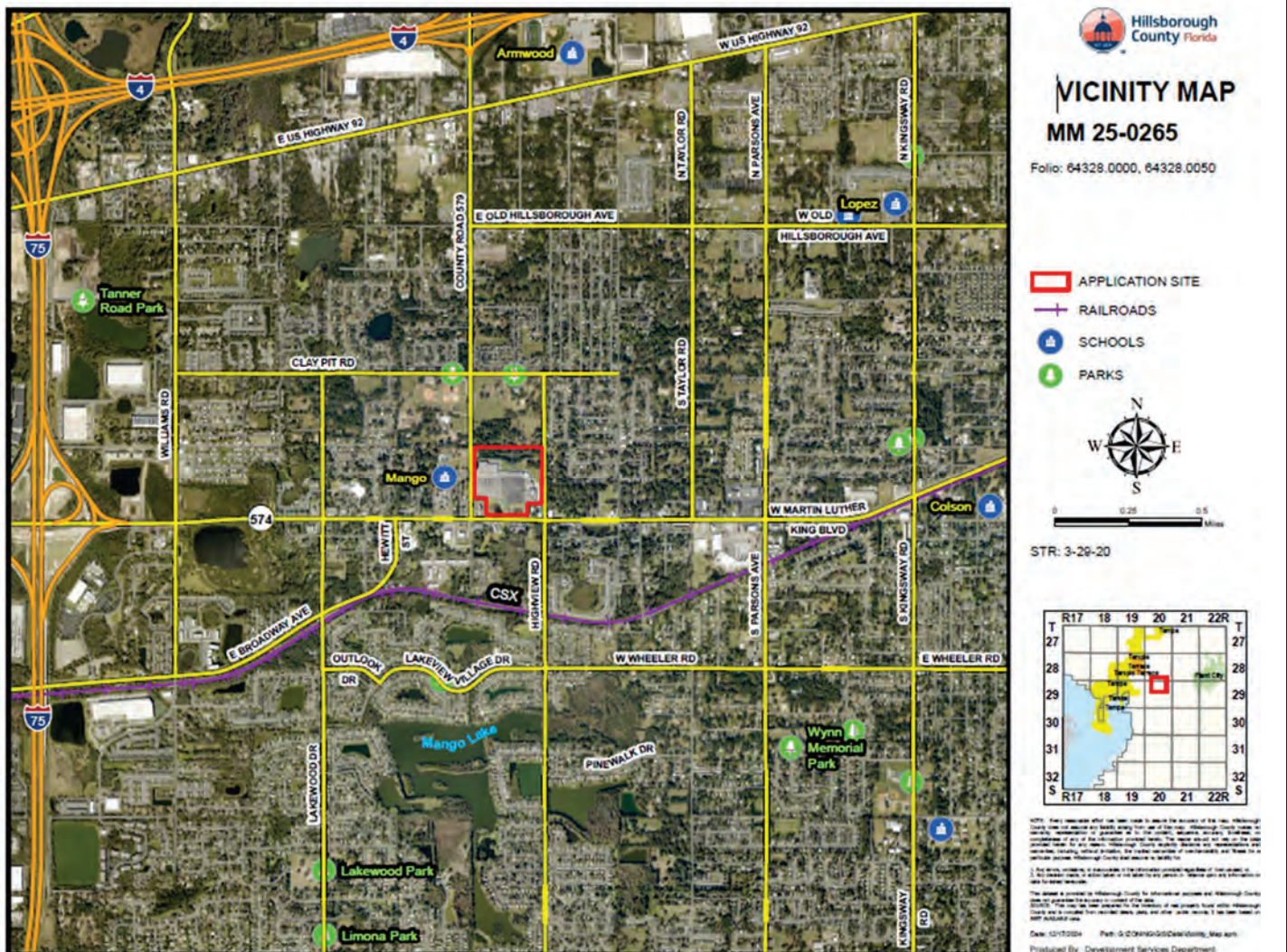
Additional Information

| | |
|--|--|
| PD Variation(s) | 6.05.00 (Parking – MM area only) Parking standard of 4.5 spaces per 1,000 GFA (50,000 - 400,000 SF Shopping Center) with square footage limits for restaurants (sit-down and fast-food) and provision of bicycle parking. |
| Waiver(s) to the Land Development Code | None |

| | |
|---|--|
| Planning Commission Recommendation Consistent | Development Services Recommendation Approvable, subject to proposed conditions |
|---|--|

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

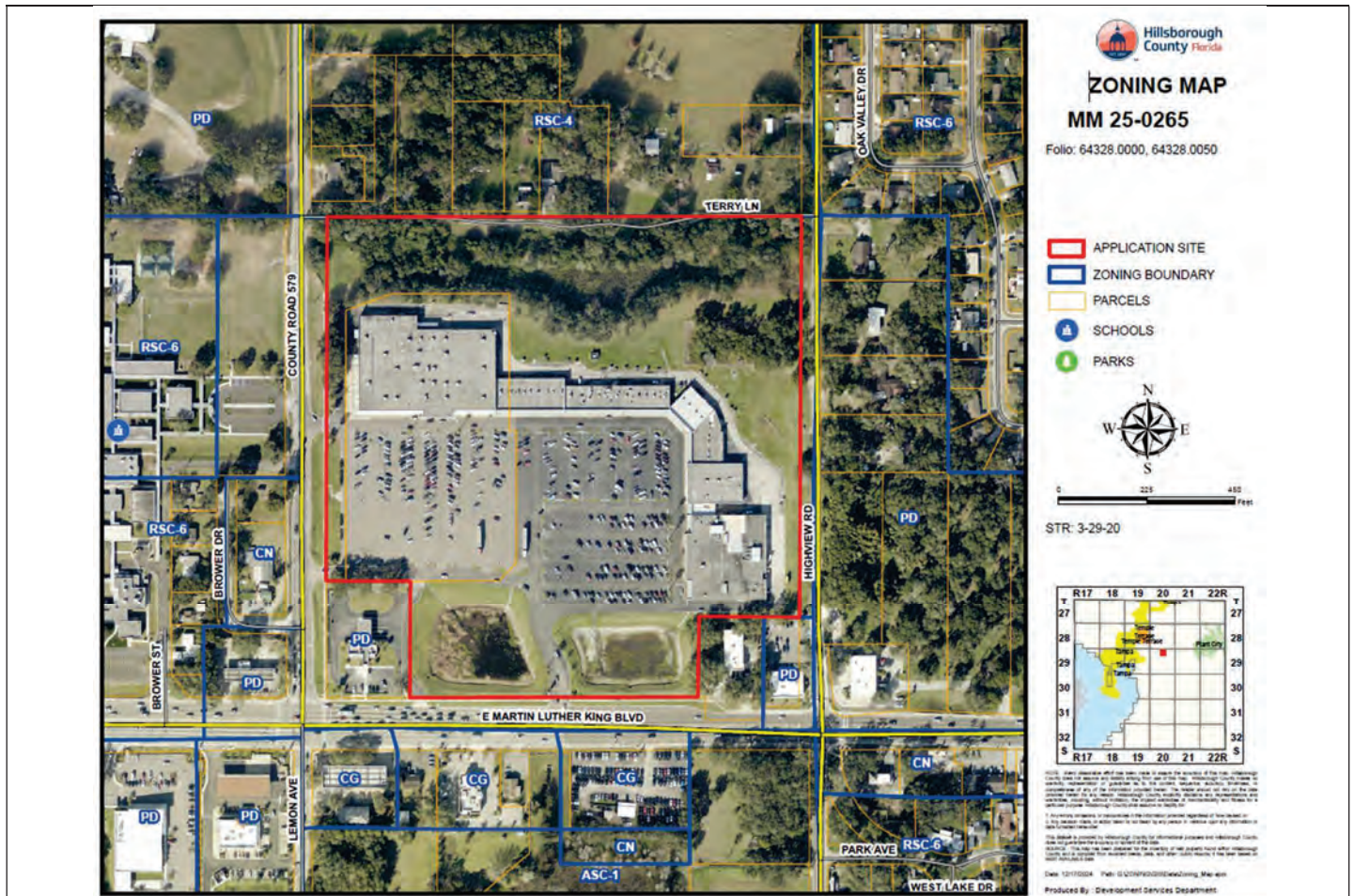


Context of Surrounding Area:

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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

