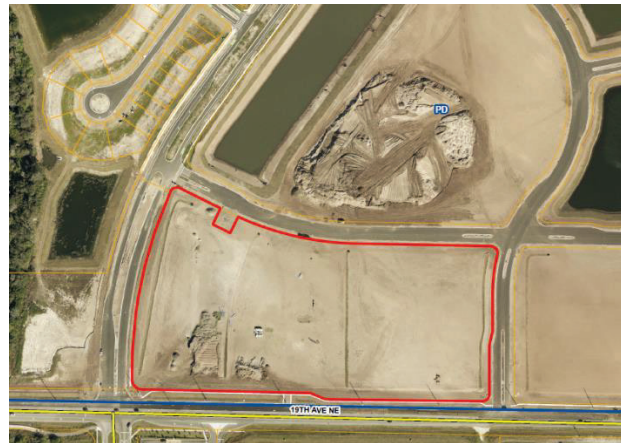


**PD Modification Application: PRS 25-0191****Zoning Hearing Master Date:** N/A**BOCC Land Use Meeting Date:** February 11, 2025**Hillsborough  
County Florida****Development Services Department****1.0 APPLICATION SUMMARY****Applicant:** NNP-Southbend II LLC**FLU Category:** Suburban Mixed Use-6 (SMU-6)**Service Area:** Urban**Site Acreage:** 16.41 MOL**Community  
Plan Area:** Apollo Beach, Southshore**Overlay:** None**Introduction Summary:**

The subject vacant property is currently zoned PD 14-0815, as most recently modified by PRS 24-1046 which allows for mixed use. The applicant is proposing to modify the approved site plan as it pertains to the development of Folio 54244.0062 which is within Tract 24A, for the addition of two right-in / right-out access points from 19th Avenue NE and 30th Street as depicted on the site plan submitted with this application. Proposed Development standards for the parcel have also been added. In addition, Retail and Office design standards for Folio 54244.0062 are proposed to be removed.

Existing Approval(s):	Proposed Modification(s):
No connectivity to Folio 54244.0062	Addition of two right-in / right-out access points from 19th Avenue NE and 30th Street as depicted on the site plan submitted with this application to Folio 54244.0062
Development standards by tract	Development standards for Folio 54244.0062 added
Retail and office design standards required	Remove retail and office design standards for Folio 54244.0062

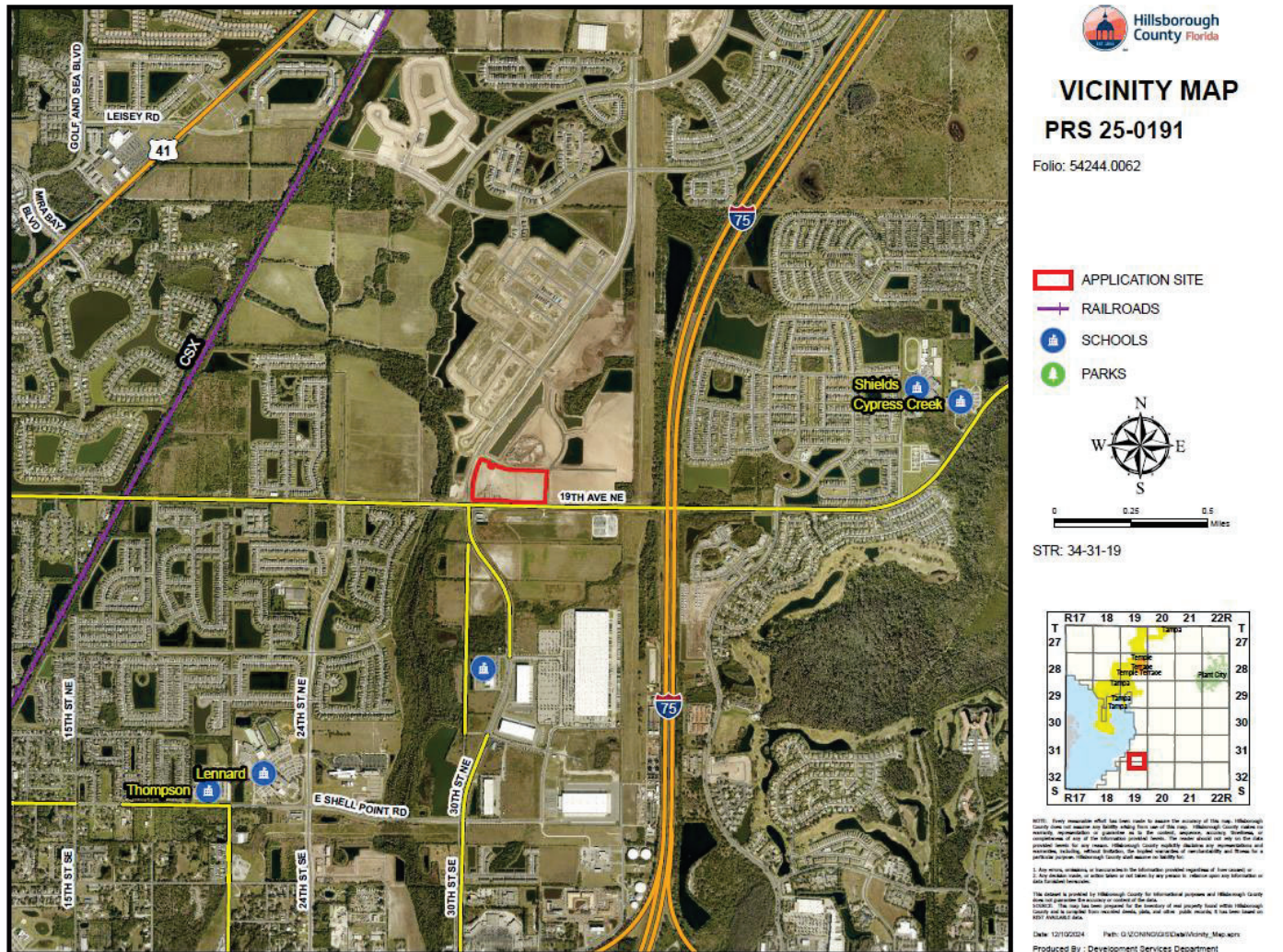
**Additional Information:**

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

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

### 2.1 Vicinity Map



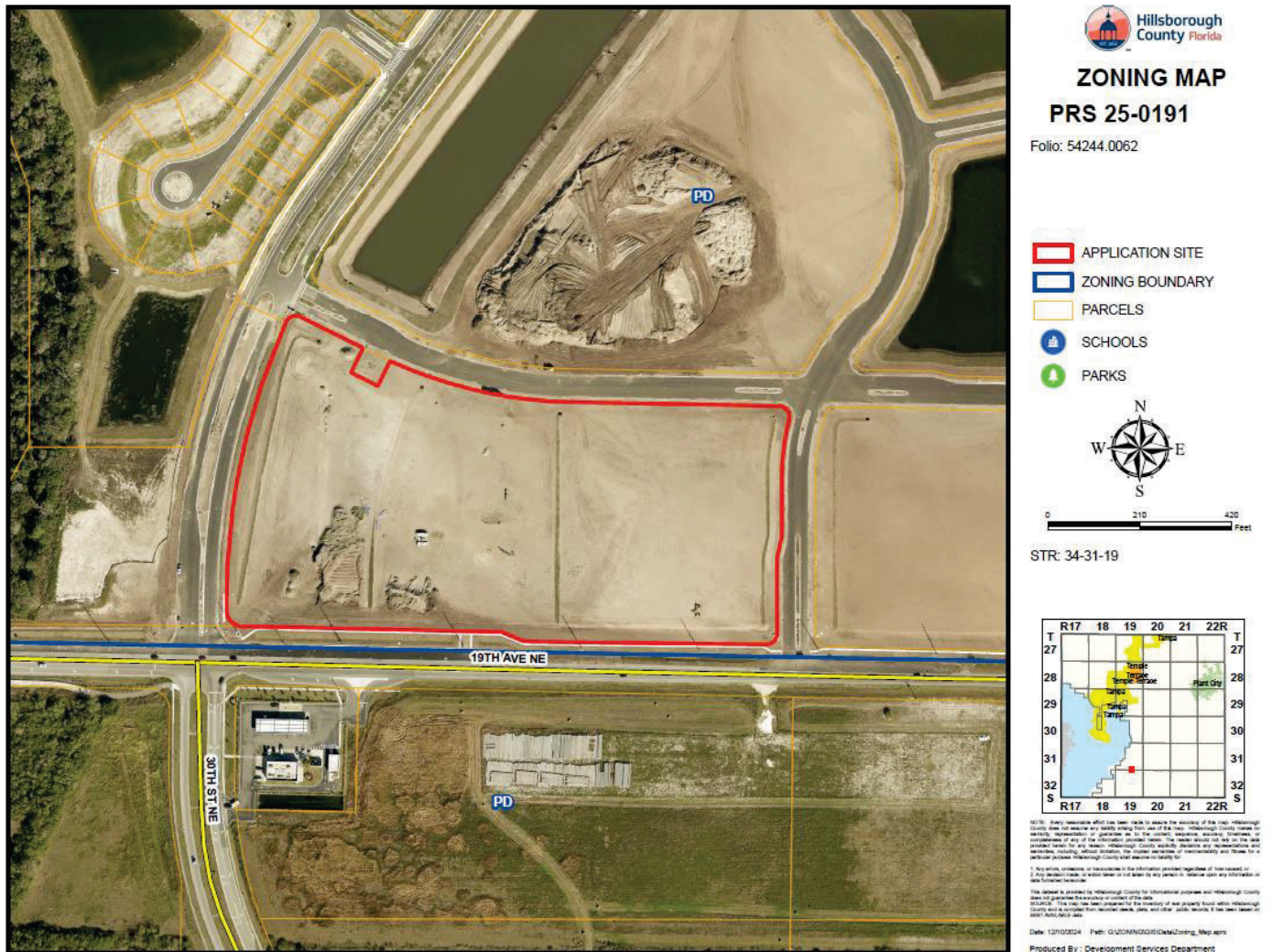
### Context of Surrounding Area:

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



## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.2 Immediate Area Map



#### Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 14-0815	0.25 F.A.R., 7 - 19 du/ga	Mixed Use	Vacant
South	PD 19-0067	0.50 F.A.R.	Industrial/Manufacturing	Gas Station, Agriculture
East	PD 14-0815	0.25 F.A.R., 7 - 19 du/ga	Mixed Use	Vacant
West	PD 14-0815	0.25 F.A.R., 7 - 19 du/ga	Mixed Use	Vacant



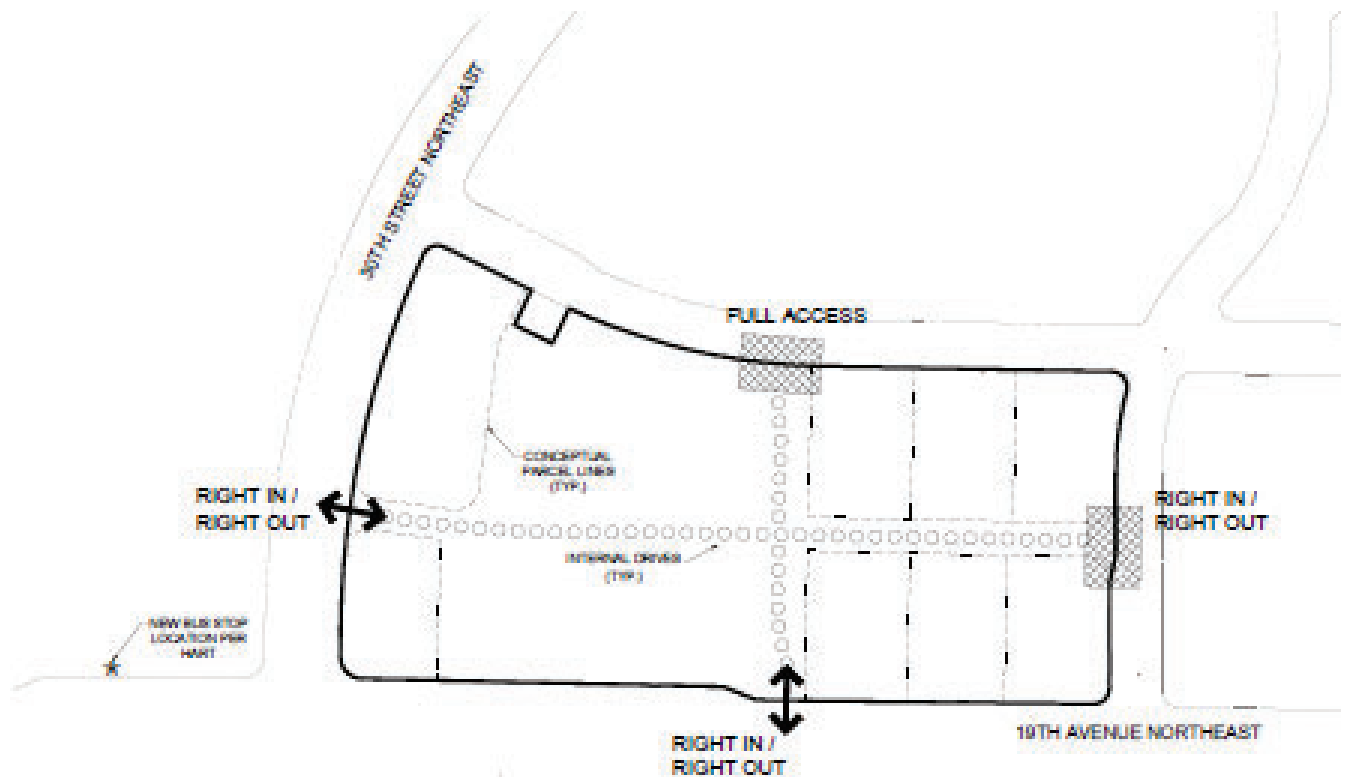


#### 2.4.1 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 7.2 for full site plan)



## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.4.2 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 7.2 for full site plan)



