

PD Modification Application: PD-MM 24-0300

Zoning Hearing Master Date:

July 22, 2024

BOCC Land Use Meeting Date:

September 10, 2024



Hillsborough
County Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Lifestyle Communities, LTD.

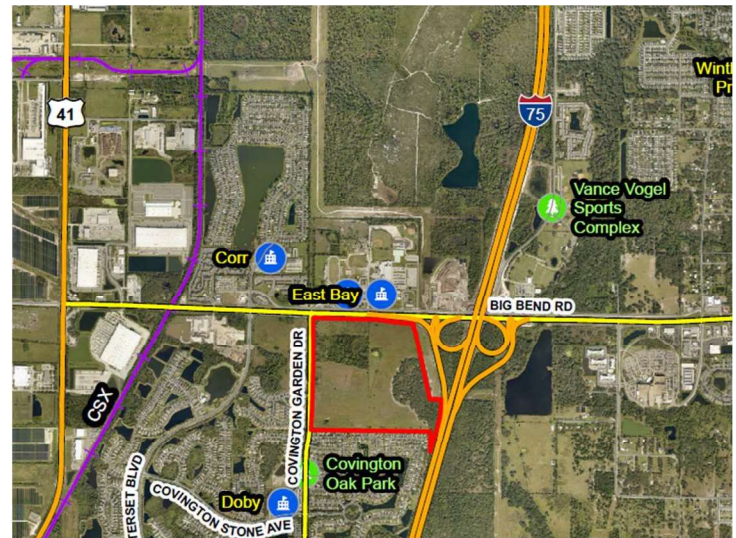
FLU Category: UMU-20 and CMU-12

Service Area: Urban

Site Acreage: 137.09

Community Plan Area: South Shore Areawide Systems and Apollo Beach

Overlay: None



Introduction Summary

The applicant is requesting modification to of PD 86-0154 to reconfigure the general site plan and modify the development entitlements that would result in a decrease in the amount of general/regional commercial and office uses and allow for up to 930 residential dwellings as a new permitted use. The application includes provisions to consolidate Tracts 1a, 1a-1, 1b, and 15 into a single tract, Tract 1. The subject property is located within the Southbend Development of Regional Impact (DRI) #145, which is being petitioned for modification under DRI DO 24-0376 to enable the proposed entitlements.

Existing Approvals	Proposed Modifications
1,000,000 SF of General/Regional Commercial	750,000 SF of General/Regional Commercial
490,120 SF of Office	15,000 SF of Office
0 Residential Dwellings	930 Residential dwellings consisting of multi-family with up to 100 platted townhome lots
PD Tracts 1a, 1a-1, 1b, and 15 have designated areas on the development plan.	PD Tracts 1a, 1a-1, 1b, and 15 would be consolidated into Tract 1.