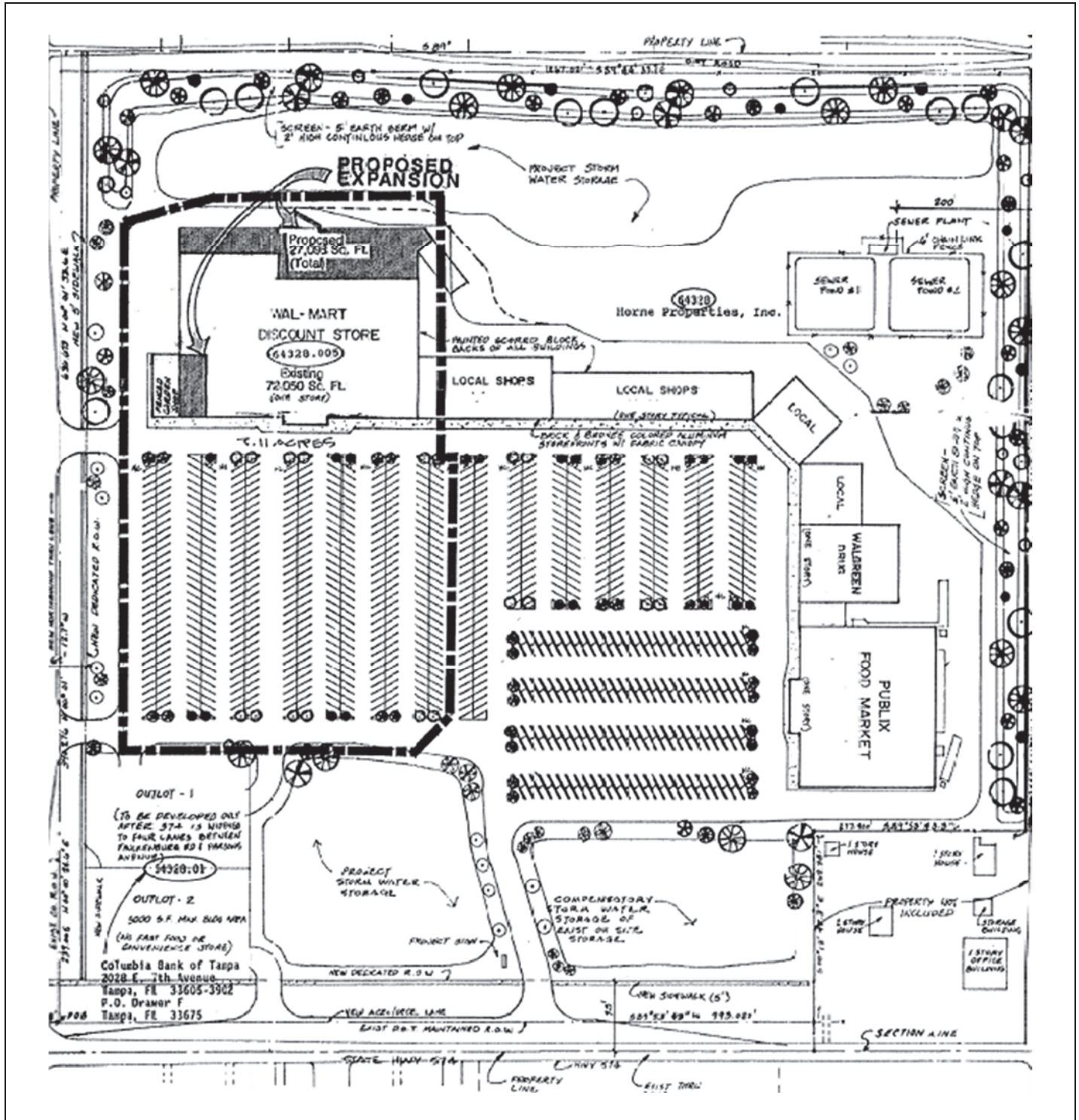


Adjacent Zonings and Uses

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

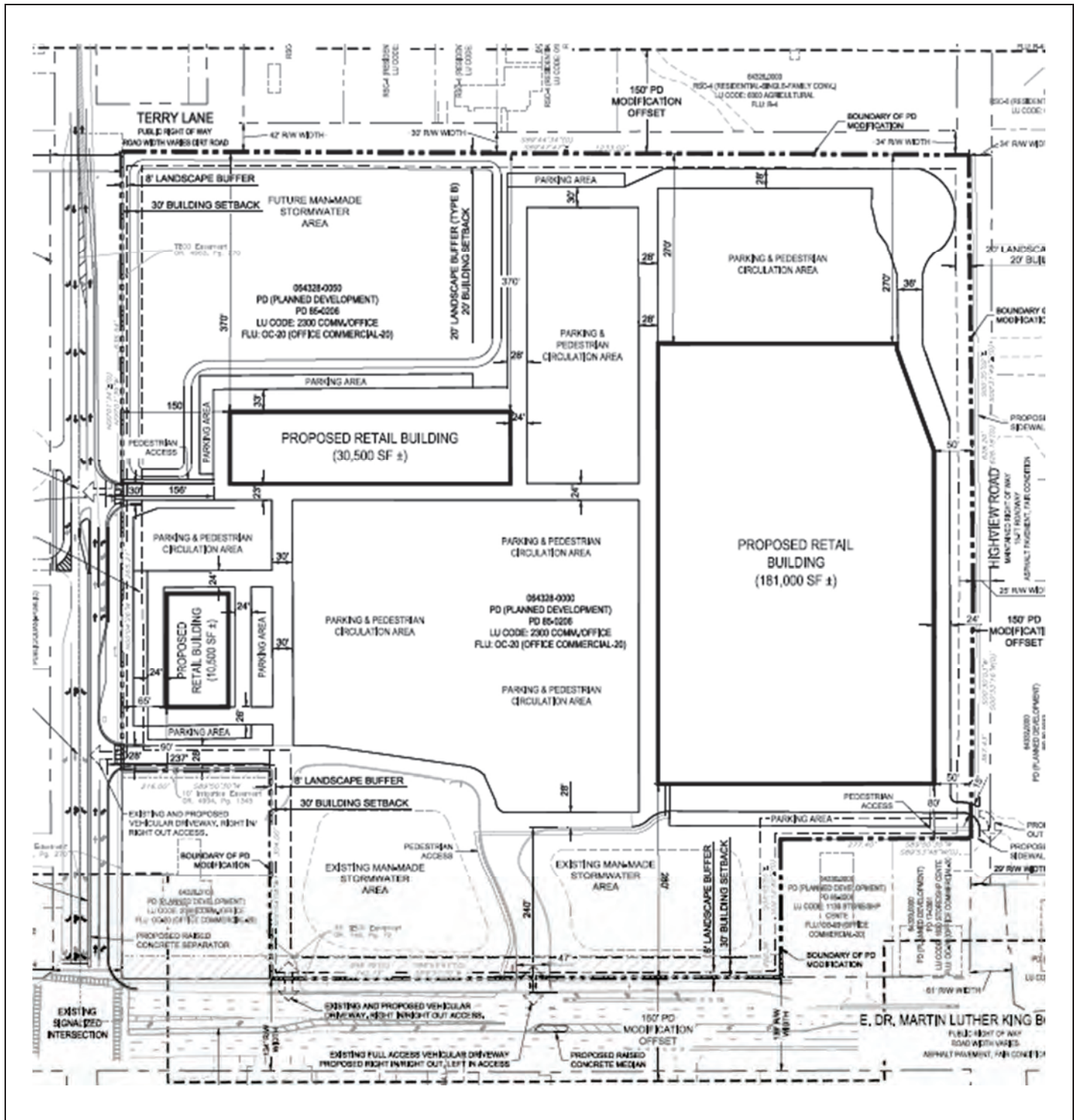
2.0 LAND USE MAP SET AND SUMMARY DATA

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



2.0 LAND USE MAP SET AND SUMMARY DATA

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



APPLICATION NUMBER: MM 25-0265

ZHM HEARING DATE: MARCH 24, 2025

BOCC LUM MEETING DATE: MAY 13, 2025

CASE REVIEWER: SAM BALL

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

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

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

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

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

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

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

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

Connectivity and Cross Access ☐ Not applicable for this request

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

Design Exception/Administrative Variance ☐ Not applicable for this request

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

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

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

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

5.2 Recommendation

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

6.0 PROPOSED CONDITIONS

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

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

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

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

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

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

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

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

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

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

entrance;

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

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

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

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

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

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

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

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

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

15. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Zoning Administrator Sign Off:

J. Brian Grady

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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Parking Reduction

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

See following pages for prior to certification changes illustration.

the 1990s, the use of the term "multicultural education" came to denote "the systematic approach, adaptation, use, and development of curriculum, materials, and instructional practices that reflect the cultural diversity of the student population of today" (Banks, 1990, p. 10). While the term "multicultural education" has been used in a variety of ways, it has been used to refer to a variety of educational practices and programs. In the 1990s, the term "multicultural education" was used to refer to a variety of educational practices and programs. In the 1990s, the term "multicultural education" was used to refer to a variety of educational practices and programs. In the 1990s, the term "multicultural education" was used to refer to a variety of educational practices and programs.



SITE PLAN I"=100'

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

Sheet 1 of 3



Applicant: SOUTH & ASSOCIATES, INC.
601 VESTAVIA PARKWAY, SUITE 200
BIRMINGHAM, AL 35216
(205) 979-4026

Property Owner:
Horne Properties, Inc.
4265 New Tampa Highway
Lakeland, Florida 33601
(813) 663-7200

~~100,000~~
~~3,000~~
~~3,000~~
~~100,000~~
6,000

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

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

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

LEGAL DESCRIPTION

LEGAL DESCRIPTION (Walmart Tax Plat)

Section 3, Township 23 South, Range 20 East. Commence at the Southwest corner of Section 3, run N. 00° 00' 35" W. 93.69', N. 89° 53' 43" E. 62.02', N 00° 00' 25" E. 179.25', S. 40° 01' 14" W. 120.39', N. 89° 52' 59" E. 50.53' to P.O.B. N. 03° 07' 10" W. 051.02', S. 40° 11' 18" E. 125.25', N. 89° 52' 59" E. 300.00', S. 00° 07' 10" E. 250.00', N. 89° 53' 50" E. 100.00', S. 00° 07' 10" E. 320.02', S. 44° 52' 15" W. 63.64', S. 89° 53' 00" E. 331.00', E.

RETAIL SPACE

NORTH PARCEL SQUARE FOOTAGE

SOUTH PACIFIC SQUARE FOOTAGE

6,000

SITE PLAN 1"=100'

LEGAL DESCRIPTION:

SECTION 3, TOWNSHIP 29 SOUTH, RANGE 20 EAST

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LEGAL DESCRIPTION: SECTION 3, TOWNSHIP 29 SOUTH, RANGE 20 EAST

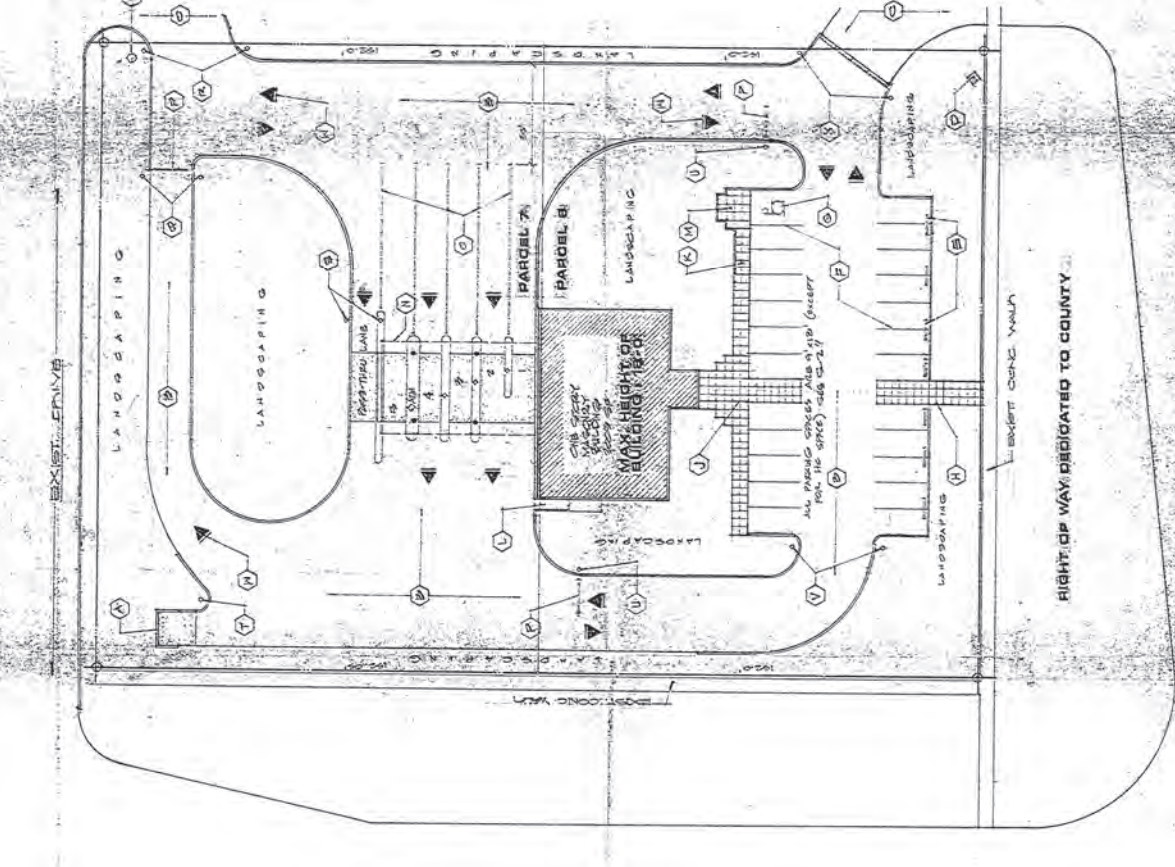
LEGAL DESCRIPTION: SECTION 3, TOWNSHIP 29 SOUTH, RANGE 20 EAST

LEGAL DESCRIPTION: SECTION 3, TOWNSHIP 29 SOUTH, RANGE 20 EAST

LEGAL DESCRIPTION: SECTION 3, TOWNSHIP 29 SOUTH, RANGE 20 EAST

GENERAL NOTES:

- A) EXISTING 12" DIA. MANHOLE AT CORNER OF LOT 1, SEE PLAN FOR LOCATION.
- B) 1" DIA. MANHOLE AT CORNER OF LOT 1, SEE PLAN FOR LOCATION.
- C) 1" DIA. MANHOLE AT CORNER OF LOT 1, SEE PLAN FOR LOCATION.
- D) 1" DIA. MANHOLE AT CORNER OF LOT 1, SEE PLAN FOR LOCATION.
- E) 1" DIA. MANHOLE AT CORNER OF LOT 1, SEE PLAN FOR LOCATION.
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- Q) 1" DIA. MANHOLE AT CORNER OF LOT 1, SEE PLAN FOR LOCATION.
- R) 1" DIA. MANHOLE AT CORNER OF LOT 1, SEE PLAN FOR LOCATION.
- S) 1" DIA. MANHOLE AT CORNER OF LOT 1, SEE PLAN FOR LOCATION.
- T) 1" DIA. MANHOLE AT CORNER OF LOT 1, SEE PLAN FOR LOCATION.
- U) 1" DIA. MANHOLE AT CORNER OF LOT 1, SEE PLAN FOR LOCATION.
- V) 1" DIA. MANHOLE AT CORNER OF LOT 1, SEE PLAN FOR LOCATION.
- W) 1" DIA. MANHOLE AT CORNER OF LOT 1, SEE PLAN FOR LOCATION.
- X) 1" DIA. MANHOLE AT CORNER OF LOT 1, SEE PLAN FOR LOCATION.



SCALE: 1" = 20'

NORTH

COUNTY ROAD 514

STATE ROAD 101

CONTRACT NO. 12345

DATE: 12/15/2023

PROJECT: 12345

CLIENT: 12345

DESIGNER: 12345

APPROVED: 12345

CONTRACT NO. 12345

DATE: 12/15/2023

PROJECT: 12345

CLIENT: 12345

DESIGNER: 12345

APPROVED: 12345

THOMAS

201 W. 1st Street

251-5430

CONSULTANT

BERTRAM R. THOMAS, AIA

architect & planner

FLORIDA

COLUMBIA BANK

THE

A BRANCH BANK FOR

SECTION/DETAIL SYMBOL

SECTION NO. SECTION

SECTION NO. SECTION

SECTION NO. SECTION

REVISION

NO. DATE

REVISION

NO. DATE

REVISION

NO. DATE

TWO-DIGIT

NO. DATE

NO. DATE

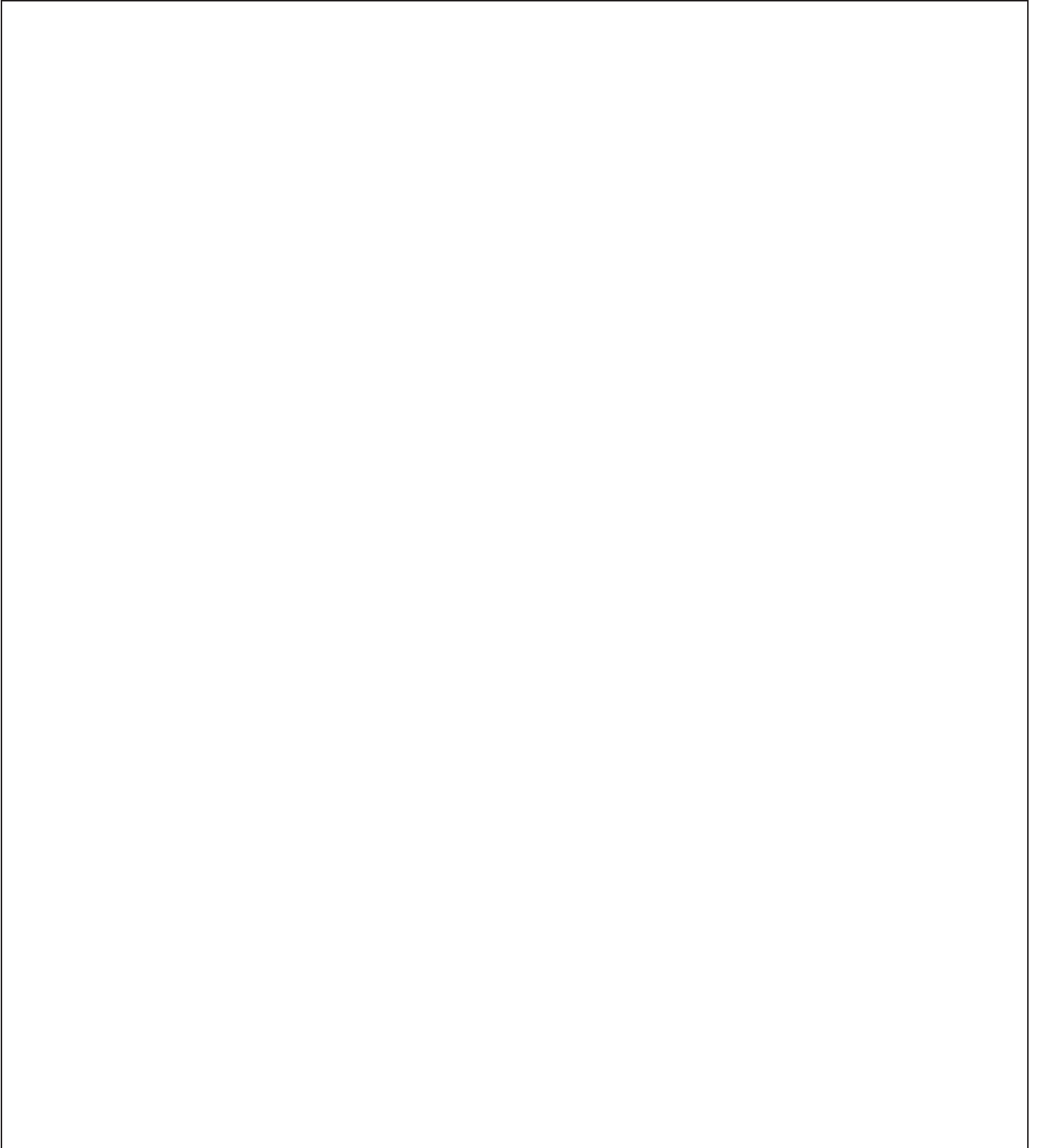
NO. DATE

ARCHITECTURAL SITE PLAN

WATER & SEWER BY HILLSBOROUGH COUNTY

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



LEGAL DESCRIPTION:

SECTION 3, TOWNSHIP 29 SOUTH, RANGE 20 EAST

LEGAL DESCRIPTION: SECTION 3, TOWNSHIP 29 SOUTH, RANGE 20 EAST

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LEGAL DESCRIPTION: SECTION 3, TOWNSHIP 29 SOUTH, RANGE 20 EAST

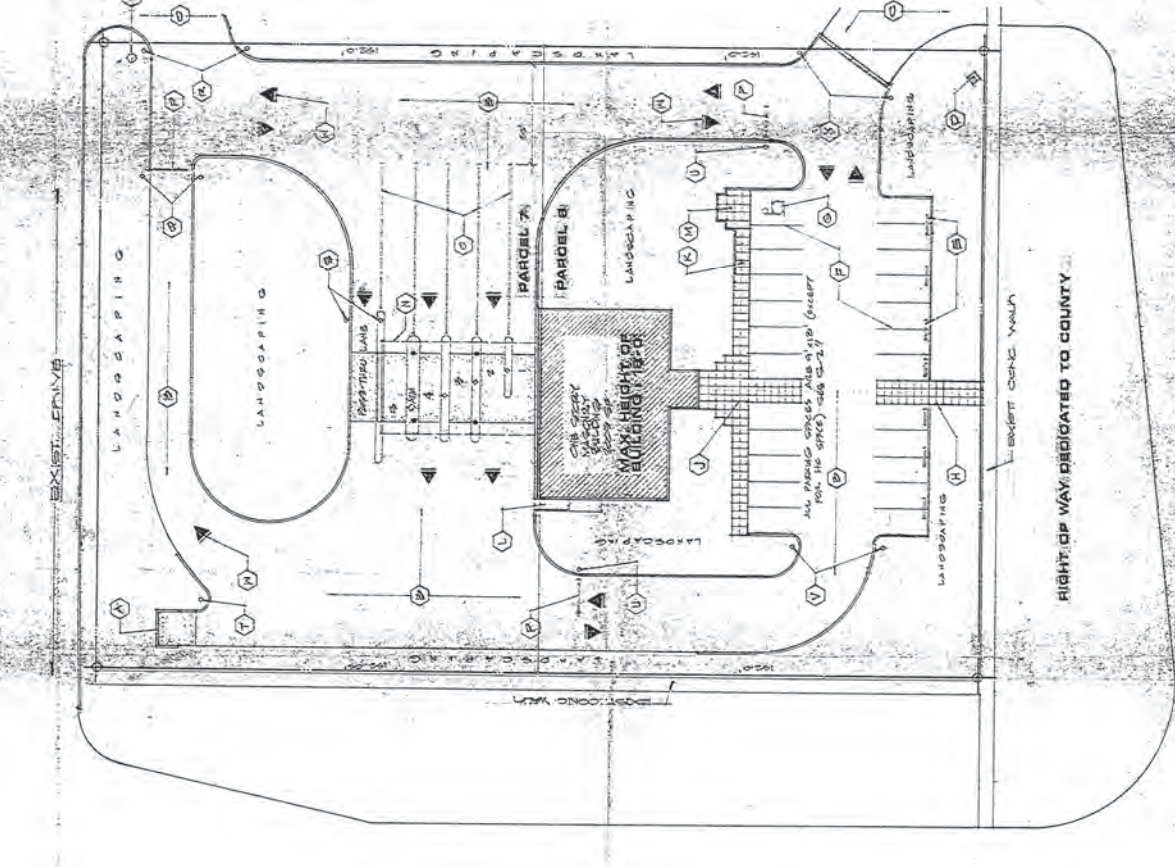
LEGAL DESCRIPTION: SECTION 3, TOWNSHIP 29 SOUTH, RANGE 20 EAST

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LEGAL DESCRIPTION: SECTION 3, TOWNSHIP 29 SOUTH, RANGE 20 EAST

GENERAL NOTES:

- A. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- B. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- C. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- D. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- E. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- F. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- G. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- H. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- I. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- J. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- K. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- L. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- M. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- N. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- O. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- P. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- Q. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- R. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
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- T. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- U. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- V. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- W. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.
- X. EXISTING 12" DIA. MANHOLE. SEE PLAN FOR LOCATION.