#### PRS DEVELOPMENT DATA

PRS AREA:	18.405 ACRES
PROJECT POLICE:	54241.0002
FUTURE LAND USE:	SMU-6
EXISTING ZONING:	PD 14-0015
EXISTING USE:	VACANT
PROPOSED USES:	SHOPPING CENTER

#### PRS DEVELOPMENT STANDARDS

MINIMUM INTERNAL FRONT SETBACK:	0 FEET
MINIMUM FRONT SETBACK ON MAIN (COLLECTOR) STREETS:	25 FEET
MINIMUM SIDE SETBACKS*:	0 FEET
MINIMUM REAR SETBACK:	0 FEET
MAXIMUM BUILDING LOT COVERAGE:	50%
MAXIMUM HEIGHT:	6 STORIES

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

**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
19th Ave NE	County Arterial - Rural	2 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 checked="" type="checkbox"/> Other (TBD)
30th St NE	County Collector - Urban	2 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 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	57,246	4,705	5,541
Proposed	57,246	4,705	5,541
Difference (+/-)	+0	+0	+0

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

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

Project Boundary	Primary Access	Additional 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**

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

The approximate 16.41-acre vacant subject site is generally located at the northeast corner of 30<sup>th</sup> Street Northeast and 19<sup>th</sup> Avenue Northeast and is zoned PD 14-0815, as most recently modified by PRS 24-1046. The site is approved for mixed use. The general area is primarily undeveloped vacant land with the allowed uses of mixed use, manufacturing and single-family and multi-family residential. There is a gas station to the south across 19th Avenue Northeast. Further to the east and west of 19th Avenue are single-family and multi-family residential developments.

The applicant is proposing to modify the approved site plan as it pertains to the development of Folio 54244.0062, for the addition of two right-in / right-out access points as depicted on the site plan submitted with this application. The applicant is also proposing Development standards for the parcel. In addition, Retail and Office design standards for Folio 54244.0062 are proposed to be removed. The design standards being removed apply to the seven (7) Mixed Use and Town Center tracts located throughout the larger PD and provide for traditional neighborhood designs type standards. With the parcel located at the southern end of the PD along 19th Ave NE with commercial and industrial uses across from the parcel on the south side of 19th Ave NE staff does not object to removal of these standards for this parcel.

The Minor Modification request does not impact the site's compatibility with the surrounding area.

### **5.2 Recommendation**

Staff finds the request approvable subject to the conditions of approval.

## 6.0 PROPOSED CONDITIONS

### Requirements for Certification:

Prior to PRS site plan certification, the developer shall revise the PRS site plan to:

1. Correct sheet number scrivener's error on sheets 1 and 2.
2. Correctly label 19<sup>th</sup> Ave NE on sheet one of two.
3. Display all roadways adjoining, traversing, or within 150ft of the project boundaries on sheet one of two.
4. The developer shall remove the "New Bus Stop Location Per HART" shown on Page 2 of the site plan. Staff notes that location of the two required bus bays shall be determined at the time of plat/site/construction plan review, must be consistent with the locational requirements of zoning condition 54, and that only one of the two required bus bays must be constructed concurrent with development of the Subject Area; and,
5. Remove comment response letters and other information which should be included within the Certified Site Plan.
6. On sheet two of two, replace the access label on 30th St NE which states "Right-in/Right- out " with a label stating, "Proposed Right-in/Right-out – See Conditions of Approval for Required Site Access Improvements".
7. On sheet two of two, replace the access label on 19th Ave NE which states "Right-in/Right- out " with a label stating, "Proposed Right-in/Right-out – See Conditions of Approval for Required Site Access Improvements".
8. On sheet two of two, replace the access label on the north-south collector roadway located along the eastern boundary of the Subject Area which states "Right-in/Right-out" with a label stating "Proposed Right-In/Right-Out – Site Access Improvements Are to be Determined - See Conditions of Approval"
9. On sheet two of two, replace the access label to the east-west collector roadway located along the northern boundary of the Subject Area which states "Full Access" with a label stating "Proposed Right-In/Right-Out – Site Access Improvements Are to be Determined - See Conditions of Approval"

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

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

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

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



- b. The cumulative gross trip generation of all uses within Tract 9A shall not exceed the following thresholds at the required Tract 9A Covington Garden Dr. access:
  - i. An inbound a.m. peak hour amount equal to 50 gross inbound a.m. peak hour trips less the number of gross inbound a.m. peak hour trips generated by development within Tract 10; and,
  - ii. An inbound p.m. peak hour amount equal to 50 gross inbound p.m. peak hour trips less the number of gross inbound p.m. peak hour trips generated by development within Tract 10.
- c. The cumulative gross trip generation of all uses within Tract 9A shall not exceed the following thresholds at the optional Tract 9A Paseo al Mar Blvd. access:
  - i. An inbound a.m. peak hour amount equal to 80 gross inbound a.m. peak hour trips less the number of gross inbound a.m. peak hour trips generated by development within Tract 10; and,
  - ii. An inbound p.m. peak hour amount equal to 80 gross inbound p.m. peak hour trips less the number of gross inbound p.m. peak hour trips generated by development within Tract 10.
- d. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on the site. The list shall contain data including gross floor area, type of use, date the use was approved by Hillsborough County, references to the site/subdivision Project Identification (PI) number (or if no PI number exists, a copy of the permit or other official reference number), calculations detailing the individual increment and cumulative project gross trip generation impacts, and source for the data used to develop such estimates.
- e. In calculating the trip generation impacts of existing and proposed development, sole authority to determine the appropriateness of certain ITE land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE Trip Generation Manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine appropriate trip generation rates for proposes of calculating whether proposed entitlements exceed the trip cap. Given the wide range of potential uses, and since the transportation analysis submitted for purposes of the zoning does not necessarily represent a worst-case scenario of potential trip generation impacts for any individual use or group of uses, the utilization of certain land use codes within the zoning level analysis shall have no bearing on the appropriateness of the codes ultimately chosen to study project impacts,

including whether uses can ultimately be authorized consistent with the above trip cap.

3. In order to track project development in accordance with the DRI Equivalency Matrix (trade-off mechanism), a Tracking Table shall be submitted with each Preliminary Plan or Preliminary Plat submitted for each portion of project development. Each tracking table should show the following:

3.1 (1) the original approved amount of development [ number and type of residential units or square feet], (2) the amount of development [number and type of residential units or square feet] having previously received Preliminary Plan or Preliminary Plat approval, (3) the amount of development proposed by the Preliminary Plan or Preliminary Plat for the subject portion of the project, and (4) the remaining development entitlements, by type of development, after Preliminary Plan or Preliminary Plat submittal for the subject portion of the project. The Tracking Table shall document any land use trade-offs undertaken prior to the time of Preliminary Plan or Preliminary Plat submittal for the subject portion of the project. The Tracking Table shall include the original amount of Park acreage to be provided, the amount having previously received Preliminary Plan or Preliminary Plat approval, the amount proposed by the Preliminary Plan or Preliminary Plat submittal for the subject portion of the project, and the remaining park acreage to be provided.

4. The primary use on Tracts 1, 3-6, 9B, 12-14, 16-17, and 19-23 shall be residential. Except for Tracts 3, 14 and 20, the maximum density for any one tract shall be six units per gross acre. Tracts 3, 14 and 20 may allow up to 12 units per gross acre. Residential dwelling types may include single-family detached, villa-duplex and townhouse as provided in the Waterset DRI development order and equivalency matrix. Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, daycare, schools, and churches or other religious institutions. If the retention pond in Tract 9B is proposed to be filled to put in new development approval will be required by the Board of County Commissioners to increase the entitlements.
5. Single-family, duplex and townhome residential development shall comply with the following requirements:

#### Single-Family Design Standards

Development Type:	Single-Family Detached Standard Lot	Single-Family Detached Slim Lot (el	Single-Family Detached with Alley Access	Single-Family Detached Cluster Home (fl
Standards:				
Minimum Lot Size(a)	4,000 sf	2,800 sf	3,200 sf	2,500 sf
Minimum Lot Width	40 ft	28 ft 33 ft on corner lots	30 ft	20 ft

Minimum Front Yard (bl)	<b>10ft (b)</b>	10 ft (b)	10ft (b)	5 ft (g)
Minimum Side Yard (cl)	<b>0 ft (c)</b>	0 ft (c)	0 ft (c)	5 ft (g)
Minimum Rear Yard (d)	<b>15 ft (d)</b>	15 ft (d)	15 ft (d)	5 ft (g)
Maximum Lot Coverage	50%	70%	70%	80%(f)
Maximum Height	45 ft	45 ft	45 ft	45 ft

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



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

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

#### Duplex and Townhouses Design Standards

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

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

- (e) Minimum 10 ft setback required from street right-of-way; Garages may be attached or a min. 10 ft between garages is required; Vehicular Courtyard shall have a min. width between garages of 25 ft.
- 6. Permitted uses for Multi-family shall be those uses permitted in the Residential Multi-family Conventional (RMC-20) District and shall conform to the standards of that district. Maximum density shall be 20 units per gross acre. Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, day care, schools and churches or other religious institutions.
- 7. Lots adjacent to the Lake St. Clair community, and lots that are west of and across from Covington Garden Drive where Covington Garden Drive abuts the Lake St. Clair community, shall be single-family detached units and shall be a minimum of 50 feet wide.
- 8. Lots adjacent to the Oxford subdivision (Covington Park Phase 4A) and the Carrington subdivision (Covington Park phase 5B) shall be single-family detached units and shall be a minimum of 40 feet wide.
- 9. Within all tracts, each detached single-family standard dwelling unit is permitted one accessory dwelling unit, a maximum of 45' in height, on the same lot with up to 900 square feet of living space. A variance to increase this amount may be requested provided the residential lot is at least 14,520 square feet in size and the living space proposed for the accessory dwelling does not exceed 1,200 square feet or 25 percent of the living space in the principal dwelling on the lot, whichever is less. The accessory dwelling may be a detached structure or attached to the principal single-family dwelling on the lot.
- 10. The Mixed Use North (MU-N), Mixed Use Central (MU-C), and Mixed Use South (MUS) tracts (Tracts 2, 8, 9, 9A, 24A and 24B) and Town Center (Tract 7) tracts shall be developed with the following uses:
  - 10.1 Commercial General (CG) district uses with a maximum FAR of 0.25. The following CG zoning uses shall be prohibited in Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7) tracts: Radio and Television Transmitting facilities; Lawn Care/Landscaping; Lumber/Other Building Materials; Minor Motor Vehicle Repairs; Motor Vehicle Sales, Rentals, and Auctions (All Types); Recreational Vehicle Sales and Rentals; Private Pleasure Craft Sales and Rentals; Rental Leasing, Light Equipment and Farm Equipment; Wholesale Distribution; Labor Pools (All Types); Mini-warehouses.
  - 10.2 Business Professional Office (BPO) district uses.
  - 10.3 Residential units at a maximum density of 20 units per acre. Residential dwelling types may include single-family detached, villa-duplex, townhouse, and multi family.

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

## Standards:

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

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

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

Standards:

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



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

12. Retail, office and office/retail use buildings within the Mixed Use (Tracts 2, 8, 9, 9A, a portion of 24 A and 24B) and Town Center (Tract 7) tracts shall be subject to the following design criteria:
  - 12.1 Facades shall be parallel to straight frontage lines and the chord of curved or broken frontage lines.
  - 12.2 Not less than 40 percent of the total surface area of the first floor front elevation shall be in public entrances and windows. Windows utilized to meet this requirement shall be transparent.
  - 12.3 All street-level retail uses with sidewalk frontage shall have an individual entrance with direct access to the sidewalk, regardless of any other access which may be provided.
  - 12.4 Buildings shall be articulated so that facades which face public streets and exceed 50 feet in horizontal length shall include vertical piers, columns, colonnades or other vertical visual elements to break the plane of the facade. Such vertical visual elements shall be spaced 15 feet to 35 feet apart along the facade.
  - 12.5 Galleries and arcades may be constructed over sidewalks in the public right-of-way provided an easement agreement is approved by and dedicated to Hillsborough County to guarantee public use of the sidewalks. In such cases, the distance from the storefront to the inside face of the support columns shall be a minimum of eight feet, and the distance from the outside face of the support columns to the inside edge of the street curb shall be no less than 36 inches.
  - 12.6 Drive-through window services and queuing lanes for such services may not be located between the front facade of the building and the main street, and must be designed so as to have minimal impact on pedestrian traffic along the main street.
  - 12.7 These design standards shall not be applicable to property depicted on the General Site Plan for PRS 25-0191.
13. The Retail/Office tract (Tract 25) shall be developed with the following uses:
  - 13.1 Commercial General Uses (CG) in accordance with CG district standards. However the following CG zoning uses shall be prohibited: Radio and Television Transmitting facilities; Lawn Care/Landscaping; Lumber/Other Building Materials; Minor Motor Vehicle Repairs; Motor Vehicle Sales, Rentals, and Auctions (All Types); Recreational Vehicle Sales and Rentals; Private Pleasure Craft Sales and Rentals; Rental Leasing, Light Equipment and Farm Equipment; Wholesale Distribution; Labor Pools (All Types); Mini-warehouses.