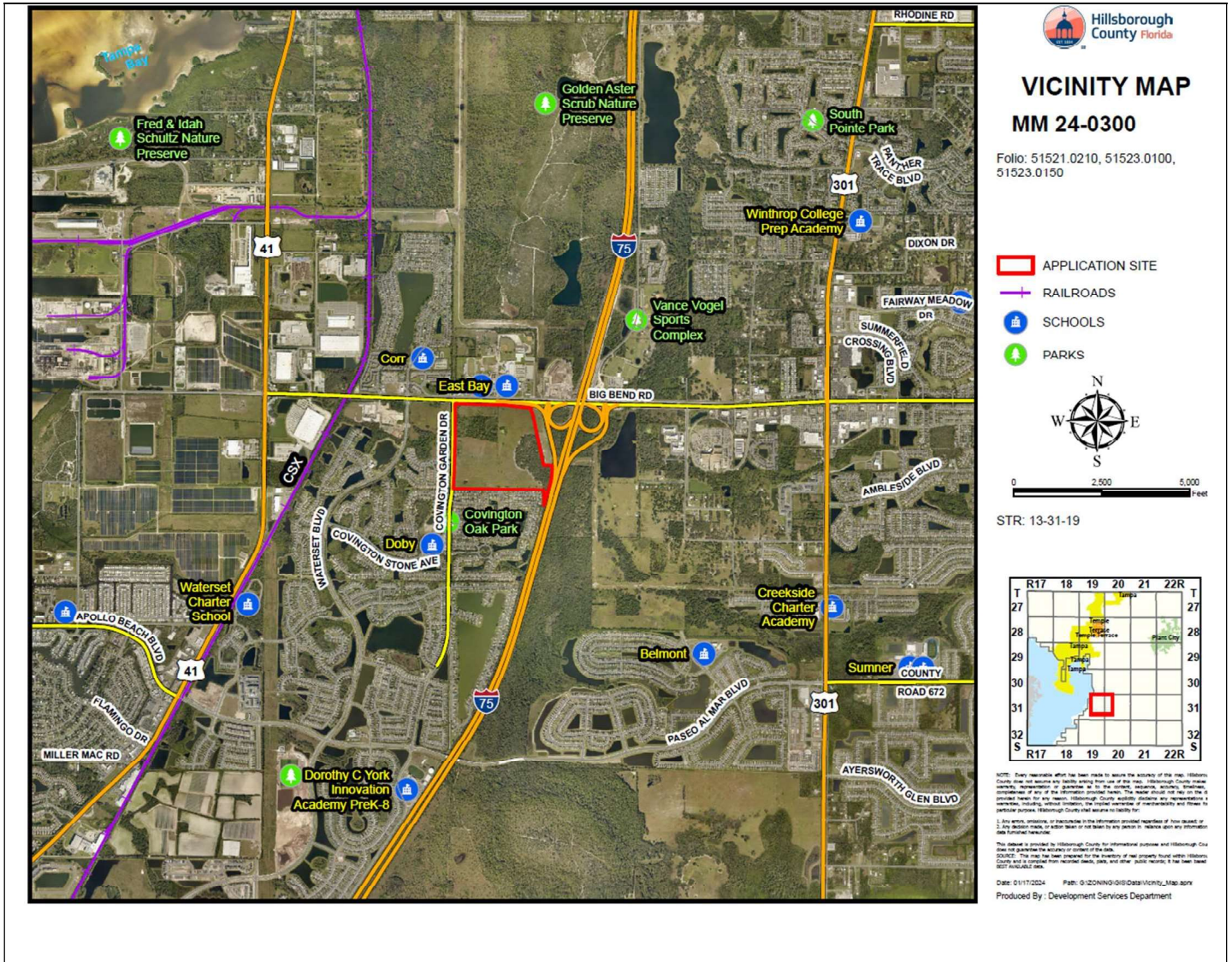
Additional Information

PD Variations	None Requested as part of this application
Waivers to the Land Development Code:	LDC, Section 6.11.106.C.7.a: Parking Lot Design Remove condition that a maximum of four-fifths of the minimum parking spaces required by this Code shall be located in the functional front yard. All parking spaces in excess of the above shall be located in the functional side and/or rear yards.