SCALE: 1" = 20'

NORTH

STATE OF TEXAS

COUNTY OF DALLAS

RIGHT OF WAY DEDICATED TO COUNTY

THOMAS

201 W. PLACE STREET

251-5430

ARCHITECTS & PLANNERS

CONSULTANT

BERTRAM R. THOMAS, AIA

FLORIDA

COLUMBIA BANK

THE

A BRANCH BANK FOR

FLORIDA

SECTION/DETAIL SYMBOL

SECTION NUMBER

SECTION NO. SECTION

SECTION NO. SECTION

REVISION

NO. DATE

REVISION

TOO SECTION

NO. DATE

TOO SECTION

DRAWN BY

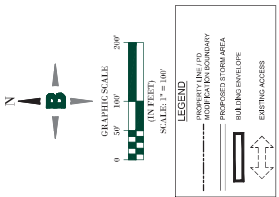
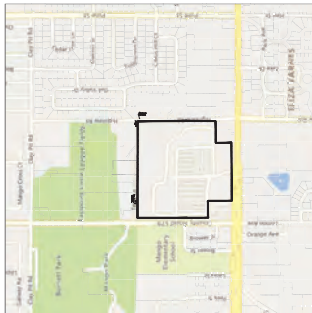
DATE

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8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)

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



LEGAL DESCRIPTION FOR MANGO CENTER

DESCRIPTION: A PARCEL OF LAND LYING IN SECTION 3, TOWNSHIP 29 SOUTH, RANGE 20 EAST, HILLSBOROUGH COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

[illegible]

COMMENCE AT THE SOUTHWEST CORNER OF SECTION 3, TOWNSHIP 29 SOUTH, RANGE 20 WEST, HILLSBOROUGH COUNTY, FLORIDA; RUN THENCE NORTH 00°00'30" WEST, ALONG THE LEAST BOUNDARY OF SAID SECTION 3, A DISTANCE OF 83.00 FEET; NORTH 89°03'34" EAST, ALONG A LINE 93.02 FEET NORTH OF AND PARALLEL WITH THE SOUTH BOUNDARY OF

[illegible]

TOGETHER WITH A RECIPROCAL NON-EXCLUSIVE EASEMENT FOR INGRESS, EGRESS AND TO INSTALL, MAINTAIN, REPAIR, AND REPLACE UTILITY FACILITIES WHICH ARE TO BUILD AND OCCUPY AREAS AS SET FORTH IN THE DECLARATION OF EASEMENTS AND COVENANTS RECORDED IN OFFICIAL RECORDS BOOK 4601, PAGE 1038, AS AMENDED BY AMENDMENT TO DECLARATION OF EASEMENTS AND COVENANTS RECORDED IN OFFICIAL RECORDS BOOK 4694, PAGE 1340 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA.

PROJECT TOTAL AREA IS: 312.310 ACRES +/-

[illegible]

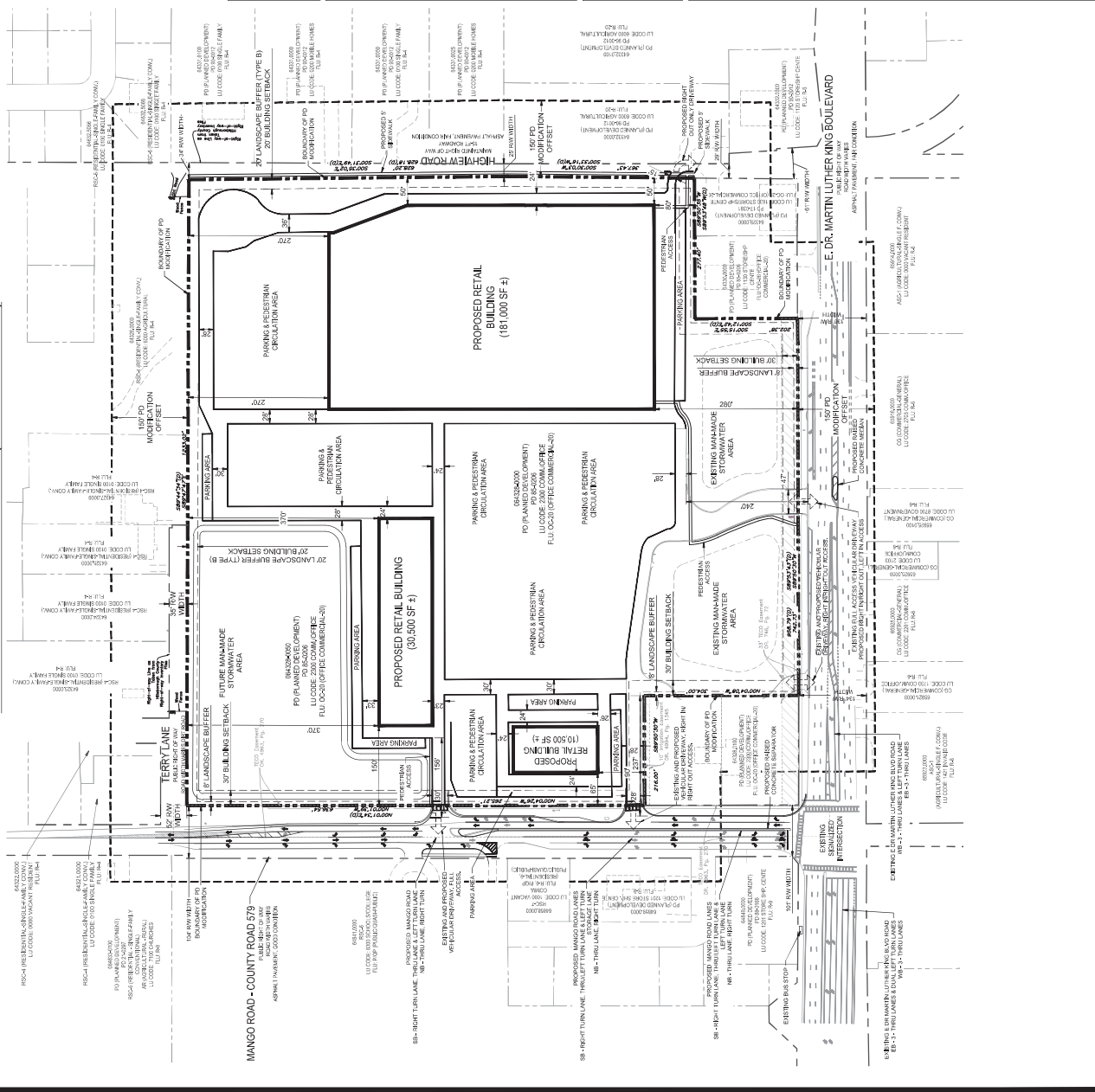
PERMITTED USES

1. BIG BOX RETAIL
 2. SHOPPING CENTER
 3. RETAIL CONVENIENCE GOODS AND/OR SHOPPERS' GOODS
 4. EATING AND DRINKING PLACES, DRIVE-IN AND/OR FAST-FOOD
 5. FUEL AND SERVICE STATIONS
 6. ALL USES PERMITTED, INCLUDING THE CONVENIENCE FAMILY AND CARE
 HOME, SCHOOLS, COLLEGES AND UNIVERSITIES, JEWELRY, BANQUET AND RECEPTION
 HALLS, FUNERAL HOMES AND MORTUARIES, WEDDING CHAPEL, RECREATION FACILITIES,
 AND MINOR HOME USES

NOTE: WITHIN THE BIG BOX RETAIL PORTION OF THE PROJECT, ANY OF THE ABOVE USES MAY BE INCLUDED AS TENANTS/USERS WITHIN THE BOX.

SITE NOTES

- [illegible]



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 03/14/2025

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA: ELOP

PETITION NO: PD 25-0265

- ☐ This agency has no comments.
- ☐ This agency has no objection.
- ☒ This agency has no objection, subject to listed or attached conditions.
- ☐ This agency objects, based on the listed or attached grounds.

CONDITIONS OF APPROVAL

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

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

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

2. Uses shall be constructed within a maximum of three (3) structures as shown on the PD site plan. Within the Big Box Retail portion of the project, any of the above uses may be included as tenants/uses within the box, and a minimum of 95% of such uses shall be accessed internally from within the Big Box store.
3. No development shall be permitted that causes cumulative development to exceed 15,156 gross average daily trips, 847 gross a.m. peak hour trips, or 1,285 gross p.m. peak hour trips. Additionally, concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within modification area. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if not Project Identification number exists a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

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

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

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

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

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

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

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

Other Conditions

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

PROJECT SUMMARY AND TRIP GENERATION

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

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

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

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

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

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

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

ITE to ITE Comparison:

Existing Zoning (Modification Area Only):

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

Proposed Zoning (Modification Area Only):

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

Trip Generation Difference (Modification Area Only):

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

Observed Counts and ITE to Adjusted ITE Comparison:

Existing Zoning (Modification Area Only):

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

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

Proposed Zoning (Modification Area Only):

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

Trip Generation Difference (Modification Area Only):

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

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

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

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

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

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

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

SITE ACCESS

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

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

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

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

PD VARIATION - PARKING

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

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

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

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

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

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

REQUESTED ADMINISTRATIVE VARIANCE #1 – MANGO RD. ACCESS SPACING

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

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

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

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

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

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

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

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

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

DESIGN EXCEPTION – MANGO RD. SUBSTANDARD ROAD

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

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

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

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

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

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

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

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

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

Source: Hillsborough County 2020 Level of Service Report.