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

18. An 80-acre park for a regional sports complex shall be located either in Tract 12, Tract 13, or Tract 15.
19. The Developer shall: (a) include the school sites and the park sites in its Master Drainage Plan so as to enable the County and the School District to avoid the expense of providing on-site stormwater retention and, (b) shall provide the infrastructure for both potable water and central sewer service in conjunction with the construction of the road that will provide access to the sites.
20. Tract 10 is proposed for Hillsborough County Reclaimed Water Tank(s). If the 5-acre site is not accepted by Hillsborough County, the site may be used for a school site or for single-family residential development only so long as the total number of dwelling units does not exceed the number of units allowed.
21. A community Fire Station shall be included within the development to be located on the east side of Waterset Boulevard (24th Street) and within one (1) mile north of 19th Avenue NW. It shall be a minimum of 1.2 acres in size or a site sufficient to accommodate the construction of a 10,000 s.f. one-story fire station facility. This acreage and/or site, shall be sufficient to provide for all related site requirements and/or improvements (e.g. parking, circular drive, ingress and egress driveways) as determined by Hillsborough County. The Developer shall provide stormwater facilities off-site, within the master storm water system or onsite within an expanded site boundary, as agreed upon by the Hillsborough County Fire Rescue Department. The site shall be located to have direct egress on to a collector or arterial roadway. The Developer shall dedicate and convey this site to the County at no cost to the County. Prior to preliminary site plan or preliminary plat approval within any of the above mentioned area, the developer shall coordinate with the Hillsborough County Fire Rescue office to determine the specific location and size during the site plan review phase. Within 90-days of a request by Hillsborough County Fire Rescue Department, the developer shall dedicate and convey the property.
22. Recreational enhancements to the Lake in Tract 5 may be permitted and may include, but not be limited to, such uses as boardwalks, docks, recreational buildings, and beach improvements. Any improvements shall be subject to approval by the Environmental Protection Commission and other agencies having regulatory jurisdiction. Said recreational enhancements shall be owned and maintained by a homeowner's association, community development district, or other similar entity.
23. Existing agricultural uses may continue to operate at no greater intensity than at present and shall be considered conforming uses until such time as they are developed as residential. No agricultural activities shall be initiated on land not previously under such uses. Silvicultural activities shall be limited solely to upland areas and shall not be conducted within 30 feet of the EPC wetland line.
24. Within the Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7) tracts, on-street parking can be credited towards the required number of spaces. Parking may be permitted on another lot in conformance with Hillsborough County code Section 6.05.02(D).



25. A trail (South Coast Greenway) will be provided along Waterset Boulevard and 30" Street, as shown on the General Site Plan. The trail shall be a minimum of 30 feet in width on average, shall include a continuous 12-foot wide paved trail meeting County paved trail standards, or alternative standards as approved by the Hillsborough County Parks, Recreation and Conservation Department, Greenways Program. The trail may deviate away from Waterset Boulevard and 30" Street, but shall be located adjacent to the Waterset Boulevard right-of-way at the northern boundary of the project and shall be located adjacent to the 30" Street right-of-way at the southern boundary of the project. The trail may contain design features such as benches, walkways, gazebos, kiosks, and recreational amenities.

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

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

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

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

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

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

34. A minimum of fifty (50) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway. If any neighborhood pod/cluster has 150 or more dwelling units, then the Developer shall provide vehicular cross-access to an adjacent neighborhood pod/cluster that has its own access to a roadway shown on the General Site Plan.

35. Within all Mixed Use (Tracts 2, 8, 9, 24 A and 24B) and Town Center (Tract 7) tracts, a minimum of sixty (60) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway.
36. Throughout the development, the Developer shall provide pedestrian and bicycle interconnectivity between adjacent pods/clusters that do not provide for vehicular access between the pods/clusters. All access shall be via an improved surface such as a sidewalk, wood boardwalk, pavers, or pervious concrete, and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act; access shall not be via grass, gravel, sand, mulch, or some other non-compacted surface. Bicycle and pedestrian connectivity points shall be spaced such that, where possible, they are no more than 1,320 feet apart. Distance between connectivity points shall be shown on all preliminary plat submittals.
37. At the time of Final Plat approval, the Developer shall dedicate and convey a minimum of 124 feet of right-of-way for 30" Street, from the northern property line of Tract 16 to the southern project boundary, and from the southern property line of Tract 12 to Apollo Beach Boulevard.
38. At the time of Final Plat approval of the adjacent phase or at the request of Hillsborough County, whoever is earlier, the Developer shall dedicate and convey a minimum of one hundred and twenty four (124) feet of right-of-way for Road A, from the western project boundary to Waterset Blvd.
39. The Developer shall dedicate and convey to Hillsborough County a minimum of 124 feet of right-of-way for Waterset Blvd. The right-of-way shall extend from Big Bend Rd to the development's southern property boundary.
40. The Developer shall dedicate and convey a minimum of 64 feet of right-of-way for Covington Garden Dr., in the location generally shown on General Site Plan. The right-of-way extend from Big Bend Rd. to Waterset Blvd.
41. The Developer shall construct two (2) lanes of the north-south arterial (Waterset Boulevard) from the northern property boundary to the southern property boundary. The roadway shall be designed as a two (2) lane divided roadway expandable to four (4) lanes within the median. The roadway shall include bicycle lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards.

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

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

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

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

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

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

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

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



46. Railroad crossing and/or access shall be subject to review and approval by C.S.X.
47. A sidewalk shall be constructed along the property boundary of US 41. A waiver may be permitted if the developer provides written documentation from C.S.X. railroad and FDOT that the sidewalk cannot be constructed due to railway safety issues.
48. The Developer shall provide for a continuous east-west roadway (Milestone Drive) from Covington Garden Drive through Tracts 3, 4, 5, and 7, and terminating at Apollo Beach Boulevard. If the 80-acre Regional Sports Complex is not located in Tract 12, then a roadway connection with Milestone Drive shall be provided through Tract 12 to its southern property boundary.
49. Option 1 In the event the final permits and designs are completed for a 4-lane bridge extending Apollo Beach Boulevard over Interstate 75, (“the I-75 Flyover Bridge”), then within 60 days of the County's acceptance of final permits and designs the 1-75 Flyover Bridge the Developer shall dedicate and convey within Tract 6 sufficient right-of-way of a width not less than 124 feet, or that necessary to accommodate the I-7 5 Flyover Bridge as designed, whichever is greater. Such dedication and conveyance shall also include land sufficient to accommodate drainage for the 1-75 Flyover Bridge. The Developer shall be responsible for constructing the remaining 4-lane extension of Apollo Beach Boulevard from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs and conditions described herein these zoning conditions.
- Option 2 In the event the County elects not to fund the completion of the design and permitting of the Flyover Bridge, then the Developer shall (at the time of Final Plat approval of property within 600 feet of the southernmost property boundary of Tract 6, but in no event earlier than May 31, 2015 and in no event later than December 31, 2023 ), dedicate and convey sufficient right-of-way, of a width not less than 124 feet and in a location mutually agreeable to the Hillsborough County and the Developer, necessary to accommodate the 1-75 Flyover Bridge. This dedication and conveyance shall also include land sufficient to accommodate drainage for the 1-75 Flyover Bridge. The County shall be responsible for constructing the remaining 4-lane extension from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs described herein these zoning conditions. The Developer shall be required to dedicate and convey land necessary for the completion of the remaining 4-lane extension of the Apollo Beach Boulevard Extension from Covington Garden Drive to any future I-75 Flyover Bridge approach.

#### Requirements for Option 1 or Option 2

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

50. Houses fronting the collector roadways shall be permitted, if access is provided via alleyways parallel to the roadway given they meet applicable County standards. The Developer may also propose additional context sensitive and livable roadway design alternatives for review and acceptance by County transportation staff. TND street typical sections from the Hillsborough County Transportation Technical Manual may be used as an option.
51. The Developer shall construct the Regional Roadway Improvements as required in the Waterset Development of Regional Impact Development Order conditions. The Big Bend Road traffic analysis shall be started no later than January 31, 2015. The Apollo Beach and US 41 Intersection shall be completed no later than December 31, 2016, unless the process of obtaining necessary CSX approval makes it impossible for the Developer to meet this deadline, in which case the deadline shall be extended to a date mutually acceptable to the Developer and Hillsborough County. Contributions related to the 1-75 Flyover Bridge shall proceed in accordance with the terms and conditions set forth in the Development Order.
52. The Developer shall install traffic signals, when warranted and approved by Hillsborough County, at the intersections of the major north/south collector roadways. Prior to Construction Plan Approval, the Developer shall submit a Traffic Signal Warrant Study to determine when the traffic signal is warranted. Once warrants are established, the Developer shall submit preliminary design plans for the signal concurrent with the design plans for the intersection. The Developer shall be responsible for the cost of the design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department.
53. The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. Except as otherwise required herein these conditions, the sidewalks shall be a minimum width of five (5) feet and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act. The trail (South Coast Greenway) described in Condition 25 may be provided in lieu of a 5-foot sidewalk along the side of a roadway to which the trail is adjacent.
54. Transit Amenities. The Developer shall provide two bus bays with shelters and associated amenities at the bus stops and associated roadway improvements along 19<sup>th</sup> Avenue, to be generally located between 24<sup>th</sup> and 30<sup>th</sup> Streets and 30<sup>th</sup> and the eastern property line respectively. The Developer shall also provide ADA sidewalks and connections from the internal development with direct access to the transit improvements.
55. The Developer shall cooperate with HART in the future placement of bus stops and related facilities along the major corridors through the project including providing notice to the Community Development District and the Home Owners Associations(s) of the planned future placement of these facilities within the community.
56. The Developer shall coordinate with HART, Tampa Electric Company (TECO) and Hillsborough County to locate a Park & Ride/Trail Head facility along Waterset Boulevard at the TECO right-of-way crossing between either Tracts 13 and 16 or Tracts 14 and 17. The Park & Ride location shall accommodate buses, bicycles, vanpools and carpools.

57. The Developer shall coordinate with HART and Tampa Bay Area Regional Transportation Authority (TBARTA) to promote multi-modal alternatives by distributing ridesharing information to be provided by HART and TBARTA to the project residents and employees.
58. The Developer shall provide documentation, satisfactory to Hillsborough County, depicting all flood zones for the development, and the potential areas of wave action for category B, C, D, and E evacuations, prior to or concurrent with construction plans or building plans submitted for approval.
59. Project signs shall be limited to building signs and monument signs. All monument signs shall be a maximum of 15 feet in height and shall be constructed of materials similar to the buildings they serve and comply with all Land Development Code sign regulations. Billboards shall be prohibited. Notwithstanding the foregoing, pole signage shall be permitted on folio numbers 053966.0010 and 053975.2432 in accordance with the Land Development Code.
60. Approval of this application does not ensure that water will be available at the time when the applicant seeks approval to actually develop.
61. The locations of trees that qualify as Grand Oaks must be identified on the submitted preliminary plan/plat as part of the Site Development/Subdivision Review process. Site design features to avoid the removal of these trees are to be displayed on the submitted preliminary plan.
62. An evaluation of the property identified a number of significantly mature trees. The stature of these trees would warrant every effort to minimize their removal. The applicant is encouraged prior to submittal of preliminary plans through the Land Development Code's Site Development or Subdivision process to consult with staff of the Natural Resource Unit for design input addressing these trees.
63. The developer shall provide a wildlife survey of any endangered, threatened, or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines. The survey information must be provided upon submittal of the preliminary plans through the site development/subdivision process.
64. A Gopher tortoise burrow survey in accordance with the Florida Fish and Wildlife Conservation Commission (FFWCC) published wildlife methodology guidelines must be submitted. A discussion of any commensal species observed during this survey must be included. A copy of the survey and documentation indicating the method to be used for managing gopher tortoises and other potential listed species observed on-site must be provided to Natural Resource Review of the Planning and Growth Management Department upon submittal of all preliminary plats. Essential Wildlife Habitat as defined by the Hillsborough County Land Development Code must be addressed if applicable in consideration of the overall project boundaries.
65. Southeastern American Kestrels have been observed utilizing portions of the project site's property. This species is listed as a species of special concern by FFWCC. Per the

Hillsborough County Land Development Code, Article 4, Section 4.01.10, when a listed species essential habitat is documented, on-site protection of that habitat is required. Type (I) and (II) forage classifications for the kestrel are documented on-site. In accordance with the guidelines in the Stys (1993) technical report, this property is biologically significant for kestrels and qualifies as essential wildlife habitat. Preservation criteria should be provided in accordance with the Land Development Code Article 4, 4.01.12 and the guidelines listed in the Stys (1993) report. Documentation indicating the proposed method to resolve the kestrel habitat protection requirement must be submitted and approved by Natural Resource Review of the Development Services Department prior to preliminary site plan approval.