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

2.1 Vicinity Map

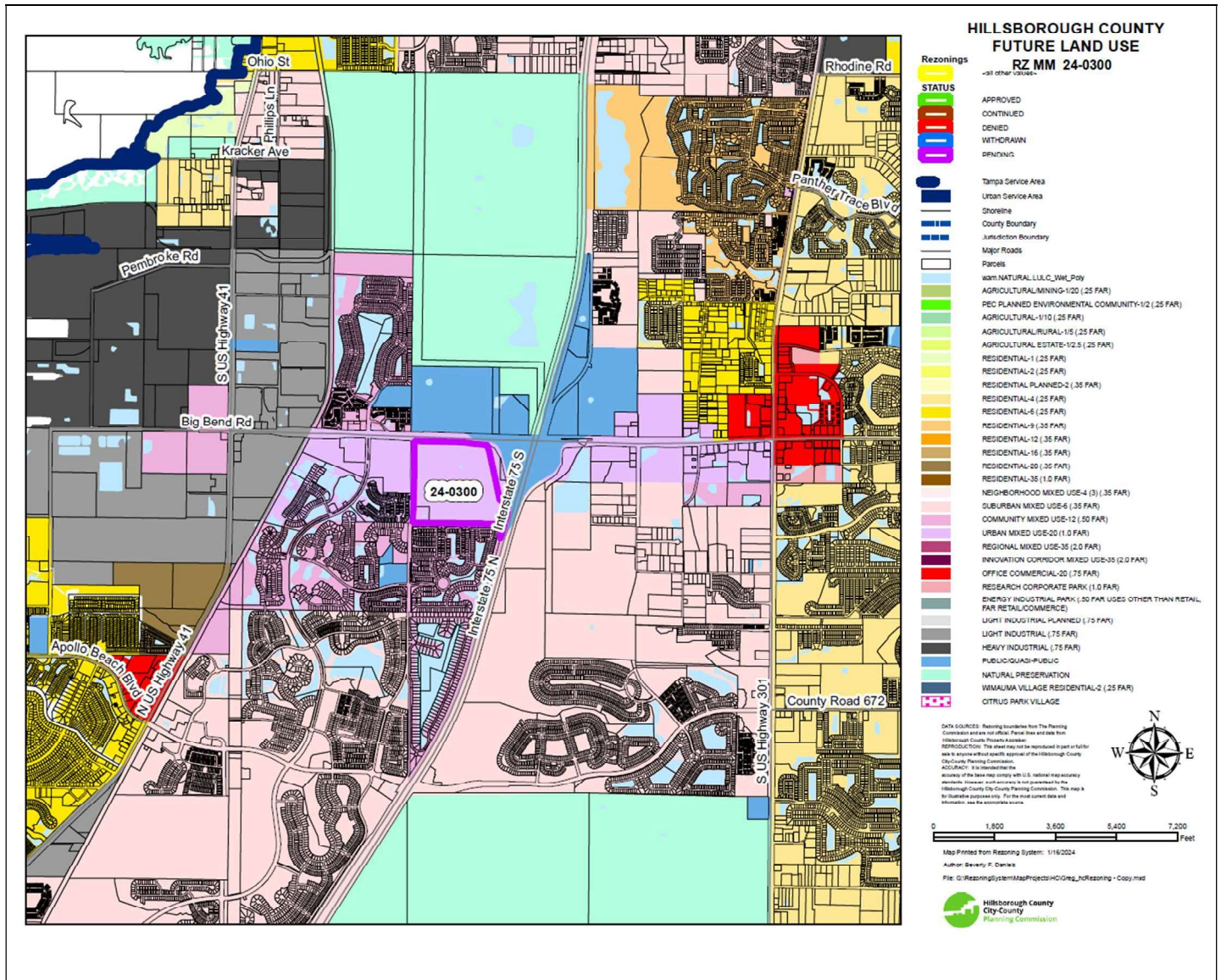


Context of Surrounding Area:

The property is located at the southwest corner of the Interstate-75 and Big Bend Road intersection. The development and land use pattern in immediate vicinity includes single-family residential to the south and west, education to the north, and the Interstate-75 right-of-way to the east that varies in width from 348 feet to approximately 2,000 feet.