Ratliff, James

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

Vicki/Michael - I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and one Design Exception (DE) for PD 25-0265 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hcfl.gov or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hcfl.gov

Mike

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

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HCFL.gov
W: HCFLGov.net

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

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

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

Hello Mike,

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

vcastro@palmtraffic.com
myates@palmtraffic.com
kami.corbett@hwhlaw.com
jaimemaier@hwhlaw.com
ballf@hcfl.gov
ratliffja@hcfl.gov

Best Regards,

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

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

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Hillsborough County Florida

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January 24, 2025

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

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

Dear Mr. Williams:

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

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

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

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

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

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

a) There is unreasonable burden on the applicant

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

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

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

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

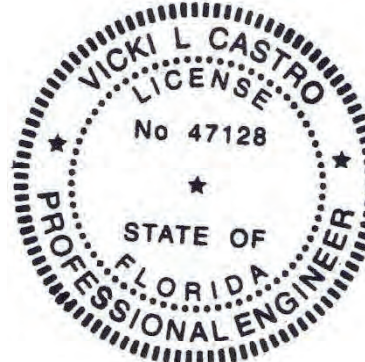
c) Without the variance, reasonable access cannot be provided.

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

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

Sincerely,

Vicki L Castro, P.E.
Principal



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

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

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

_____ Disapproved _____ Approved with Conditions _____ Approved

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Figure 1. Location Map

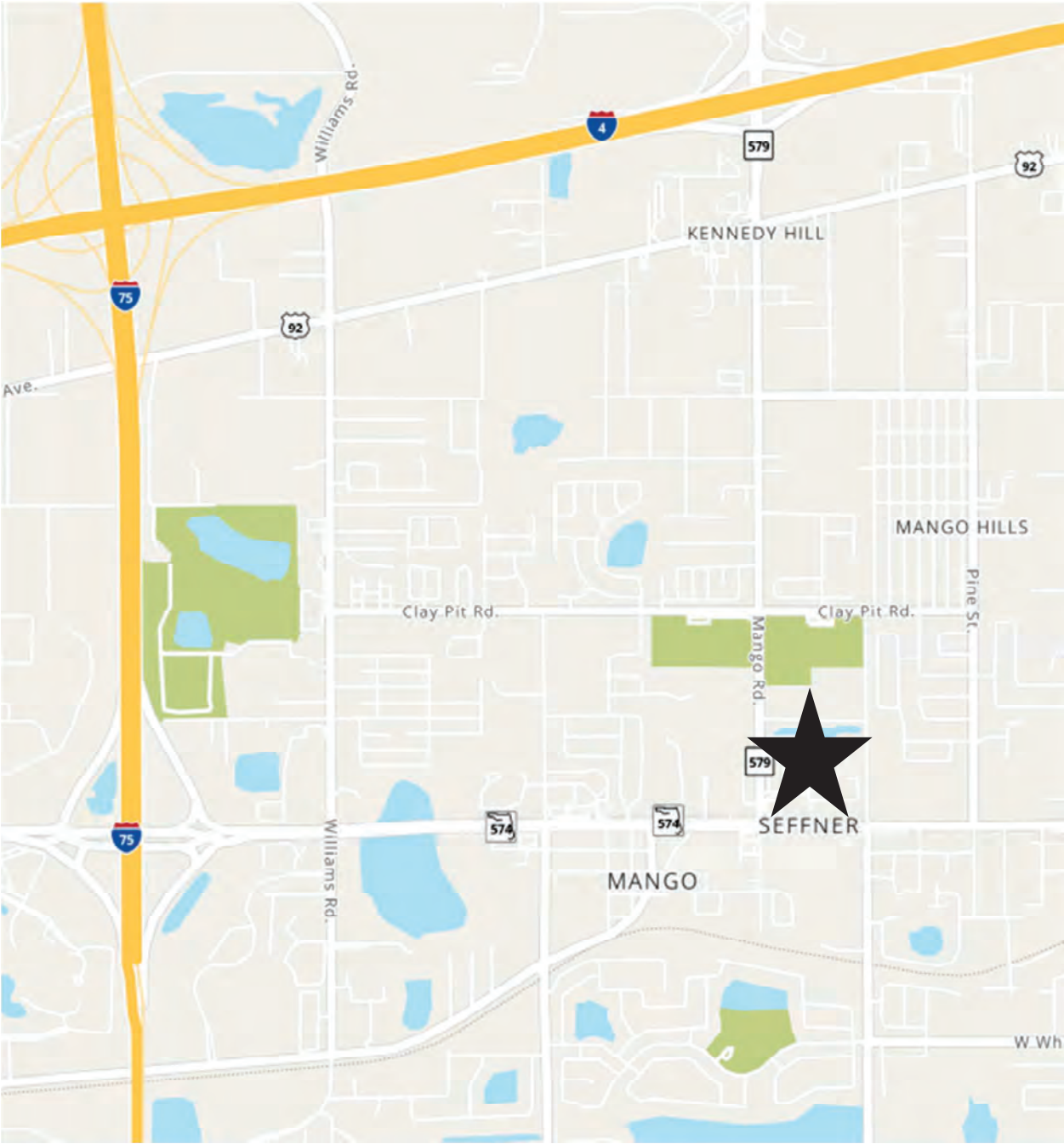
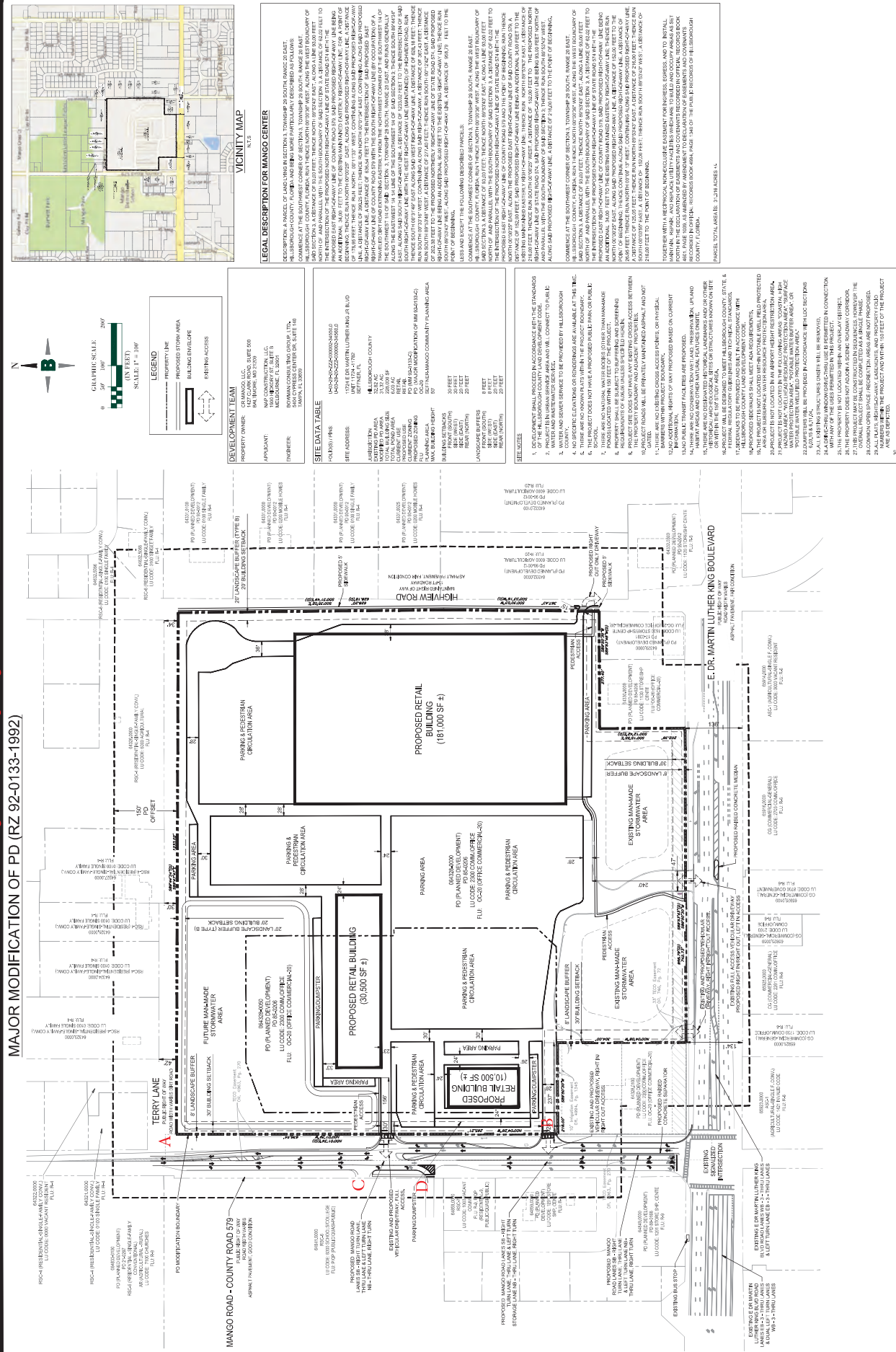


Table 1. Driveway Spacing

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

Figure 2: Access Spacing



Ratliff, James

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

Vicki/Michael - I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and one Design Exception (DE) for PD 25-0265 APPROVABLE.

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Once I have signed the document, it is your responsibility to submit the signed AV/DE(s) together with your initial plat/site/construction plan submittal. If the project is already in preliminary review, then you must submit the signed document before the review will be allowed to progress. Staff will require resubmittal of all plat/site/construction plan submittals that do not include the appropriate signed AV/DE documentation.

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Mike

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

P: (813) 307-1851
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Cc: Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: MM 25-0265 Administrative Variance & Design Exception Reviews

Hello Mike,

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

vcastro@palmtraffic.com
myates@palmtraffic.com
kami.corbett@hwhlaw.com
jaimemaier@hwhlaw.com
ballf@hcfl.gov
ratliffja@hcfl.gov

Best Regards,

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

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Hillsborough County Florida

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January 23, 2025

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

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

Dear Mr. Williams:

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

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

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

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

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

a) There is unreasonable burden on the applicant

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

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

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

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

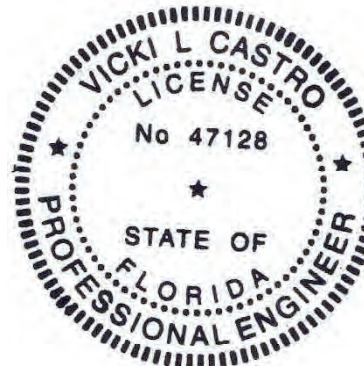
c) Without the variance, reasonable access cannot be provided.