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



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

The following additional conditions of approval shall apply to area modified by PRS 25-0191, i.e. (Folio No. 52444.0062), hereinbelow referred to as the "Subject Area".

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

77. Prior to or concurrent with the initial increment of development within the Subject Area, the developer shall be required to construct the following site access improvements:
- a. A northbound to eastbound right turn lane on 30<sup>th</sup> St NE into the Subject Area;
  - b. A westbound to northbound right turn lane on 19th Ave. NE into the Subject Area.
  - c. A raised concrete separator along 19<sup>th</sup> Ave NE sufficient to restrict the access authorized via Condition 76.a, above, such that only right-in/right-out movements are permitted (i.e. for a minimum distance of 100 feet from either side of the access, or as otherwise approved by Hillsborough County at the time of site/construction plan review); and,
    - i. A raised concrete separator along the portion of the north-south collector roadway located along the east side of the Subject Area (i.e. convert those striped portions of the existing median to a raised concrete median, such that there is a continuous raised concrete median along the north-south collector roadway between the east-west collector roadway located along the north side of the Subject Area and 19<sup>th</sup> Ave. NE).
78. Concurrent with each increment of development, the developer shall submit a trip generation and site access analysis for the Subject Area. The applicant shall meet with the County to determine the scope and methodology for such study prior to its preparation. At a minimum, such study shall examine project, background and vested trips, and shall be used to determine whether any site access improvements (i.e. left and right turn lanes) are warranted pursuant to Sec. 6.04.04.D. of the Hillsborough County Land Development Code along the east-west and north-south collector roadways located along the northern and eastern boundaries of the subject area. The studies shall also determine whether the existing southbound to eastbound left turn lane on 30<sup>th</sup> St. NE at the east-west collector roadway is of sufficient length to serve anticipated project, background and vested traffic.
79. Prior to or concurrent with each increment of development, the developer shall be required to construct all site access improvements required pursuant to the trip generation and site access analyses referenced in Condition 78, above. Additionally, the developer shall be required to convert those portions of the striped median along the east-west collector roadway located north of the Subject Area to raised medians, where such striping is not otherwise removed for the purposes of converting such area for usage as a turn lane.
80. At the time of site construction, the applicant will be required to provide a traffic analysis, signed by a professional engineer, to determine if turn lanes and/or any other site access improvements are warranted on the north-south collector roadway located along the eastern boundary of the Subject Area and the east-west collector roadway located along the northern boundary of the Subject Area.
81. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, the following site access and other improvements shall be substantially complete for beneficial use prior to issuance of Certificates of Occupancy (temporary or otherwise) for any development within the subject area:
- a. Signalization of the intersection of 30<sup>th</sup> St. NE and 19<sup>th</sup> Ave NE;

- b. Construction of an eastbound to northbound left turn lane on 19<sup>th</sup> Ave. NE at its intersection with the north-south collector roadway located immediately east of the Subject Area; and,
- c. The bus bay with shelter and associated amenities, located between 30<sup>th</sup> St. NE and the eastern project boundary, as required and further described pursuant to Zoning Condition 54.

Notwithstanding the above, the final location of the bus bay referenced in condition 81.c. shall be determined prior to or concurrent with the initial plat/site/construction review within the Subject Area. The developer shall be required to dedicate and convey any additional right-of-way which may be necessary to accommodate the required improvements.

82. Prior to or concurrent with the initial increment of development within the Subject Area, the developer shall construct a mid-block pedestrian crossing between the pedestrian sidewalk located along the eastern side of 30<sup>th</sup> St. NE and the South Coast Greenway trail located along the west side of 30<sup>th</sup> St. NE. Such crossing shall be located at or in the vicinity of the intersection of 30<sup>th</sup> St. NE and the east/west collector roadway located along the northern boundary of the Subject Area. Final location shall be subject to review and approval by Hillsborough County Public Works. The developer shall be responsible for installing all signage, pedestrian signalization and/or Rapid Rectangular Flashing Beacons (RRFBs) determined to be necessary by Public Works. Notwithstanding the above, additional crossings along 30<sup>th</sup> St. NE may be required to support future phases at the time of plat/site/construction plan review for such additional phases, as may be required herein these conditions or as otherwise determined to be necessary by the County at the time of plat/site/construction plan review.


83. 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.

84. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.

85. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

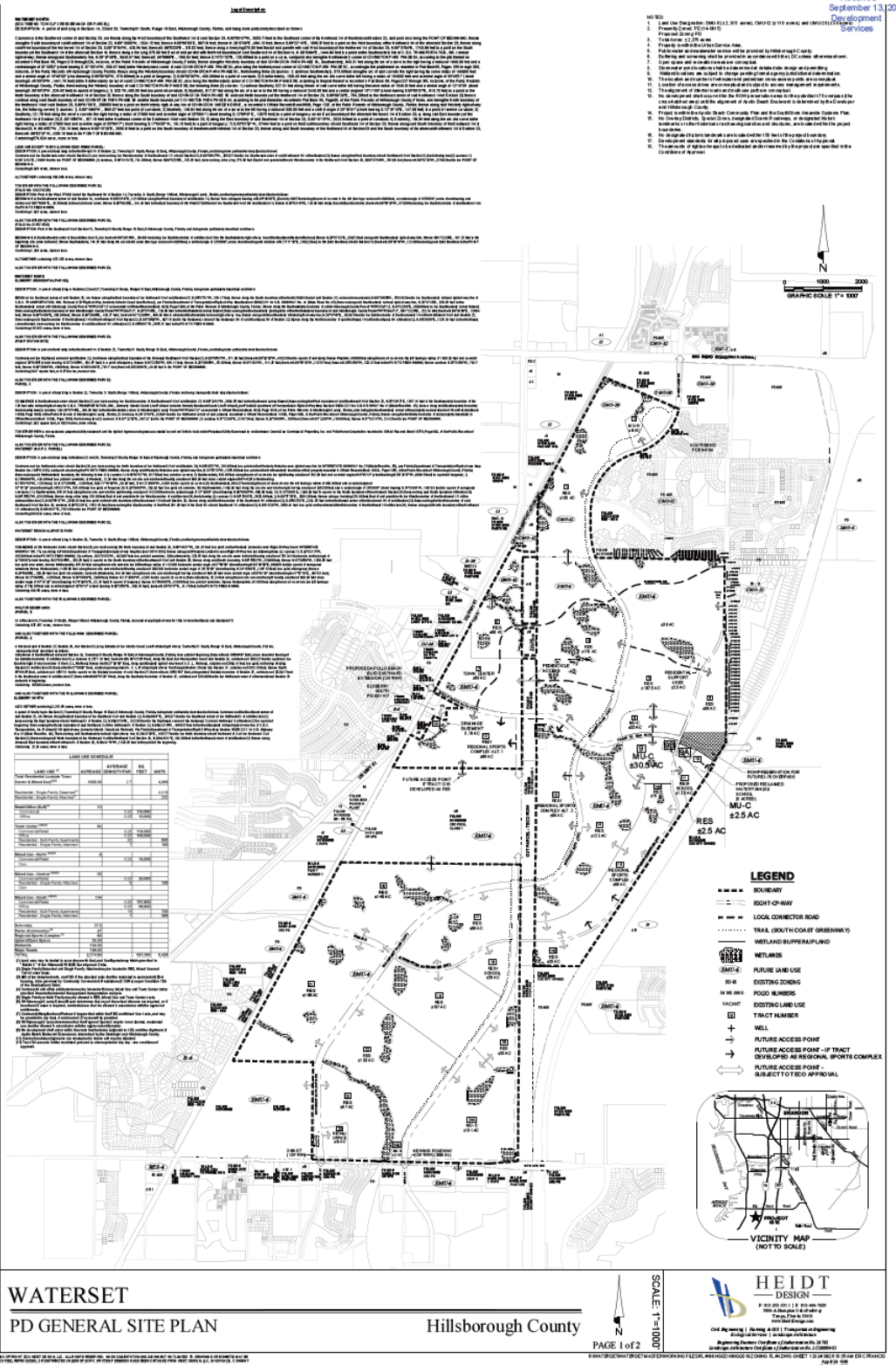
86. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
87. Applicable only to the area under PRS 25-0191: Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development plan or certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.



Zoning Administrator Sign Off:	
<p><b>SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN &amp; BUILDING REVIEW AND APPROVAL.</b></p> <p>Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary building permits for on-site structures.</p>	

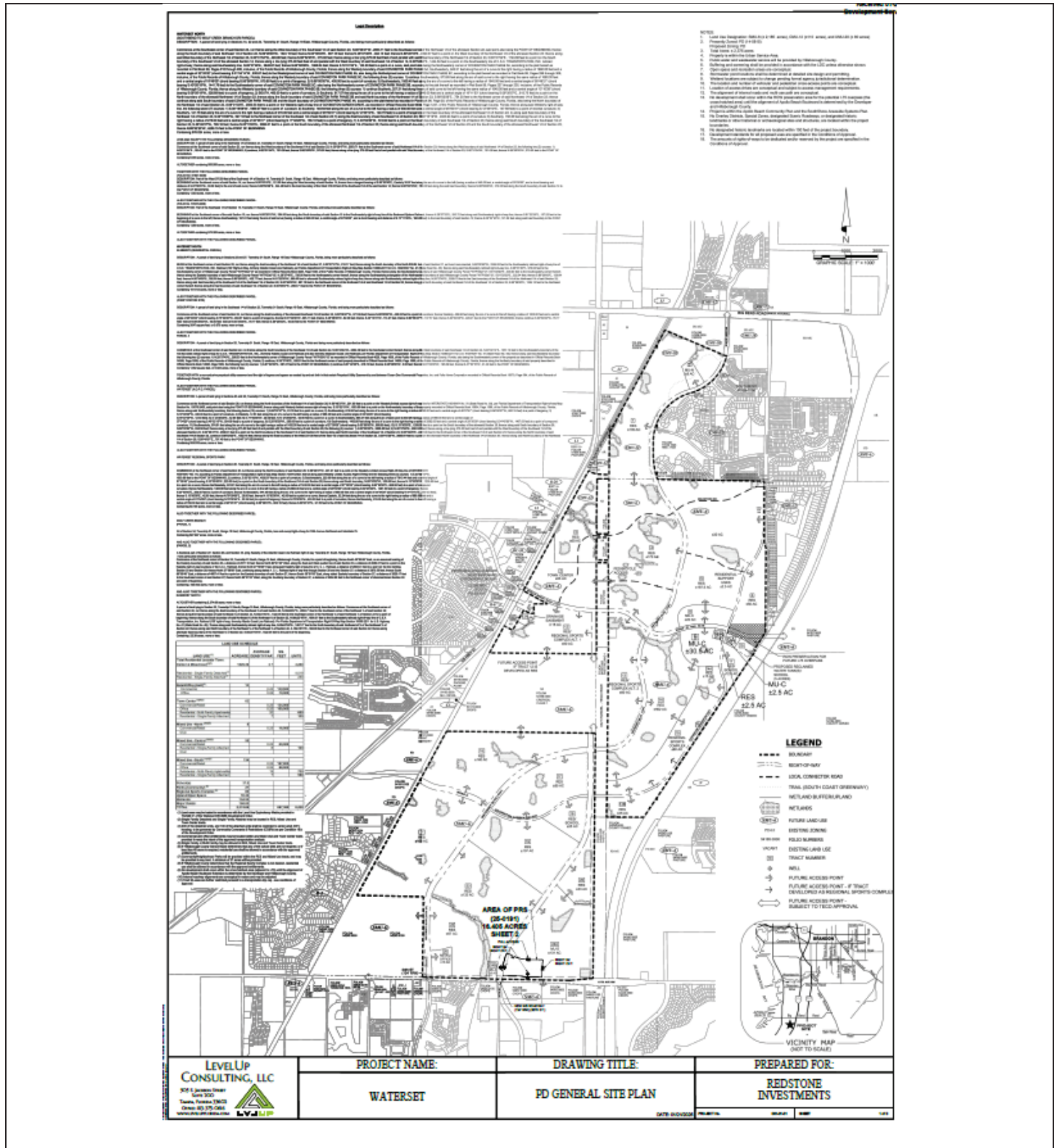
## 7.0 SITE PLANS (FULL)