2.0 LAND USE MAP SET AND SUMMARY DATA

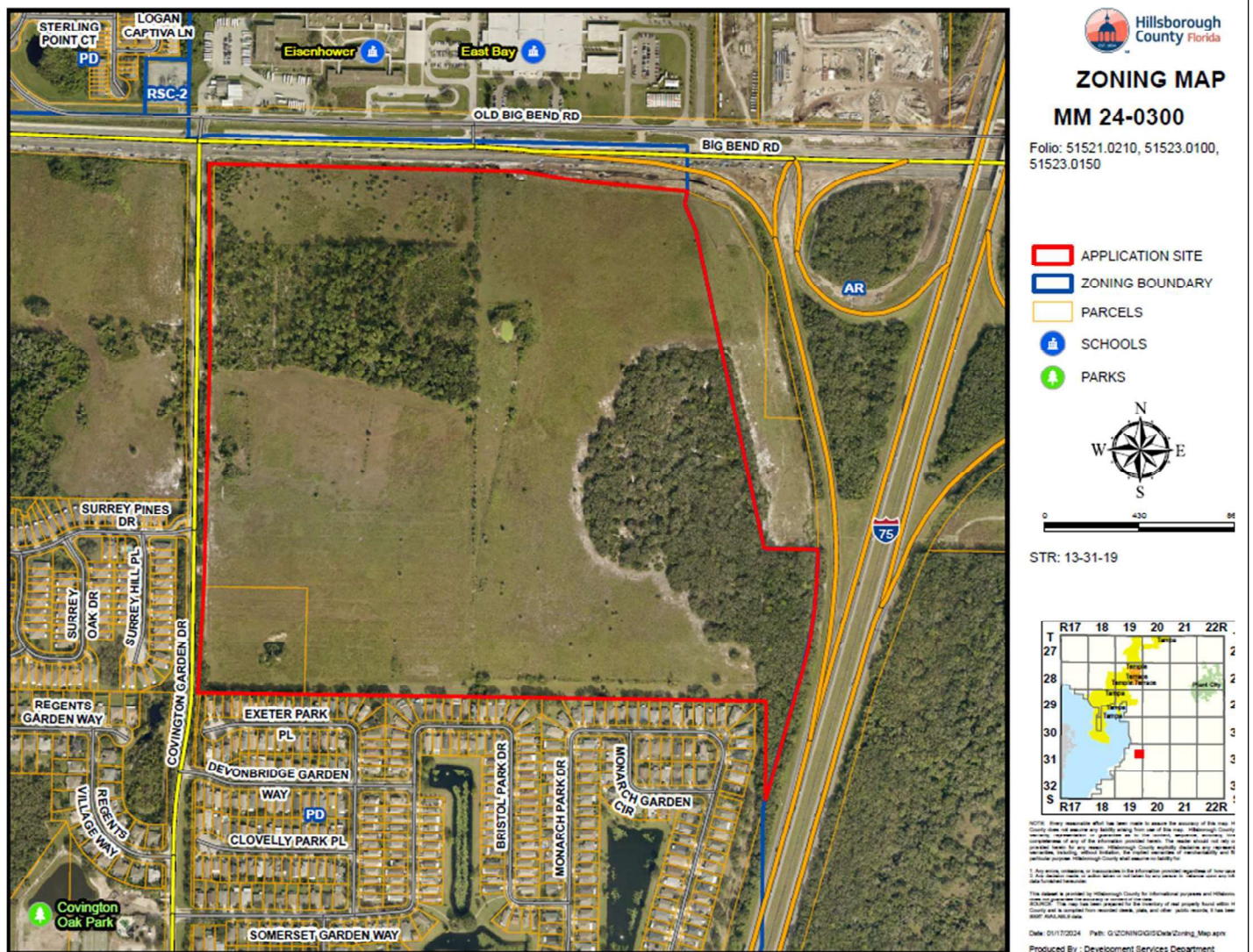
2.2 Future Land Use Map



Subject Site Future Land Use Category	UMU-20 (Urban Mixed Use) CMU-12 (Community Mixed Use)
Maximum Density/FAR	UMU-20: 20 DU per GA/FAR: 1.0 CMU-12: 12 DU per GA/FAR: 0.5
Typical Uses	UMU-20: residential, regional scale commercial such as a mall, office and business park, research corporate park, light industrial, multi-purpose and clustered residential, and mixed use at appropriate locations. CMU-12: residential, community scale retail commercial, office, research corporate park, light industrial multi-purpose, clustered residential, and mixed use at appropriate locations.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