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

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

Sincerely,

Vicki L Castro, P.E.
Principal



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

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

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

_____ Disapproved _____ Approved with Conditions _____ Approved

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Figure 1. Location Map

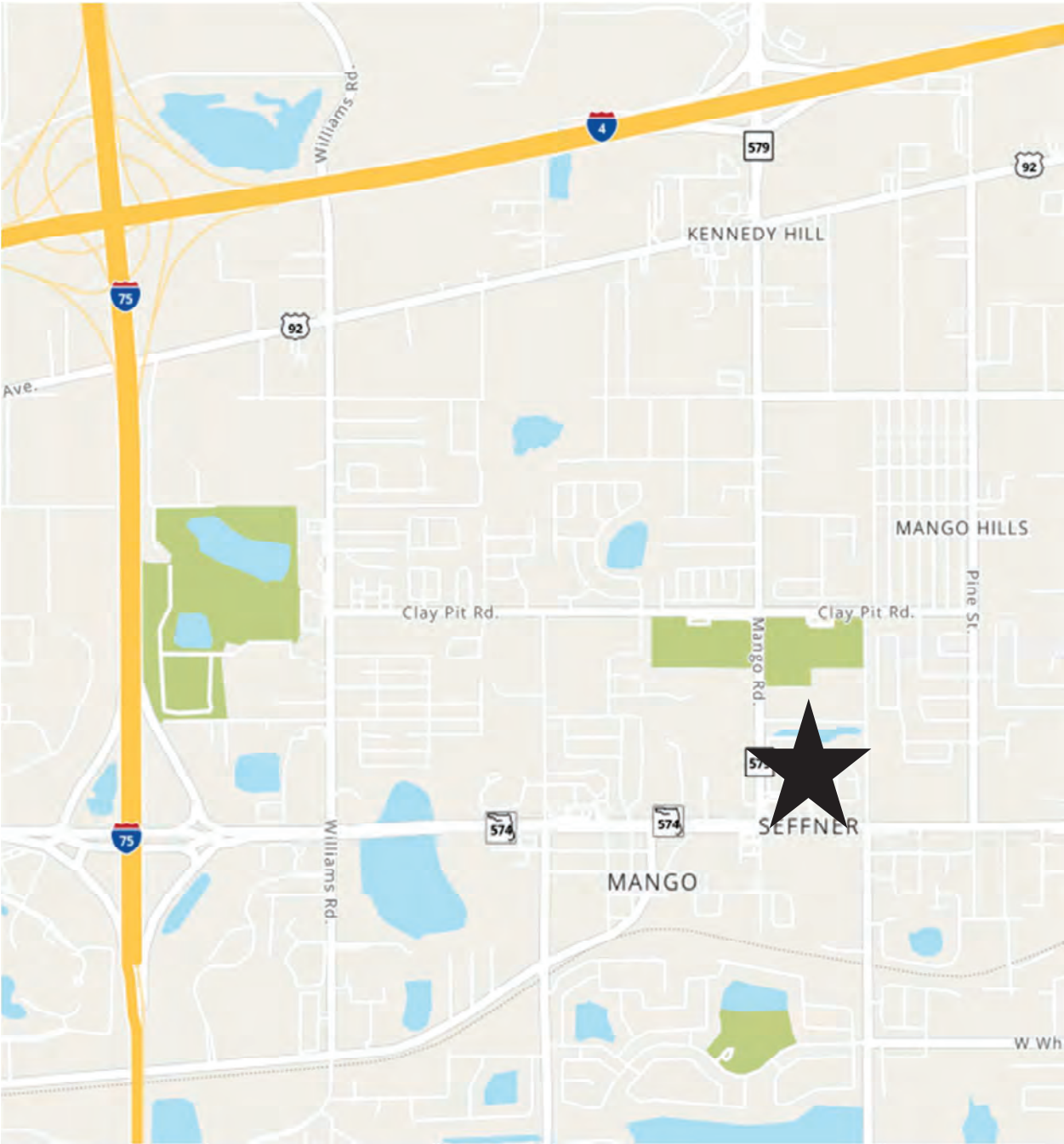


Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths

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

Notes:

Travel Lanes:

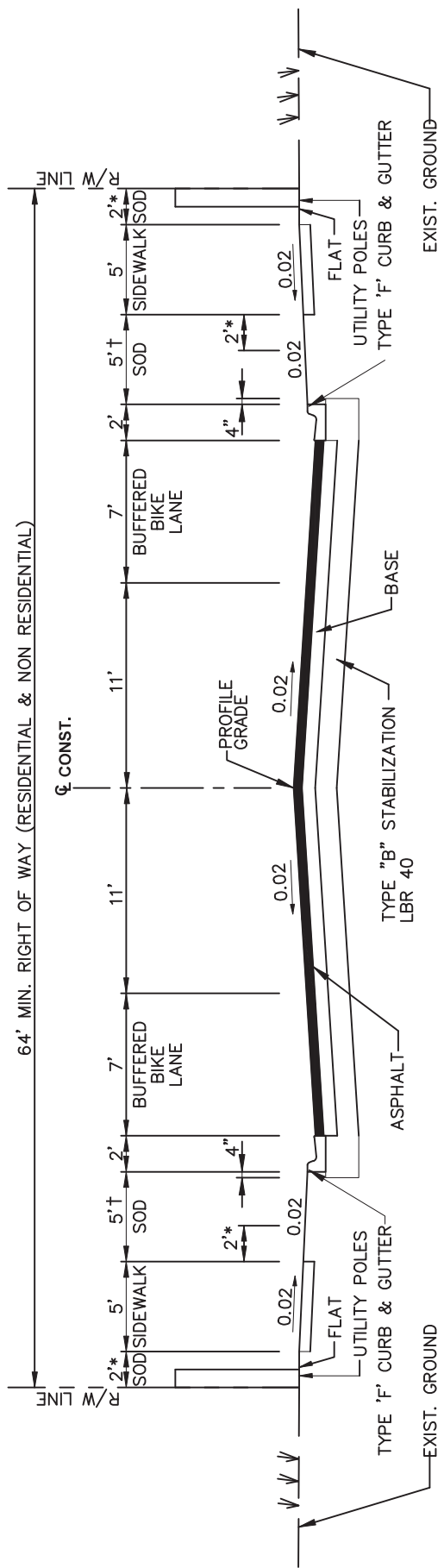
- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications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

Auxiliary Lanes:

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

Two-way Left Turn Lanes:

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




TYPICAL SECTION

N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 40 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

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

Ratliff, James

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Sent: Monday, March 17, 2025 7:16 PM
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Subject: MM 25-0265 Administrative Variance & Design Exception Reviews

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vcastro@palmtraffic.com
myates@palmtraffic.com
kami.corbett@hwhlaw.com
jaimemaier@hwhlaw.com
ballf@hcfl.gov
ratliffja@hcfl.gov

Best Regards,

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

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

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Hillsborough County Florida

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March 13, 2025

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

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

Dear Mr. Williams:

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

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

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

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

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

a) There is unreasonable burden on the applicant

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

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

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

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

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

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

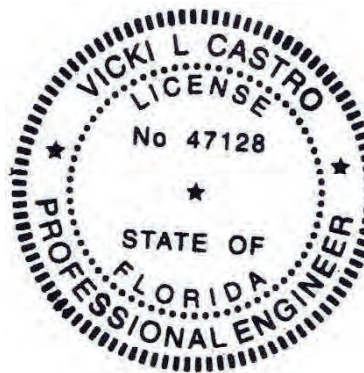
Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

**Vicki L
Castro**

Vicki L Castro, P.E.
Principal

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



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

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

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

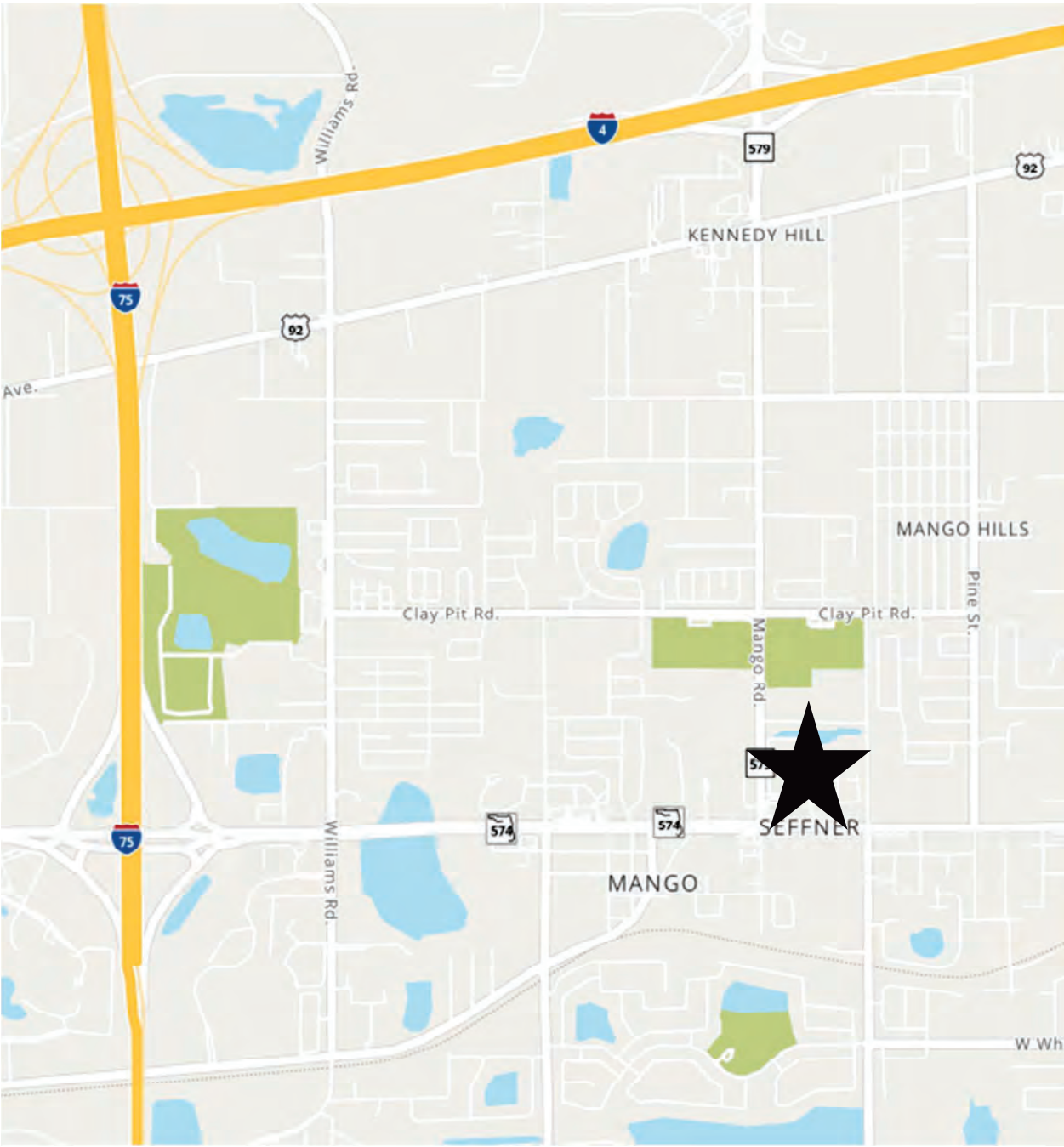
_____Disapproved _____Approved with Conditions _____Approved