### 7.1 Approved Site Plan (Full)



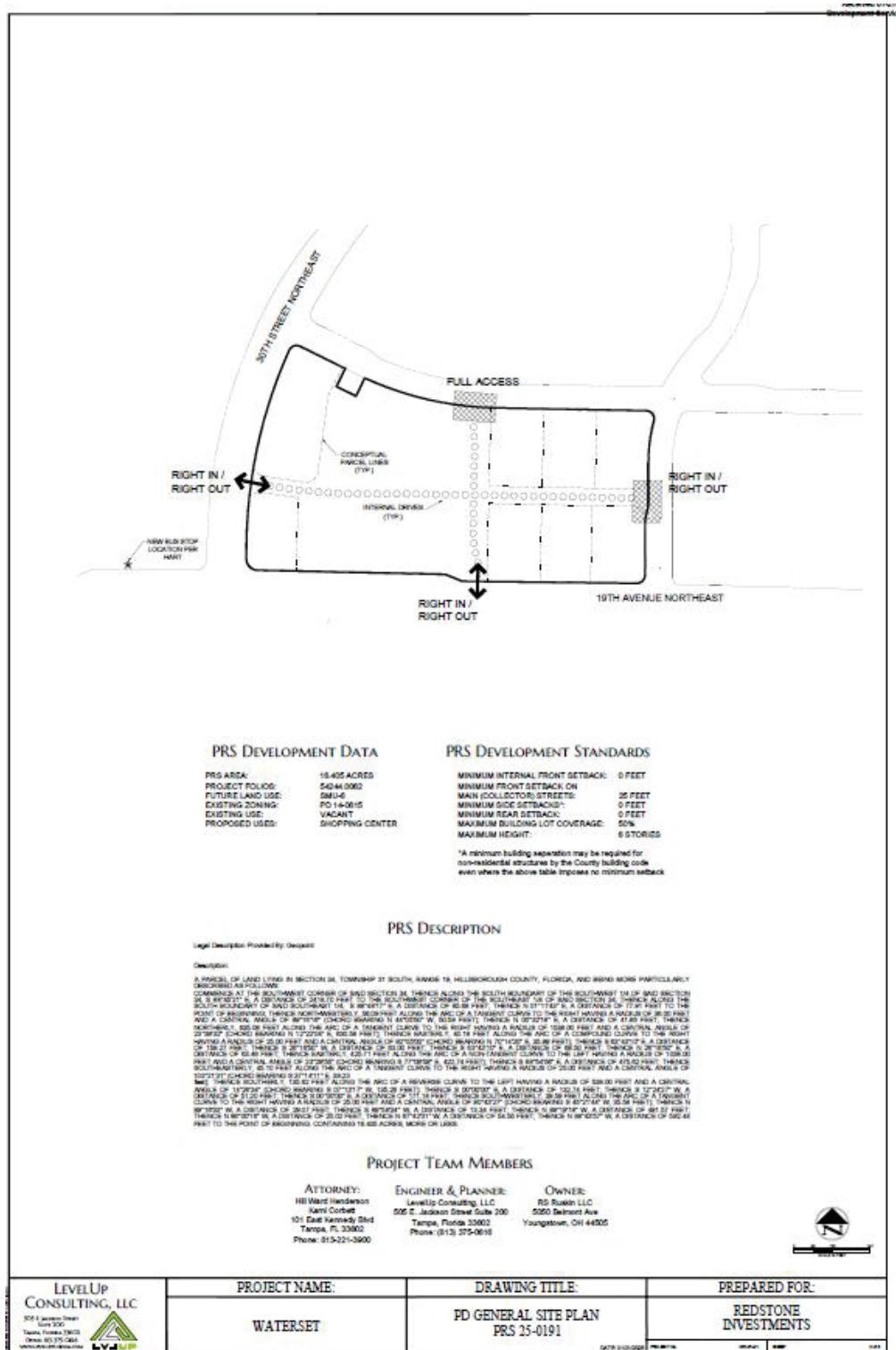
## 7.0 SITE PLANS (FULL)

### 7.2.1 Proposed Site Plan (Full)



## 7.0 SITE PLANS (FULL)

### 7.2.2 Proposed Site Plan (Full)





**AGENCY REVIEW COMMENT SHEET**

TO: Zoning Technician, Development Services Department

DATE: 01/28/2025

REVIEWER: Sarah Rose, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: APB/South

PETITION NO: RZ 25-0191

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

**NEW CONDITIONS OF APPROVAL**

All previously approved conditions of approval under the original Planned Development (PD) #14-0815, as most recently amended by PRS 24-1046, shall carry forward except as otherwise noted. Additionally:

The following additional conditions of approval shall apply to area modified by PRS 25-0191, i.e. (Folio No. 52444.0062), hereinbelow referred to as the "Subject Area".

1. Notwithstanding anything herein these conditions to the contrary, the Subject Area shall be served by (and limited to) four (4) vehicular access connections at the following points, as displayed on the site plan:
  - a) One (1) right-in/right-out access to 19th Ave NE;
  - b) One (1) right-in/right-out access to 30th St NE;
  - c) One (1) right-in/right-out access to the north-south collector roadway located along the eastern boundary of the Subject Area; and,
  - d) One (1) full access to the east-west collector roadway located along the northern boundary of the Subject Area.
2. Prior to or concurrent with the initial increment of development within the Subject Area, the developer shall be required to construct the following site access improvements:
  - a) A northbound to eastbound right turn lane on 30<sup>th</sup> St NE into the Subject Area;
  - b) A westbound to northbound right turn lane on 19th Ave. NE into the Subject Area.
  - c) A raised concrete separator along 19<sup>th</sup> Ave NE sufficient to restrict the access authorized via Condition 1.a. above, such that only right-in/right-out movements are permitted (i.e. for a minimum distance of 100 feet from either side of the access, or as otherwise approved by Hillsborough County at the time of site/construction plan review); and,
  - d) A raised concrete separator along the portion of the north-south collector roadway located along the east side of the Subject Area (i.e. convert those striped portions of the existing median to a raised concrete median, such that there is a continuous



raised concrete median along the north-south collector roadway between the east-west collector roadway located along the north side of the Subject Area and 19<sup>th</sup> Ave. NE).

3. Concurrent with each increment of development, the developer shall submit a trip generation and site access analysis for the Subject Area. The applicant shall meet with the County to determine the scope and methodology for such study prior to its preparation. At a minimum, such study shall examine project, background and vested trips, and shall be used to determine whether any site access improvements (i.e. left and right turn lanes) are warranted pursuant to Sec. 6.04.04.D. of the Hillsborough County Land Development Code along the east-west and north-south collector roadways located along the northern and eastern boundaries of the subject area. The studies shall also determine whether the existing southbound to eastbound left turn lane on 30<sup>th</sup> St. NE at the east-west collector roadway is of sufficient length to serve anticipated project, background and vested traffic.
4. Prior to or concurrent with each increment of development, the developer shall be required to construct all site access improvements required pursuant to the trip generation and site access analyses referenced in Condition 3, above. Additionally, the developer shall be required to convert those portions of the striped median along the east-west collector roadway located north of the Subject Area to raised medians, where such striping is not otherwise removed for the purposes of converting such area for usage as a turn lane.
5. At the time of site construction, the applicant will be required to provide a traffic analysis, signed by a professional engineer, to determine if turn lanes and/or any other site access improvements are warranted on the north-south collector roadway located along the eastern boundary of the Subject Area and the east-west collector roadway located along the northern boundary of the Subject Area.
6. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, the following site access and other improvements shall be substantially complete for beneficial use prior to issuance of Certificates of Occupancy (temporary or otherwise) for any development within the subject area:
  - a) Signalization of the intersection of 30<sup>th</sup> St. NE and 19<sup>th</sup> Ave NE;
  - b) Construction of an eastbound to northbound left turn lane on 19<sup>th</sup> Ave. NE at its intersection with the north-south collector roadway located immediately east of the Subject Area; and,
  - c) The bus bay with shelter and associated amenities, located between 30<sup>th</sup> St. NE and the eastern project boundary, as required and further described pursuant to Zoning Condition 54.

Notwithstanding the above, the final location of the bus bay referenced in condition 6.c. shall be determined prior to or concurrent with the initial plat/site/construction review within the Subject Area. The developer shall be required to dedicate and convey any additional right-of-way which may be necessary to accommodate the required improvements.

7. Prior to or concurrent with the initial increment of development within the Subject Area, the developer shall construct a mid-block pedestrian crossing between the pedestrian

sidewalk located along the eastern side of 30<sup>th</sup> St. NE and the South Coast Greenway trail located along the west side of 30<sup>th</sup> St. NE. Such crossing shall be located at or in the vicinity of the intersection of 30<sup>th</sup> St. NE and the east/west collector roadway located along the northern boundary of the Subject Area. Final location shall be subject to review and approval by Hillsborough County Public Works. The developer shall be responsible for installing all signage, pedestrian signalization and/or Rapid Rectangular Flashing Beacons (RRFBs) determined to be necessary by Public Works. Notwithstanding the above, additional crossings along 30<sup>th</sup> St. NE may be required to support future phases at the time of plat/site/construction plan review for such additional phases, as may be required herein these conditions or as otherwise determined to be necessary by the County at the time of plat/site/construction plan review.

*PRIOR TO CERTIFICATION*, the applicant will be required to amend the PD site plan to:

- Correctly label 19<sup>th</sup> Ave NE on sheet one of two.
- Display all roadways adjoining, traversing, or within 150ft of the project boundaries on sheet one of two.
- Display all
- The developer shall remove the "New Bus Stop Location Per HART" shown on Page 2 of the site plan. Staff notes that location of the two required bus bays shall be determined at the time of plat/site/construction plan review, must be consistent with the locational requirements of zoning condition 54, and that only one of the two required bus bays must be constructed concurrent with development of the Subject Area; and,
- Remove comment response letters and other information which should be included within the Certified Site Plan.
- On sheet two of two, replace the access label on 30<sup>th</sup> St NE which states "Right-in/Right-out" with a label stating, "Proposed Right-in/Right-out – See Conditions of Approval for Required Site Access Improvements".
- On sheet two of two, replace the access label on 19<sup>th</sup> Ave NE which states "Right-in/Right-out" with a label stating, "Proposed Right-in/Right-out – See Conditions of Approval for Required Site Access Improvements".
- On sheet two of two, replace the access label on the north-south collector roadway located along the eastern boundary of the Subject Area which states "Right-in/Right-out" with a label stating "Proposed Right-In/Right-Out – Site Access Improvements Are to be Determined - See Conditions of Approval"
- On sheet two of two, replace the access label to the east-west collector roadway located along the northern boundary of the Subject Area which states "Full Access" with a label stating "Proposed Right-In/Right-Out – Site Access Improvements Are to be Determined - See Conditions of Approval"

## **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a minor modification, also known as a Personal Appearance (PRS), to approved Planned Development (PD) #14-0815, as most recently amended by PRS 24-1046. With this modification, the applicant is proposing to construct one right-in/right-out access to 19<sup>th</sup> Ave NE, one right-in/right-out access to 30<sup>th</sup> St NE, one right-in/right-out access to the north-south collector roadway located along the eastern boundary of the Subject Area, and one

full access to the east-west collector roadway located along the northern boundary of the Subject Area, to Folio #54244.0062 to serve undetermined commercial uses. 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 14-0815). These numbers are for the entire planned development.

The traffic analysis submitted by the applicant at the time of review was not sufficient in accordance with Section 6.04.04.B of the Land Development Code. As such transportation review staff were unable to determine turn lane requirements along the east/west and north/south collector roadways. The applicant has elected to defer providing a complete and sufficient traffic analysis to the site/construction plan stage.

Proposed Land Use	ITE LUC	No. of Units	Unit Type	Daily*	AM Peak*	PM Peak*
<i>Single Family Detached</i>	210	3,619	D.U.	26,640	2,495	2,462
<i>Apartments</i>	220	1,350	D.U.	7,756	653	704
<i>Condominium/Townhouse</i>	230	959	D.U.	4,294	309	356
<i>Senior Adult Housing – Detached</i>	251	400	D.U.	1,516	96	117
<i>Senior Adult Housing - Attached</i>	252	100	D.U.	298	20	24
<i>Regional Park</i>	417	80	Acres	366	0	16
<i>Elementary School**</i>	520	950	Students	122	43	14
<i>Middle School***</i>	522	1,350	Students	1,258	419	124
<i>Retail/Office Area – Office</i>	710	10,000	SQFT	58	14	13
<i>Retail/Office Area – Retail</i>	820	130,680	SQFT	3,554	78	359
<i>Town Center Area – Office</i>	710	100,000	SQFT	912	177	154
<i>Town Center Area – Retail</i>	820	150,000	SQFT	3,972	88	398
<i>Mixed-Use Central Area – Retail</i>	820	20,000	SQFT	616	45	156
<i>Mixed-Use South Area – Office</i>	710	88,900	SQFT	834	160	146
<i>Mixed-Use South Area – Retail.</i>	820	197,800	SQFT	4,950	108	498



<b>Total</b>	<b>57,246</b>	<b>4,705</b>	<b>5,541</b>
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### **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The site has frontage on 19<sup>th</sup> Ave NE and 30<sup>th</sup> St NE as well as the north-south collector roadway located along the eastern boundary of the Subject Area and the east-west collector roadway located along the northern boundary of the Subject Area which have been newly constructed.