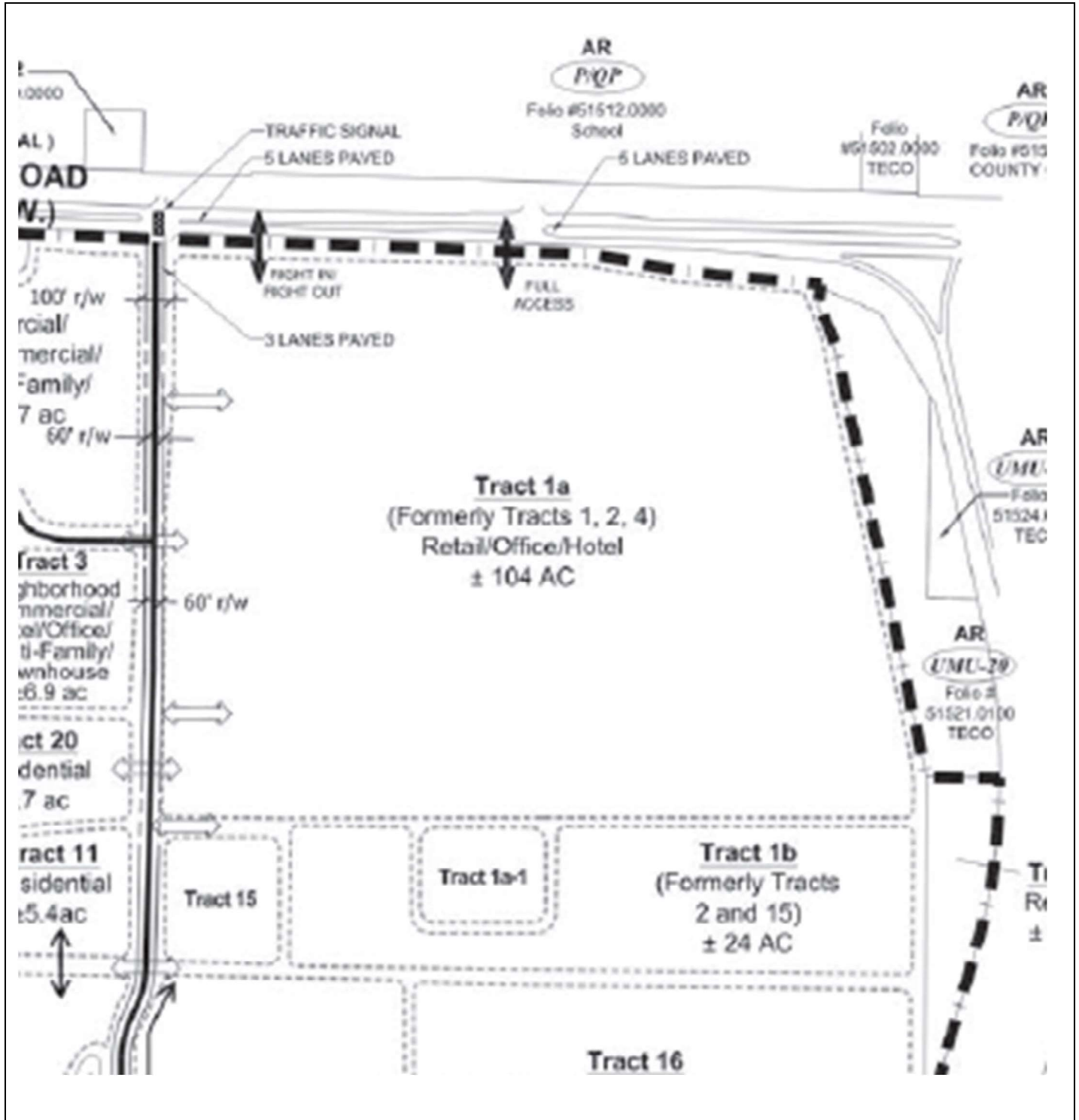


Adjacent Zonings and Uses

Location	Zoning	Maximum Density/FAR. Permitted by Zoning District	Allowable Use:	Existing Use
North	AR	1 DU per 5 GA/FAR: NA	Agriculture, Single-Family	Eisenhower Middle School, East Bay High School.
South	PD 86-0154	3.2 DU per GA/FAR: NA	Residential	Residential, Single-Family
East	AR	1 DU per 5 GA/FAR: NA	Agriculture, Single-Family	Undeveloped
	AR	1 DU per 5 GA/FAR: NA	Agriculture, Single-Family	Interstate (I-75) Right-of-Way
West	PD 86-0154	3.2 DU per GA/FAR: 0.3	General Commercial, Neighborhood Commercial, Hotel, Office, Multi-Family, Townhouse, Residential	Residential, Single-Family Attached and Undeveloped