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

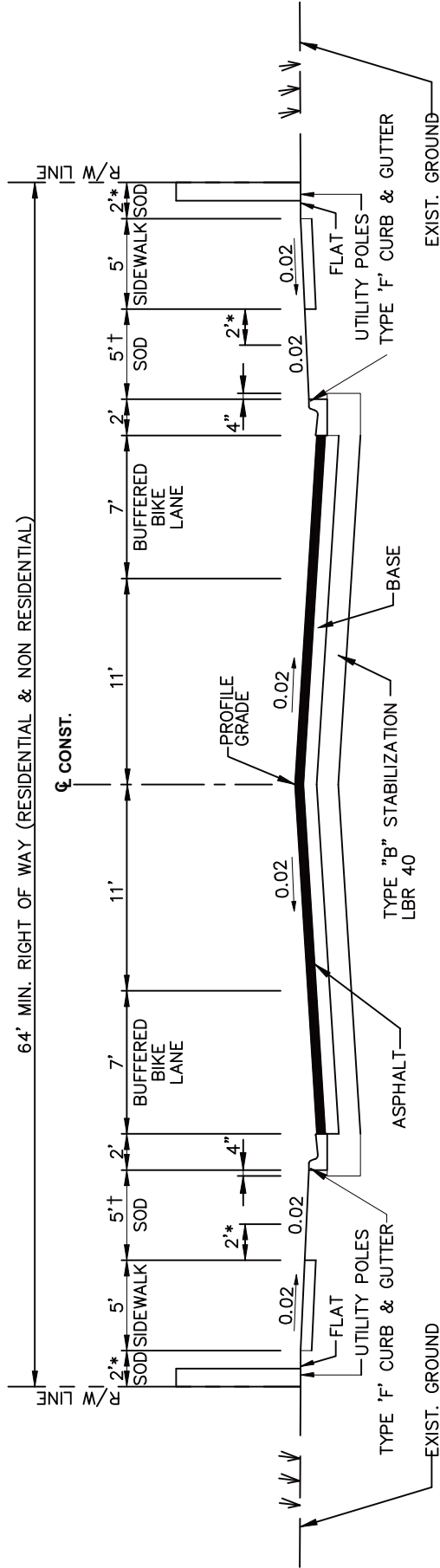
Figure 1. Location Map





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






TYPICAL SECTION

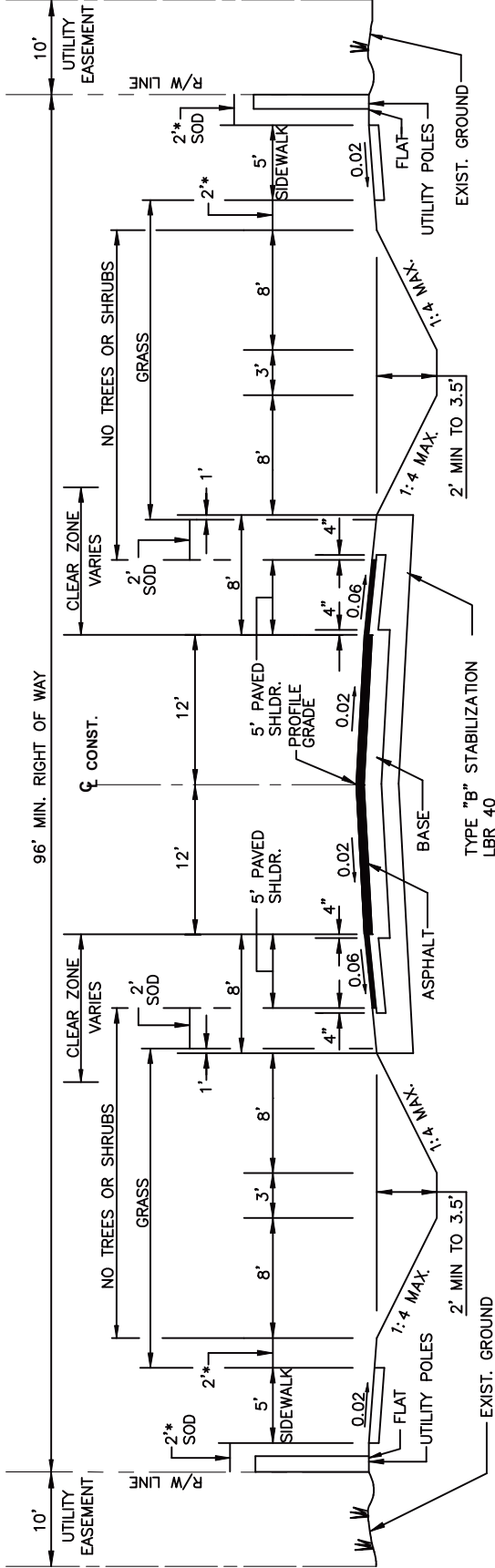
N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 40 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

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



TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

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

Ratliff, James

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

Vicki/Michael - I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and one Design Exception (DE) for PD 25-0265 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hcfl.gov or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

If the BOCC denies the PD zoning or PD zoning modification request, staff will request that you withdraw the AV/DE. In such instance, notwithstanding the above finding of approvability, if you fail to withdraw the request, I will deny the AV/DE (since the finding was predicated on a specific development program and site configuration which was not approved).

Once I have signed the document, it is your responsibility to submit the signed AV/DE(s) together with your initial plat/site/construction plan submittal. If the project is already in preliminary review, then you must submit the signed document before the review will be allowed to progress. Staff will require resubmittal of all plat/site/construction plan submittals that do not include the appropriate signed AV/DE documentation.

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hcfl.gov

Mike

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

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HCFL.gov
W: HCFLGov.net

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

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

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

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

Hello Mike,

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

vcastro@palmtraffic.com
myates@palmtraffic.com
kami.corbett@hwhlaw.com
jaimemaier@hwhlaw.com
ballf@hcfl.gov
ratliffja@hcfl.gov

Best Regards,

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

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

601 E. Kennedy Blvd., Tampa, FL 33602
HCFL.gov

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Hillsborough County Florida

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



January 24, 2025

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

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

Dear Mr. Williams:

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

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

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

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

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

Southern Section

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

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

Northern Section

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

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

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

Sincerely,

Vicki L Castro, P.E.
Principal



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

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

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

_____Disapproved_____Approved with Conditions_____Approved

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

FIGURE 1. LOCATION MAP

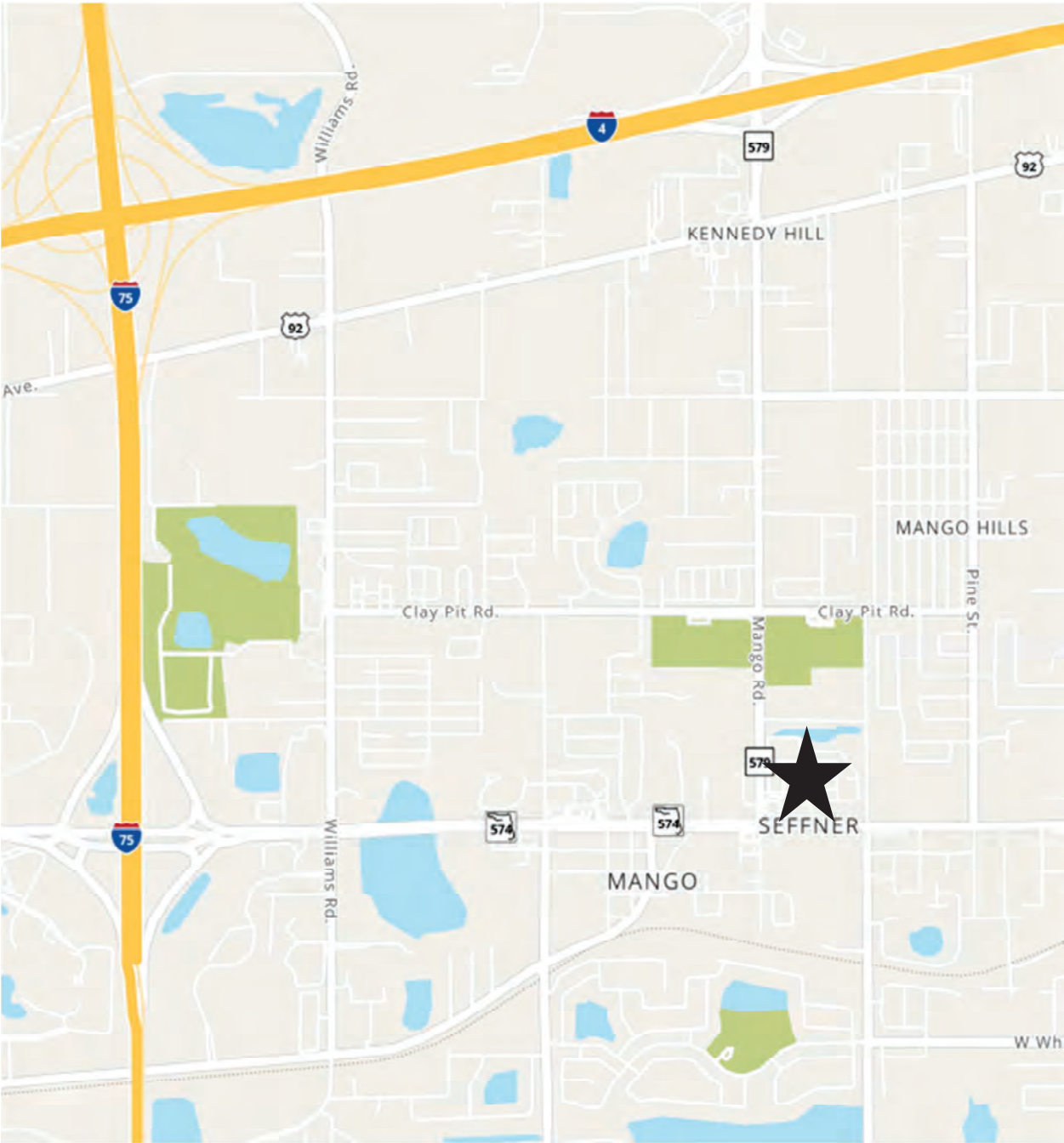
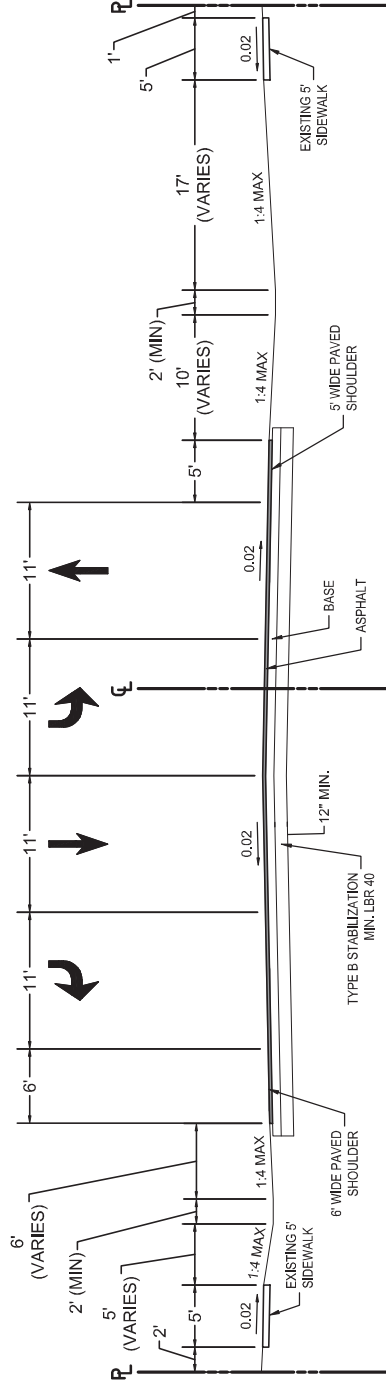
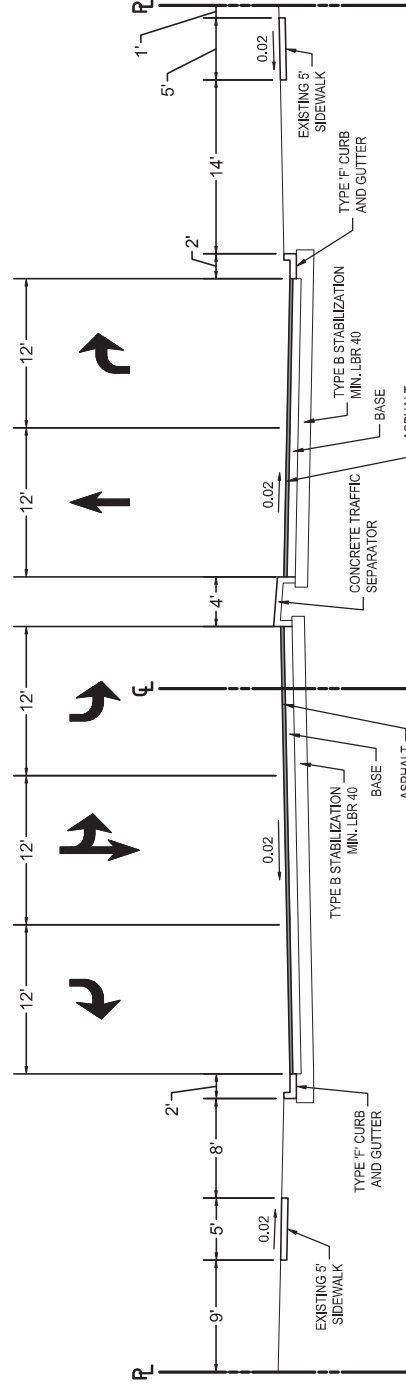


Figure 2: Proposed Typical Sections



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



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

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

[illegible]

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CLIENT
NAP CONSTRUCTION LLC

PROJECT
MANGO CENTER

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

| | |
|-------------|--------------------------------|
| SHEET TITLE | MANGO ROAD TYPICAL SECTIONS |
|-------------|--------------------------------|

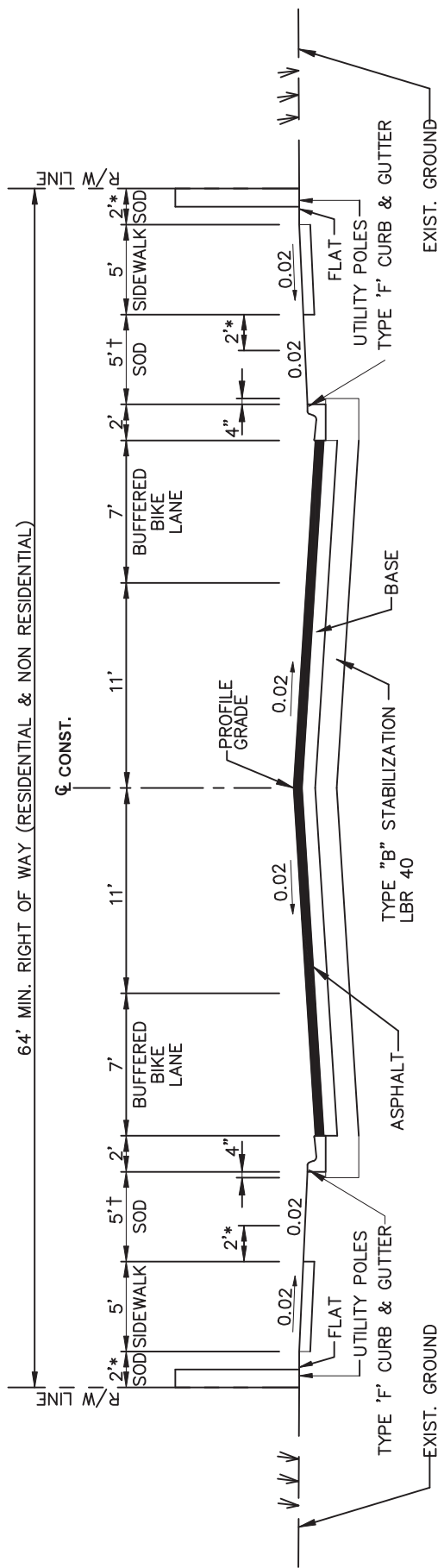
| | |
|--------|---------------|
| JOB #: | 011559-01-001 |
| DATE: | 01/21/2025 |

SCALE: 1" = 10'

| | |
|-------------|-----|
| DRAWN BY: | RJD |
| CHECKED BY: | TWJ |

SHEET NO.

EX-1



TYPICAL SECTION

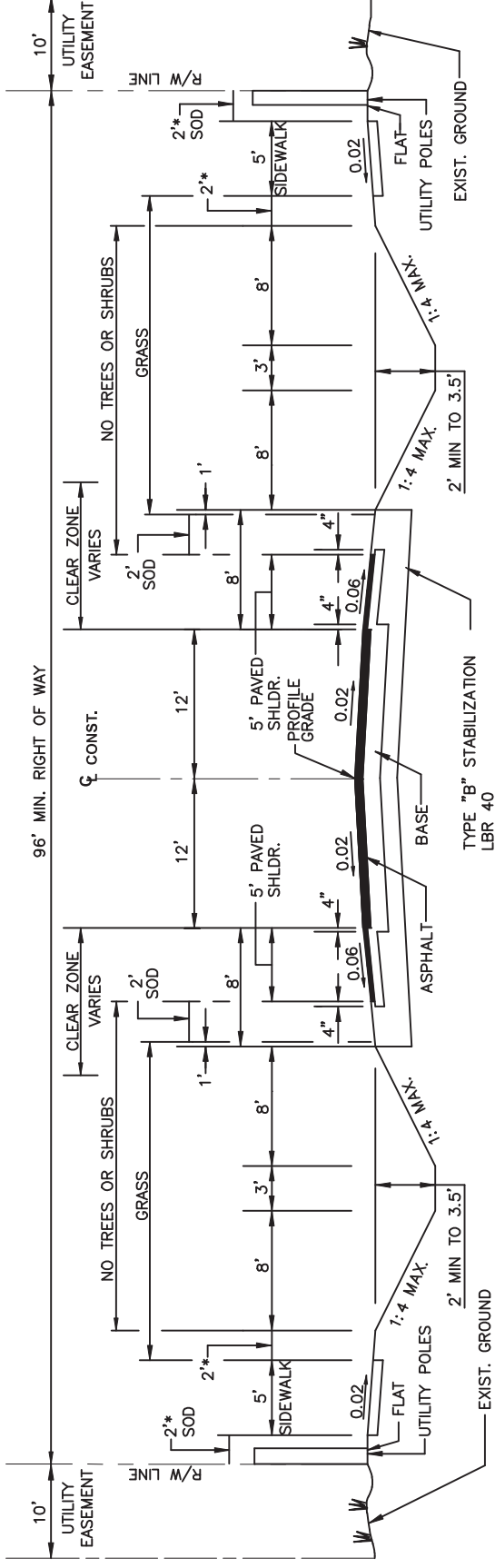
N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 40 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

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



TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
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5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

TRANSPORTATION TECHNICAL MANUAL

Hillsborough
County Florida

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

DRAWING NO. **TS-7**

SHEET NO. 1 OF 1

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

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

| Project Trip Generation Comparison 1 (Modification Area Only) <input type="checkbox"/> Not applicable for this request | | | |
|--|----------------------------|----------------------|----------------------|
| | Average Annual Daily Trips | A.M. Peak Hour Trips | P.M. Peak Hour Trips |
| Existing | 10,798 | 245 | 892 |
| Proposed | 11,660 | 265 | 1,002 |
| Difference (+/-) | (+) 862 | (+) 20 | (+) 110 |

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

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

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

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

| Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request | | |
|---|-----------------------------------|------------|
| Road Name/Nature of Request | Type | Finding |
| Mango Rd./ Access Spacing | Administrative Variance Requested | Approvable |
| Highview Rd./ Substandard Road | Administrative Variance Requested | Approvable |
| Mango Rd./ Throat Depth | Administrative Variance Requested | Approvable |
| Mango Rd./ Substandard Road | Design Exception Requested | Approvable |
| Notes: | | |

Transportation Comment Sheet

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