19<sup>th</sup> Ave NE is a standard 2-lane, undivided, county maintained, rural arterial roadway. The roadway is characterized by +/- 12 ft wide travel lanes, +/- 5 ft bike lanes on both sides of the right of way, no sidewalks within the vicinity of the proposed project, and within +/- 130 ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan 19<sup>th</sup> Ave NE is designated for a 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.

30<sup>th</sup> St NE is a standard 2-lane, divided, county maintained, urban collector roadway. The roadway is characterized by +/- 10 ft wide travel lanes, +/- 5 ft wide bike lanes on both sides, +/- 5 ft wide sidewalks on both sides, and within +/- 64 ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan 30<sup>th</sup> St NE is designated for a future four lane enhancement.

The applicant is proposing four additional access points from the Subject Area although, staff notes, the narrative of the application submitted at the time of review states only two additional access points are being proposed. As stated previously in this report the applicant is proposing one right-in/right-out access to 19<sup>th</sup> Ave NE, one right-in/right-out access to 30<sup>th</sup> St NE, one right-in/right-out access to the north-south collector roadway located along the eastern boundary of the Subject Area, and one full access to the east-west collector roadway located along the northern boundary of the Subject Area.

Staff notes that the north-south collector roadway located along the eastern boundary of the Subject Area and the east-west collector roadway located along the northern boundary of the Subject Area were constructed with atypical median designs. Staff understands that only the first

and last parts of the raised concrete separators were constructed, with the portions in between striped out with the intent of determining where turn lanes would be permitted and/or allowed at the time of future site/construction plan reviews, so as to allow a more efficient construction method. Staff has included conditions hereinabove to require completion of those raised medians at the time of site/construction plan review based on the access designs ultimately required to support the project.

### SITE ACCESS

It is anticipated that the site will have access to 19<sup>th</sup> Ave NE, 30<sup>th</sup> St NE, the north-south collector roadway located along the eastern boundary of the Subject Area, and the east-west collector roadway located along the northern boundary of the Subject Area.

Several site access improvements have been identified by staff based on the analysis submitted by the applicants traffic engineer for 19<sup>th</sup> Ave NE and 30<sup>th</sup> St NE. As previously stated in this report, these improvements include a northbound to eastbound right turn lane on 30th St NE into the Subject Area, a westbound to northbound right turn lane on 19th Ave. NE into the Subject Area, a raised concrete separator along 19th Ave NE sufficient to restrict the access authorized via Condition 1.a, above, such that only right-in/right-out movements are permitted (i.e. for a minimum distance of 100 feet from either side of the access, or as otherwise approved by Hillsborough County at the time of site/construction plan review), and a raised concrete separator along the portion of the north-south collector roadway located along the east side of the Subject Area (i.e. convert those striped portions of the existing median to a raised concrete median, such that there is a continuous raised concrete median along the north-south collector roadway between the east-west collector roadway located along the north side of the Subject Area and 19th Ave. NE).

As the traffic analysis submitted by the applicant at the time of review was not sufficient in accordance with Section 6.04.04.B of the Land Development Code transportation review staff were unable to determine turn lane and site access requirements along the east/west and north/south collector roadways. The applicant has elected to defer providing a complete and sufficient traffic analysis to the site/construction plan stage at which time applicant shall meet with the County to determine the scope and methodology for such study prior to its preparation. At a minimum, such study shall examine project, background and vested trips, and shall be used to determine whether any site access improvements (i.e. left and right turn lanes) are warranted



pursuant to Sec. 6.04.04.D. of the Land Development Code along the east-west and north-south collector roadways located along the northern and eastern boundaries of the subject area. The studies shall also determine whether the existing southbound to eastbound left turn lane on 30th St. NE at the east-west collector roadway is of sufficient length to serve anticipated project, background and vested traffic.

The intersection of 30th St NE and 19<sup>th</sup> Ave NE shall be signalized, an eastbound to northbound left turn lane on 19th Ave. NE at its intersection with the north-south collector roadway located immediately east of the Subject Area shall be constructed, and the two bus bays with shelter and associated amenities shall be constructed in accordance with Zoning Condition 54 prior to issuance of Certificates of Occupancy (temporary or otherwise) for any development within the subject area.

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

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

The north-south collector roadway located along the eastern boundary of the Subject Area and the east-west collector roadway located along the northern boundary of the Subject Area are newly constructed roadways and therefore are not currently regulated.

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

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

**CURRENTLY  
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted August 26, 2024.

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

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

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

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

within the zoning level analysis shall have no bearing on the appropriateness of the codes ultimately chosen to study project impacts, including whether uses can ultimately be authorized consistent with the above trip cap.

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

#### Single-Family Design Standards

Development Type:	Single-Family Detached Standard Lot	Single-Family Detached Slim Lot (el	Single-Family Detached with Alley Access	Single-Family Detached Cluster Home (fl
Standards:				
Minimum Lot Size(a)	4,000 sf	2,800 sf	3,200 sf	2,500 sf
Minimum Lot Width	40 ft	28 ft 33 ft on corner lots	30 ft	20 ft
Minimum Front Yard (bl	<b>10ft</b> (b)	10 ft (b)	10ft (b)	5 ft (g)
Minimum Side Yard (cl	<b>0 ft</b> (c)	0 ft (c)	0 ft (c)	5 ft (g)



Minimum Rear Yard (d)	15 ft (d)	15 ft (d)	15 ft (d)	5 ft (g)
Maximum Lot Coverage	50%	70%	70%	80%(f)
Maximum Height	45 ft	45 ft	45 ft	45 ft

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

### Duplex and Townhouses Design Standards

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

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

- 6. Permitted uses for Multi-family shall be those uses permitted in the Residential Multi-family Conventional (RMC-20) District and shall conform to the standards of that district. Maximum density shall be 20 units per gross acre. Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, day care, schools and churches or other religious institutions.

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

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

Standards:

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

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

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

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

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

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

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

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



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

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

Where a stormwater pond is located within the 30-foot corridor, the pond's top of bank shall be a minimum of seven (7) feet from the edge of the paved trail, except where the trail crosses a pond. The final alignment

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of the trail will be determined in conjunction with the Hillsborough County Parks, Recreation and Conservation Department, Greenways Program.

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

26. A minimum 8-foot wide sidewalk shall be provided which connects the South Coast Greenway to the 80-acre Regional Sports Complex.
27. Residential tracts abutting Waterset Boulevard shall have a 24-foot buffer from the road right-of-way.
28. If multi-family or single-family attached residential units are proposed along the northern property line of Tract 16 or along the southern property line of Tract 21, a minimum 30- foot setback shall be required to the principal structure(s) from the perimeter property line.
29. For residential uses on Tracts adjacent to 1-75 or the CSX Railroad, buffering shall be provided in accordance with Section 6.06.00.06.C.6., Areas of Excessive Traffic or Noise.
30. Lots may have access via a shared driveway. The width of the shared driveway shall be the same as a standard driveway. Access via alleyways and shared parallel driveways to the roadways shall be encouraged and permitted, given they meet applicable County standards. The Developer may also propose additional context sensitive and livable roadway design alternatives for review and acceptance by County transportation staff.
31. The internal access points depicted on the General Site Plan are conceptual. Any modification to the location and number of access points shall be reviewed by Hillsborough County during the construction plan review phase. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department. Final design, if approved by Hillsborough County Development Services Department may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.
32. Prior to Site Plan Approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. Turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where any turn lane is provided. The Developer shall construct the turn lanes at his expense.
33. Turn lane improvements as shown in the following table will be provided at time of construction of adjacent project access roads and Traffic Signals will be provided when warranted; Annually, the Developer shall complete an evaluation with FDOT and Hillsborough County, as appropriate, to determine whether a warrant study is required for the signalization of the roadway intersections identified. Should it

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

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

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

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

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

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

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

44. The Developer shall construct Apollo Beach Boulevard extension roadway as depicted on the General Site Plan. The roadway shall be designed as a four (4) lane divided roadway from US 41 and to the eastern property line of Tract 6. From US 41 to the eastern property line of Tract 6, the Developer shall dedicate and convey a total of 124 feet of right-of-way and construct four (4) lanes of a four lane roadway. The connections shall be designed and constructed to provide for a consistent roadway cross-section in accordance with Hillsborough County Roadway Design Standards. The roadway shall include bike lanes

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and sidewalks along the entire portion of the roadway, with one (1) of the sidewalks being constructed as a minimum 8-foot sidewalk on one (1) side of Apollo Beach Boulevard. This sidewalk shall be permitted to taper to a width of 5-feet at approach to the 1-75 flyover if necessary to conform to the final bridge designs approved by the Public Works Department. There will be no traffic calming devices -such as speed bumps, speed tables or chicanes - installed on the roadways.

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

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

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

46. Railroad crossing and/or access shall be subject to review and approval by C.S.X.
47. A sidewalk shall be constructed along the property boundary of US 41. A waiver may be permitted if the developer provides written documentation from C.S.X. railroad and FDOT that the sidewalk cannot be constructed due to railway safety issues.
48. The Developer shall provide for a continuous east-west roadway (Milestone Drive) from Covington Garden Drive through Tracts 3, 4, 5, and 7, and terminating at Apollo Beach Boulevard. If the 80-acre Regional Sports Complex is not located in Tract 12, then a roadway connection with Milestone Drive shall be provided through Tract 12 to its southern property boundary.
49. Option 1 In the event the final permits and designs are completed for a 4-lane bridge extending Apollo Beach Boulevard over Interstate 75, ("the I-75 Flyover Bridge"), then within 60 days of the County's acceptance of final permits and designs the 1-75 Flyover Bridge the Developer shall dedicate and convey within Tract 6 sufficient right-of-way of a width not less than 124 feet, or that necessary to accommodate the I-7 5 Flyover Bridge as designed, whichever is greater. Such dedication and conveyance shall also include land sufficient to accommodate drainage for the 1-75 Flyover Bridge. The Developer shall be responsible for constructing the remaining 4-lane extension of Apollo Beach Boulevard from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs and conditions described herein these zoning conditions.
- Option 2 In the event the County elects not to fund the completion of the design and permitting of the Flyover Bridge, then the Developer shall (at the time of Final Plat approval of property within 600 feet of the southernmost property boundary of Tract 6, but in no event earlier than May 31, 2015 and in no event later than December 31, 2023 ), dedicate and convey sufficient right-of-way, of a width not less than 124 feet and in a location mutually agreeable to the



Hillsborough County and the Developer, necessary to accommodate the 1-75 Flyover Bridge. This dedication and conveyance shall also include land sufficient to accommodate drainage for the 1-75 Flyover Bridge. The County shall be responsible for constructing the remaining 4-lane extension from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs described herein these zoning conditions. The Developer shall be required to dedicate and convey land necessary for the completion of the remaining 4-lane extension of the Apollo Beach Boulevard Extension from Covington Garden Drive to any future I-75 Flyover Bridge approach.

#### Requirements for Option 1 or Option 2

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

50. Houses fronting the collector roadways shall be permitted, if access is provided via alleyways parallel to the roadway given they meet applicable County standards. The Developer may also propose additional context sensitive and livable roadway design alternatives for review and acceptance by County transportation staff. TND street typical sections from the Hillsborough County Transportation Technical Manual may be used as an option.
51. The Developer shall construct the Regional Roadway Improvements as required in the Waterset Development of Regional Impact Development Order conditions. The Big Bend Road traffic analysis shall be started no later than January 31, 2015. The Apollo Beach and US 41 Intersection shall be completed no later than December 31, 2016, unless the process of obtaining necessary CSX approval makes it impossible for the Developer to meet this deadline, in which case the deadline shall be extended to a date mutually acceptable to the Developer and Hillsborough County. Contributions related to the 1-75 Flyover Bridge shall proceed in accordance with the terms and conditions set forth in the Development Order.
52. The Developer shall install traffic signals, when warranted and approved by Hillsborough County, at the intersections of the major north/south collector roadways. Prior to Construction Plan Approval, the Developer shall submit a Traffic Signal Warrant Study to determine when the traffic signal is warranted. Once warrants are established, the Developer shall submit preliminary design plans for the signal concurrent with the design plans for the intersection. The Developer shall be responsible for the cost of the design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department.
53. The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. Except as otherwise required herein these conditions, the sidewalks shall be a minimum width of five (5) feet and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act. The trail (South Coast Greenway) described in Condition 25 may be provided in lieu of a 5-foot sidewalk along the side of a roadway to which the trail is adjacent.
54. Transit Amenities. The Developer shall provide two bus bays with shelters and associated amenities at the bus stops and associated roadway improvements along 19<sup>th</sup> Avenue, to be generally located between 24<sup>th</sup>

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and 30" Streets and 30" and the eastern property line respectively. The Developer shall also provide ADA sidewalks and connections from the internal development with direct access to the transit improvements.