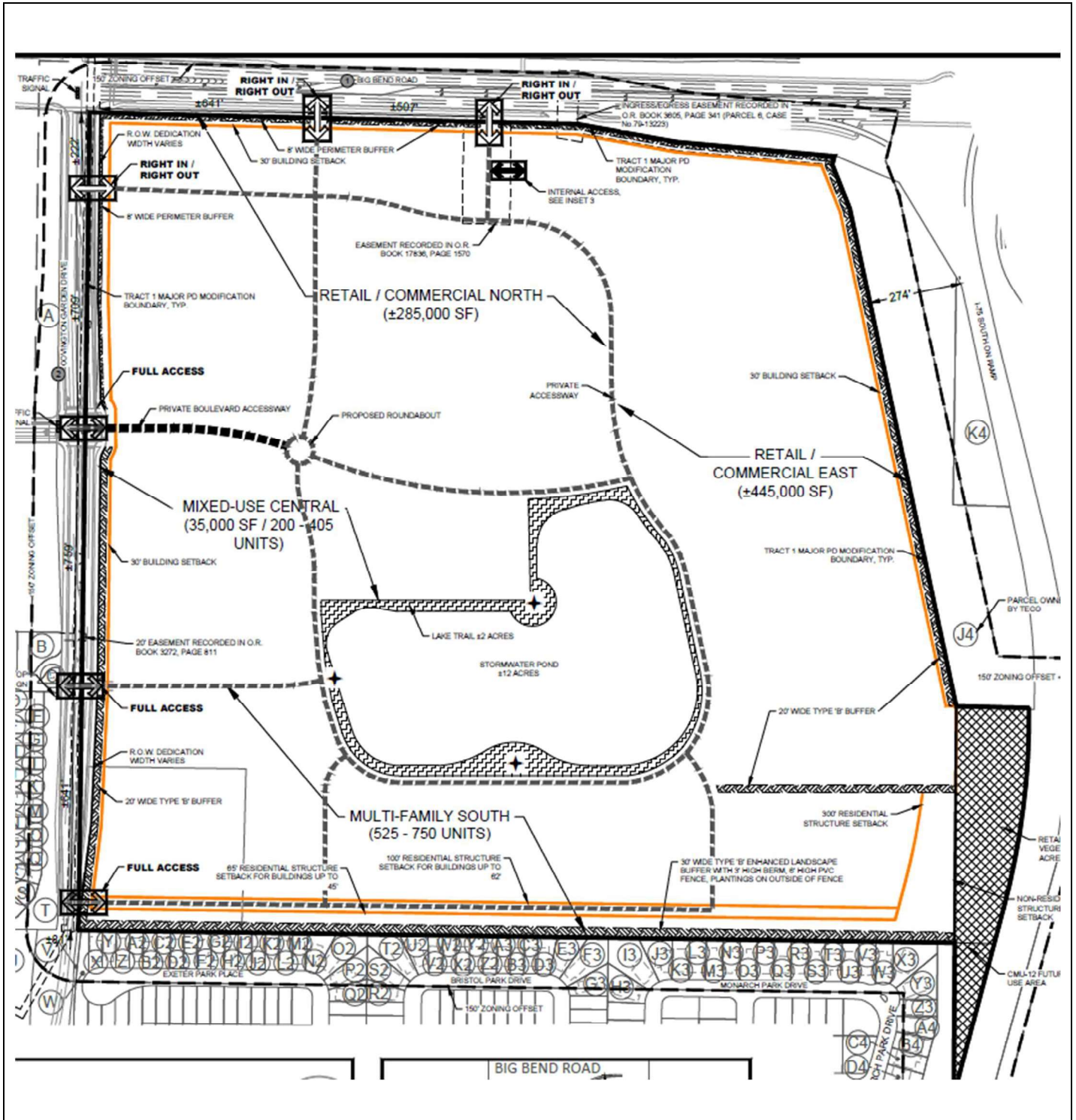
2.0 LAND USE MAP SET AND SUMMARY DATA

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



2.0 LAND USE MAP SET AND SUMMARY DATA

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



APPLICATION NUMBER: MM 24-0300

ZHM HEARING DATE: JULY 22, 2024

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

Road Name	Classification	Current Conditions	Select Future Improvements
Big Bend Rd.	County Arterial - Rural	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – County CIP Project
Covington Garden Dr.	County Collector – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – Developer Widening

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

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	37,640	1,445	3,655
Proposed	33,973	1,053	3,032
Difference (+/-)	(-) 3,667	(-) 392	(-) 623

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

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

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

Design Exception/Administrative Variance ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Big Bend Rd./ Access F Throat Depth	Administrative Variance Requested	Approvable
Covington Garden Dr./ Substandard Road	Design Exception Requested	Approvable
Certain Internal Project Roadways/ Alternative Typical Section	Design Exception Requested	Approvable
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	
Environmental Services Division	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input 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 type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Development will be subject to Impact and/or Mobility Fees, the amount will be determined upon further review of project.				