55. The Developer shall cooperate with HART in the future placement of bus stops and related facilities along the major corridors through the project including providing notice to the Community Development District and the Home Owners Associations(s) of the planned future placement of these facilities within the community.
56. The Developer shall coordinate with HART, Tampa Electric Company (TECO) and Hillsborough County to locate a Park & Ride/Trail Head facility along Waterset Boulevard at the TECO right-of-way crossing between either Tracts 13 and 16 or Tracts 14 and 17. The Park & Ride location shall accommodate buses, bicycles, vanpools and carpools.
57. The Developer shall coordinate with HART and Tampa Bay Area Regional Transportation Authority (TBARTA) to promote multi-modal alternatives by distributing ridesharing information to be provided by HART and TBARTA to the project residents and employees.
58. The Developer shall provide documentation, satisfactory to Hillsborough County, depicting all flood zones for the development, and the potential areas of wave action for category B, C, D, and E evacuations, prior to or concurrent with construction plans or building plans submitted for approval.
59. Project signs shall be limited to building signs and monument signs. All monument signs shall be a maximum of 15 feet in height and shall be constructed of materials similar to the buildings they serve and comply with all Land Development Code sign regulations. Billboards shall be prohibited. Notwithstanding the foregoing, pole signage shall be permitted on folio numbers 053966.0010 and 053975.2432 in accordance with the Land Development Code.
60. Approval of this application does not ensure that water will be available at the time when the applicant seeks approval to actually develop.
61. The locations of trees that qualify as Grand Oaks must be identified on the submitted preliminary plan/plat as part of the Site Development/Subdivision Review process. Site design features to avoid the removal of these trees are to be displayed on the submitted preliminary plan.
62. An evaluation of the property identified a number of significantly mature trees. The stature of these trees would warrant every effort to minimize their removal. The applicant is encouraged prior to submittal of preliminary plans through the Land Development Code's Site Development or Subdivision process to consult with staff of the Natural Resource Unit for design input addressing these trees.
63. The developer shall provide a wildlife survey of any endangered, threatened, or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines. The survey information must be provided upon submittal of the preliminary plans through the site development/subdivision process.
64. A Gopher tortoise burrow survey in accordance with the Florida Fish and Wildlife Conservation Commission (FFWCC) published wildlife methodology guidelines must be submitted. A discussion of any commensal species observed during this survey must be included. A copy of the survey and documentation indicating the method to be used for managing gopher tortoises and other potential listed

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species observed on-site must be provided to Natural Resource Review of the Planning and Growth Management Department upon submittal of all preliminary plats. Essential Wildlife Habitat as defined by the Hillsborough County Land Development Code must be addressed if applicable in consideration of the overall project boundaries.

65. Southeastern American Kestrels have been observed utilizing portions of the project site's property. This species is listed as a species of special concern by FFWCC. Per the Hillsborough County Land Development Code, Article 4, Section 4.01.10, when a listed species essential habitat is documented, on-site protection of that habitat is required. Type (I) and (II) forage classifications for the kestrel are documented on-site. In accordance with the guidelines in the Stys (1993) technical report, this property is biologically significant for kestrels and qualifies as essential wildlife habitat. Preservation criteria should be provided in accordance with the Land Development Code Article 4, 4.01.12 and the guidelines listed in the Stys (1993) report. Documentation indicating the proposed method to resolve the kestrel habitat protection requirement must be submitted and approved by Natural Resource Review of the Development Services Department prior to preliminary site plan approval.
66. Approval of the zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval. The construction and location of any proposed wetland crossing for internal roadways and adjacent development road connection alignments shall be reviewed by EPC pursuant to Chapter 1-11, Wetlands, Rules of the EPC, to determine whether such crossing and alignments are necessary to accomplish reasonable use of the subject property. Prior to the issuance of any building or land alteration permits or other development, the wetlands must be field delineated in its entirety by EPC staff and the wetland line surveyed. The survey must then be submitted to EPC staff for approval. After survey approval, the wetland line must appear on all site plans and must be labeled as "EPC Wetland Line." The wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code.
67. Construction of this site must meet the criteria of the Stormwater Technical Manual in effect at the time of Construction Plan submittal.
68. The site is located within a sub-basin of the Bullfrog Creek Watershed and is defined as having a peak-sensitive basin flow capacity (discharge limited to 2.33 year, 24-hour pre-developed peak rate), if there is a positive outfall.
69. If there are stormwater drainage complaints more stringent discharge rates may be imposed. This area does on appear on the Department of Public Works list of "redlined areas."
70. All areas which convey or store stormwater will have an associated 100-year floodplain due to stormwater runoff and flows, including those conveyance and storage facilities in storm surge areas. The Engineer - of-Record shall be responsible for determining the on-site 100-year floodplain elevations if not determined by a FEMA study. No development (structures or fill) shall be allowed in any 100-year frequency non-tidal floodplain unless provisions are made to compensate for the reduction in storage volume due to the proposed development.
71. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.

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



# **AGENCY COMMENTS**



## **.AGENCY REVIEW COMMENT SHEET**

TO: Zoning Technician, Development Services Department

DATE: 01/28/2025

REVIEWER: Sarah Rose, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: APB/South

PETITION NO: RZ 25-0191

☐

This agency has no comments.

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This agency has no objection.

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

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This agency objects for the reasons set forth below.

### **NEW CONDITIONS OF APPROVAL**

All previously approved conditions of approval under the original Planned Development (PD) #14-0815, as most recently amended by PRS 24-1046, shall carry forward except as otherwise noted. Additionally:

The following additional conditions of approval shall apply to area modified by PRS 25-0191, i.e. (Folio No. 52444.0062), hereinbelow referred to as the “Subject Area”.

1. Notwithstanding anything herein to the contrary, the Subject Area shall be served by (and limited to) four (4) vehicular access connections at the following points, as displayed on the site plan:
  - a) One (1) right-in/right-out access to 19th Ave NE;
  - b) One (1) right-in/right-out access to 30th St NE;
  - c) One (1) right-in/right-out access to the north-south collector roadway located along the eastern boundary of the Subject Area; and,
  - d) One (1) full access to the east-west collector roadway located along the northern boundary of the Subject Area.
2. Prior to or concurrent with the initial increment of development within the Subject Area, the developer shall be required to construct the following site access improvements:
  - a) A northbound to eastbound right turn lane on 30<sup>th</sup> St NE into the Subject Area;
  - b) A westbound to northbound right turn lane on 19th Ave. NE into the Subject Area.
  - c) A raised concrete separator along 19<sup>th</sup> Ave NE sufficient to restrict the access authorized via **Condition 1.a**, above, such that only right-in/right-out movements are permitted (i.e. for a minimum distance of 100 feet from either side of the access, or as otherwise approved by Hillsborough County at the time of site/construction plan review); and,
  - d) A raised concrete separator along the portion of the north-south collector roadway located along the east side of the Subject Area (i.e. convert those striped portions of the existing median to a raised concrete median, such that there is a continuous

raised concrete median along the north-south collector roadway between the east-west collector roadway located along the north side of the Subject Area and 19<sup>th</sup> Ave. NE).

3. Concurrent with each increment of development, the developer shall submit a trip generation and site access analysis for the Subject Area. The applicant shall meet with the County to determine the scope and methodology for such study prior to its preparation. At a minimum, such study shall examine project, background and vested trips, and shall be used to determine whether any site access improvements (i.e. left and right turn lanes) are warranted pursuant to Sec. 6.04.04.D. of the Hillsborough County Land Development Code along the east-west and north-south collector roadways located along the northern and eastern boundaries of the subject area. The studies shall also determine whether the existing southbound to eastbound left turn lane on 30<sup>th</sup> St. NE at the east-west collector roadway is of sufficient length to serve anticipated project, background and vested traffic.
4. Prior to or concurrent with each increment of development, the developer shall be required to construct all site access improvements required pursuant to the trip generation and site access analyses referenced in **Condition 3**, above. Additionally, the developer shall be required to convert those portions of the striped median along the east-west collector roadway located north of the Subject Area to raised medians, where such striping is not otherwise removed for the purposes of converting such area for usage as a turn lane.
5. At the time of site construction, the applicant will be required to provide a traffic analysis, signed by a professional engineer, to determine if turn lanes and/or any other site access improvements are warranted on the north-south collector roadway located along the eastern boundary of the Subject Area and the east-west collector roadway located along the northern boundary of the Subject Area.
6. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, the following site access and other improvements shall be substantially complete for beneficial use prior to issuance of Certificates of Occupancy (temporary or otherwise) for any development within the subject area:
  - a) Signalization of the intersection of 30<sup>th</sup> St. NE and 19<sup>th</sup> Ave NE;
  - b) Construction of an eastbound to northbound left turn lane on 19<sup>th</sup> Ave. NE at its intersection with the north-south collector roadway located immediately east of the Subject Area; and,
  - c) The bus bay with shelter and associated amenities, located between 30<sup>th</sup> St. NE and the eastern project boundary, as required and further described pursuant to **Zoning Condition 54**.

Notwithstanding the above, the final location of the bus bay referenced in condition 6.c. shall be determined prior to or concurrent with the initial plat/site/construction review within the Subject Area. The developer shall be required to dedicate and convey any additional right-of-way which may be necessary to accommodate the required improvements.

7. Prior to or concurrent with the initial increment of development within the Subject Area, the developer shall construct a mid-block pedestrian crossing between the pedestrian

sidewalk located along the eastern side of 30<sup>th</sup> St. NE and the South Coast Greenway trail located along the west side of 30<sup>th</sup> St. NE. Such crossing shall be located at or in the vicinity of the intersection of 30<sup>th</sup> St. NE and the east/west collector roadway located along the northern boundary of the Subject Area. Final location shall be subject to review and approval by Hillsborough County Public Works. The developer shall be responsible for installing all signage, pedestrian signalization and/or Rapid Rectangular Flashing Beacons (RRFBs) determined to be necessary by Public Works. Notwithstanding the above, additional crossings along 30<sup>th</sup> St. NE may be required to support future phases at the time of plat/site/construction plan review for such additional phases, as may be required herein these conditions or as otherwise determined to be necessary by the County at the time of plat/site/construction plan review.

*PRIOR TO CERTIFICATION*, the applicant will be required to amend the PD site plan to:

- Correctly label 19<sup>th</sup> Ave NE on sheet one of two.
- Display all roadways adjoining, traversing, or within 150ft of the project boundaries on sheet one of two.
- Display all
- The developer shall remove the “New Bus Stop Location Per HART” shown on Page 2 of the site plan. Staff notes that location of the two required bus bays shall be determined at the time of plat/site/construction plan review, must be consistent with the locational requirements of zoning condition 54, and that only one of the two required bus bays must be constructed concurrent with development of the Subject Area; and,
- Remove comment response letters and other information which should be included within the Certified Site Plan.
- On sheet two of two, replace the access label on 30th St NE which states “Right-in/Right-out ” with a label stating, “Proposed Right-in/Right-out – See Conditions of Approval for Required Site Access Improvements”.
- On sheet two of two, replace the access label on 19th Ave NE which states “Right-in/Right-out ” with a label stating, “Proposed Right-in/Right-out – See Conditions of Approval for Required Site Access Improvements”.
- On sheet two of two, replace the access label on the north-south collector roadway located along the eastern boundary of the Subject Area which states “Right-in/Right-out” with a label stating “Proposed Right-In/Right-Out – Site Access Improvements Are to be Determined - See Conditions of Approval”
- On sheet two of two, replace the access label to the east-west collector roadway located along the northern boundary of the Subject Area which states “Full Access” with a label stating “Proposed Right-In/Right-Out – Site Access Improvements Are to be Determined - See Conditions of Approval”

## **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a minor modification, also known as a Personal Appearance (PRS), to approved Planned Development (PD) #14-0815, as most recently amended by PRS 24-1046. With this modification, the applicant is proposing to construct one right-in/right-out access to 19<sup>th</sup> Ave NE, one right-in/right-out access to 30<sup>th</sup> St NE, one right-in/right-out access to the north-south collector roadway located along the eastern boundary of the Subject Area, and one

full access to the east-west collector roadway located along the northern boundary of the Subject Area, to Folio #54244.0062 to serve undetermined commercial uses. 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 14-0815). These numbers are for the entire planned development.

The traffic analysis submitted by the applicant at the time of review was not sufficient in accordance with Section 6.04.04.B of the Land Development Code. As such transportation review staff were unable to determine turn lane requirements along the east/west and north/south collector roadways. The applicant has elected to deter providing a complete and sufficient traffic analysis to the site/construction plan stage.

<b>Proposed Land Use</b>	<b>ITE LUC</b>	<b>No. of Units</b>	<b>Unit Type</b>	<b>Daily*</b>	<b>AM Peak*</b>	<b>PM Peak*</b>
<i>Single Family Detached</i>	210	3,619	D.U.	26,640	2,495	2,462
<i>Apartments</i>	220	1,350	D.U.	7,756	653	704
<i>Condominium/Townhouse</i>	230	959	D.U.	4,294	309	356
<i>Senior Adult Housing – Detached</i>	251	400	D.U.	1,516	96	117
<i>Senior Adult Housing - Attached</i>	252	100	D.U.	298	20	24
<i>Regional Park</i>	417	80	Acres	366	0	16
<i>Elementary School**</i>	520	950	Students	122	43	14
<i>Middle School***</i>	522	1,350	Students	1,258	419	124
<i>Retail/Office Area – Office</i>	710	10,000	SQFT	`58	14	13
<i>Retail/Office Area – Retail</i>	820	130,680	SQFT	3,554	78	359
<i>Town Center Area – Office</i>	710	100,000	SQFT	912	177	154
<i>Town Center Area – Retail</i>	820	150,000	SQFT	3,972	88	398
<i>Mixed-Use Central Area – Retail</i>	820	20,000	SQFT	616	45	156
<i>Mixed-Use South Area – Office</i>	710	88,900	SQFT	834	160	146
<i>Mixed-Use South Area – Retails.</i>	820	197,800	SQFT	4,950	108	498

<b>Total</b>	<b>57,246</b>	<b>4,705</b>	<b>5,541</b>
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### **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The site has frontage on 19<sup>th</sup> Ave NE and 30<sup>th</sup> St NE as well as the north-south collector roadway located along the eastern boundary of the Subject Area and the east-west collector roadway located along the northern boundary of the Subject Area which have been newly constructed.