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed site plan configuration places the non-residential uses north of the neighboring residential uses to the west and south of the property. The proposed multi-family use in the southern portion of the property would be required to have a 65-foot setback from the southern property line for buildings up to 45 feet tall and a 100-foot setback for multi-family structures with heights in excess of 45 feet up to the 62-foot multi-family maximum height. The multi-family use would also be separated from the residential properties to the south by a 30-foot-wide buffer Type B buffer that would include a 3-foot-high berm, 6-foot PVC fence and the requirement that the plantings would be placed on the outside of the fence. Conversely, if the 2:1 setback increase were applied, the minimum setbacks would be 70 feet for the 45-foot-tall buildings and 104 feet for the 62-foot-tall buildings. Staff finds that the buffer enhancements justify the 4 to 5-foot setback width reduction. The multi-family buildings would also be subject to architectural standards that would be compatible with Traditional Neighborhood Design principles. These standards address massing, building styles, and architectural enhancements such as front stoops, porches, terraces, bay windows, and balconies. In addition to the design concept requirements, the light fixtures located within Multi-Family South would be limited to 18 feet tall.

Based on the locations of the residential adjacent zonings in relation to the locations of the proposed uses within the proposed site configuration as well as the proposed multi-family design concept, staff finds the proposed modification compatible with the existing zoning districts and development pattern in the area.