19<sup>th</sup> Ave NE is a standard 2-lane, undivided, county maintained, rural arterial roadway. The roadway is characterized by +/- 12 ft wide travel lanes, +/- 5 ft bike lanes on both sides of the right of way, no sidewalks within the vicinity of the proposed project, and within +/- 130 ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan 19<sup>th</sup> Ave NE is designated for a 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.

30<sup>th</sup> St NE is a standard 2-lane, divided, county maintained, urban collector roadway. The roadway is characterized by +/- 10 ft wide travel lanes, +/- 5 ft wide bike lanes on both sides, +/- 5 ft wide sidewalks on both sides, and within +/- 64 ft of the right of way. Pursuant to the Hillsborough County Corridor Preservation Plan 30<sup>th</sup> St NE is designated for a future four lane enhancement.

The applicant is proposing four additional access points from the Subject Area although, staff notes, the narrative of the application submitted at the time of review states only two additional access points are being proposed. As stated previously in this report the applicant is proposing one right-in/right-out access to 19<sup>th</sup> Ave NE, one right-in/right-out access to 30<sup>th</sup> St NE, one right-in/right-out access to the north-south collector roadway located along the eastern boundary of the Subject Area, and one full access to the east-west collector roadway located along the northern boundary of the Subject Area.

Staff notes that the north-south collector roadway located along the eastern boundary of the Subject Area and the east-west collector roadway located along the northern boundary of the Subject Area were constructed with atypical median designs. Staff understands that only the first



and last parts of the raised concrete separators were constructed, with the portions in between striped out with the intent of determining where turn lanes would be permitted and/or allowed at the time of future site/construction plan reviews, so as to allow a more efficient construction method. Staff has included conditions hereinabove to require completion of those raised medians at the time of site/construction plan review based on the access designs ultimately required to support the project.

### **SITE ACCESS**

It is anticipated that the site will have access to 19<sup>th</sup> Ave NE, 30<sup>th</sup> St NE, the north-south collector roadway located along the eastern boundary of the Subject Area, and the east-west collector roadway located along the northern boundary of the Subject Area.

Several site access improvements have been identified by staff based on the analysis submitted by the applicants traffic engineer for 19<sup>th</sup> Ave NE and 30<sup>th</sup> St NE. As previously stated in this report, these improvements include a northbound to eastbound right turn lane on 30th St NE into the Subject Area, a westbound to northbound right turn lane on 19th Ave. NE into the Subject Area, a raised concrete separator along 19th Ave NE sufficient to restrict the access authorized via Condition 1.a, above, such that only right-in/right-out movements are permitted (i.e. for a minimum distance of 100 feet from either side of the access, or as otherwise approved by Hillsborough County at the time of site/construction plan review), and a raised concrete separator along the portion of the north-south collector roadway located along the east side of the Subject Area (i.e. convert those striped portions of the existing median to a raised concrete median, such that there is a continuous raised concrete median along the north-south collector roadway between the east-west collector roadway located along the north side of the Subject Area and 19th Ave. NE).

As the traffic analysis submitted by the applicant at the time of review was not sufficient in accordance with Section 6.04.04.B of the Land Development Code transportation review staff were unable to determine turn lane and site access requirements along the east/west and north/south collector roadways. The applicant has elected to defer providing a complete and sufficient traffic analysis to the site/construction plan stage at which time applicant shall meet with the County to determine the scope and methodology for such study prior to its preparation. At a minimum, such study shall examine project, background and vested trips, and shall be used to determine whether any site access improvements (i.e. left and right turn lanes) are warranted

pursuant to Sec. 6.04.04.D. of the Land Development Code along the east-west and north-south collector roadways located along the northern and eastern boundaries of the subject area. The studies shall also determine whether the existing southbound to eastbound left turn lane on 30th St. NE at the east-west collector roadway is of sufficient length to serve anticipated project, background and vested traffic.

The intersection of 30th St NE and 19<sup>th</sup> Ave NE shall be signalized, an eastbound to northbound left turn lane on 19th Ave. NE at its intersection with the north-south collector roadway located immediately east of the Subject Area shall be constructed, and the two bus bays with shelter and associated amenities shall be constructed in accordance with Zoning Condition 54 prior to issuance of Certificates of Occupancy (temporary or otherwise) for any development within the subject area.

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

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

The north-south collector roadway located along the eastern boundary of the Subject Area and the east-west collector roadway located along the northern boundary of the Subject Area are newly constructed roadways and therefore are not currently regulated.

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

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
19th Ave NE	County Arterial - Rural	2 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 checked="" type="checkbox"/> Other (TBD)
30th St NE	County Collector - Urban	2 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 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	57,246	4,705	5,541
Proposed	57,246	4,705	5,541
Difference (+/-)	+0	+0	+0

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

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:				

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

#### 4.0 Additional Site Information & Agency Comments Summary

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

## COMMISSION

Gwendolyn "Gwen" W. Myers CHAIR  
Harry Cohen VICE-CHAIR  
Chris Boles  
Donna Cameron Cepeda  
Ken Hagan  
Christine Miller  
Joshua Wostal



## DIRECTORS

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Michael Lynch WETLANDS DIVISION  
Rick Muratti, Esq. LEGAL DEPT  
Steffanie L. Wickham WASTE DIVISION

### AGENCY COMMENT SHEET

REZONING	
<b>HEARING DATE:</b> January 7, 2025	<b>COMMENT DATE:</b> December 4, 2024
<b>PETITION NO.:</b> 25-0191	<b>PROPERTY ADDRESS:</b> Vicinity of 19 <sup>th</sup> Avenue and 30 <sup>th</sup> Street intersection
<b>EPC REVIEWER:</b> Kelly M. Holland	<b>FOLIO #:</b> A portion of 0542440025 and all of 0542440062
<b>CONTACT INFORMATION:</b> (813) 627-2600 X 1222	<b>STR:</b> 34-31S-19E
<b>EMAIL:</b> <a href="mailto:hollandk@epchc.org">hollandk@epchc.org</a>	
<b>REQUESTED ZONING:</b> Minor Modification to a 2 Right in / Right out lanes to existing PD site plan	
FINDINGS	
<b>WETLANDS PRESENT</b>	YES
<b>SITE INSPECTION DATE</b>	NA
<b>WETLAND LINE VALIDITY</b>	EXPIRED
<b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b>	Located throughout the property
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"><li>Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.</li><li>The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.</li></ul>	

*Environmental Excellence in a Changing World*

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

- Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

**INFORMATIONAL COMMENTS:**

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

- The subject property may contain wetland/OSW areas, which have not been delineated. Knowledge of the actual extent of the wetland and OSW are necessary in order to verify the avoidance of wetland impacts pursuant to Chapter 1-11. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed. Once delineated, surveys must be submitted for review and formal approval by EPC staff.
- Chapter 1-11 prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

Kmh / app

ec:





## Agency Review Comment Sheet

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

**TO:** Zoning Review, Development Services      **REQUEST DATE:** 11/27/2024

**REVIEWER:** Kim Cruz, Environmental Supervisor      **REVIEW DATE:** 12/12/2024

**PROPERTY OWNER:** NNP-Southbend II LLC      **PID:** 25-0191

**APPLICANT:** NNP-Southbend II LLC

**LOCATION:** West of I-75 and north of NE 19th Ave. Ruskin, FL 33570

**FOLIO NO.:** 54244.0025, 54244.0062

### AGENCY REVIEW COMMENTS:

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

At this time, Hillsborough County EVSD has no recommended conditions and no request for additional information associated with wellhead protection.

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

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PETITION NO.: PRS 25-0191      REVIEWED BY: Clay Walker, E.I.    DATE: 11/22/2024

FOLIO NO.: 54244.0062, portion of 54244.0025

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**WATER**

- ☐ The property lies within the \_\_\_\_\_ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☒ A 12 inch water main exists ☐ (approximately \_\_\_ feet from the site), ☒ (adjacent to the site), and is located west of the subject property within the east Right-of-Way of 30<sup>th</sup> Street. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

**WASTEWATER**

- ☐ The property lies within the \_\_\_\_\_ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- ☒ A 6 inch wastewater forcemain exists ☐ (approximately \_\_\_ feet from the project site), ☒ (adjacent to the site) and is located west of the subject property within the east Right-of-Way of 30<sup>th</sup> Street. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

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



# **PARTY OF RECORD**

**From:** [Hearings](#)  
**To:** [Heinrich, Michelle](#); [Vazquez, Bianca](#); [Rivas, Keshia](#)  
**Subject:** FW: BOCC Contact Form - Zoning Application Comment ( ). Please add to hearing record.  
**Date:** Tuesday, December 3, 2024 5:06:14 PM

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**From:** Jacob Gering <jacobagering@gmail.com>  
**Sent:** Tuesday, December 3, 2024 4:01 PM  
**To:** Hearings <Hearings@hcfl.gov>  
**Subject:** Re: BOCC Contact Form - Zoning Application Comment ( ). Please add to hearing record.

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

It pertains to PRS 25-0191.. the have blocked of at 30th to Waterset due to many accidents at that intersection. But left the Entrance open further East near 75 bridge over pass. An accident there now! These exits need to be closed until light is up. Way too many people at risk.

Jacob Gering

On Tue, Nov 26, 2024 at 9:20 AM Hearings <[Hearings@hcfl.gov](mailto:Hearings@hcfl.gov)> wrote:

Hello,

The information you provided was not specific enough for staff to identify the application you are referring to.

Please use the Public Hearing Information map, link below, to look up the application number and please reply to this email providing it. Once received, staff will upload your comment to the record.

[Hillsborough Zoning Map](#)

Best regards,

**Keshia Rivas**

**Planning & Zoning Tech**

Development Services

E: [rivask@HCFL.gov](mailto:rivask@HCFL.gov)

P: (813) 829-9602 VoIP: 39402

M: (813) 272-5600

[601 E. Kennedy Blvd., Tampa, FL 33602](#)

[HCFL.gov](http://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.

**From:** [formstack@hillsboroughcounty.org](mailto:formstack@hillsboroughcounty.org) <[formstack@hillsboroughcounty.org](mailto:formstack@hillsboroughcounty.org)>  
**Sent:** Saturday, November 23, 2024 3:40 PM  
**To:** Hearings <[Hearings@hcfl.gov](mailto:Hearings@hcfl.gov)>  
**Subject:** BOCC Contact Form - Zoning Application Comment ( ). Please add to hearing record.



**Formstack Submission For: [BOCC Contact Form - NEW](#)**

Submitted at 11/23/24 3:40 PM

**Your Commissioner(s)**

Please select the  
Commissioner(s)  
you wish to  
contact  
(required)::

5 | Commissioner Donna Cameron Cepeda (District 5)

**Your Information**

**Your Name::** Jacob Gering

**Address:** [1909 Redmond Brook Ln.](#)  
[FL 33570](#)

**Your Email  
Address::** [jacobagering@gmail.com](mailto:jacobagering@gmail.com)



## Your Message

**Your Subject  
(required)::**

19th Ave. / 30th st. Intersection

**Your Message  
(required)::**

Good afternoon,

I have been here in for 2 years and here before they opened up the entrances to Waterset Subdivision. This year alone I've witnessed 8 accidents with the last one kids laid out on the sidewalk in yet another major accident. Firstly if they are not ready to open those entrances they should be Cement divider walls. If they are ready to be open.. there needs to be a full traffic light to maintain safety for our drivers. I can barely use 19 anymore! Always blocked off with cars totaled at this intersection. It's time and time is NOW!! Before we have more damaged lives and possibly Deaths! No reason other than trying to buy time and save money. Get it done.

Concerned community member, tax payer, homeowner, Dad, husband, and friend of this community,

Jacob Gering

**Is this comment  
related to an  
active zoning  
application?:**

Yes, my comment is related to an active zoning application and should be added to the hearing record.

**Categories:** BOCC

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## Submitted at 11/22/24 2:01 PM

#### 4 | Commissioner Christine Miller (District 4)

**Your Email Address::** kpsenisky@gmail.com

Your Message	
Your Subject (required)::	Increased accidents on 19th and 30th in Ruskin
Your Message (required)::	Please don't approve the rezoning request without requiring the builder to install a traffic signal on 19th and 30th. There are accidents at that intersection several mornings each week because cars are trying to cross 19th. Please put safety first and install a light!
Is this comment related to an active zoning application?:	Yes, my comment is related to an active zoning application and should be added to the hearing record.
Rezoning Application Number:	25-0191