5.2 Recommendation

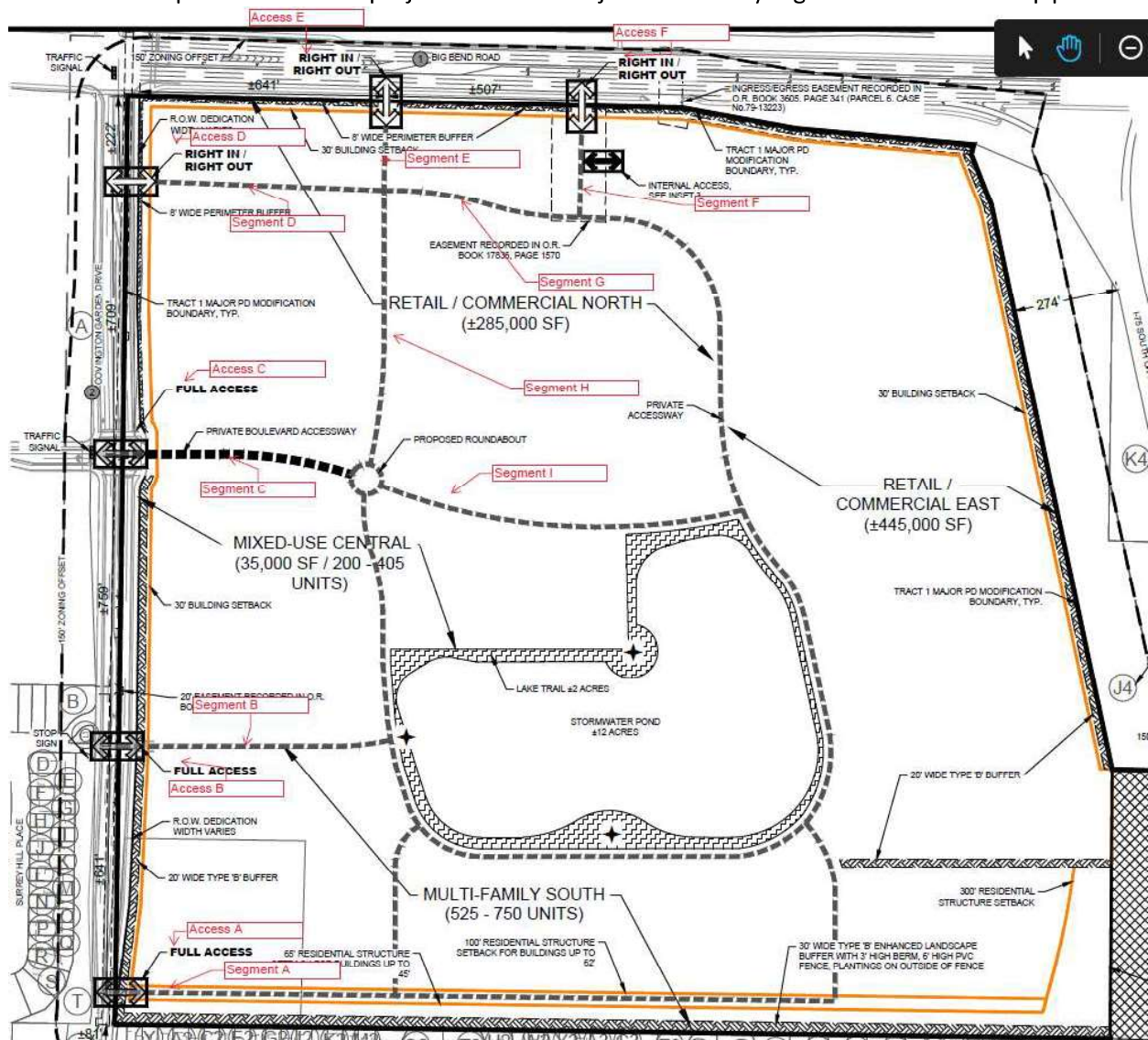
Staff finds that the integration and interconnectivity of mixed uses is sufficient justification to support a waiver from the LDC requirement, Section 6.11.106.C.7.a, that a maximum of four-fifths of the minimum parking spaces required by this Code shall be located in the functional front yard, and that all parking spaces in excess of the above shall be located in the functional side and/or rear yards.

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

6.0 PROPOSED CONDITIONS

Prior to PD certification, the developer shall revise the site plan as follows:

1. Remove the note located immediately underneath the legend on sheet 2 of 3. Additionally, the developer shall remove related site note 8 on the same sheet which states "Location of access drives are conceptual and subject to access management requirements."
2. Delete note 9. Staff has proposed a PD condition addressing this issue.
3. Revise the site plan to label each project access and adjacent roadway segment as in the markup provided below.



Approval - Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted December 21, 2020 May 17, 2024.

Conditions 1.2, 1.3 and 2 through 39 shall apply to all development tracts except Tract 1.

1. The development of the Southbend project shall proceed in strict accordance with the Development Order for the Development of Regional Impact, DRI #145, as amended, the General Development Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

Approval is based upon the General Development Plan received ~~received December 21, 2020~~, and all data shown, defined, described, noted, referenced and listed thereon.

- 1.1 All of the Single Family Residential entitlements in Phase 1 were owned and developed by NNP-Southbend II, LLC. All of the non-Single Family in Phase 1 and all of Phase 2B entitlements are currently owned by Bayview Properties, Ltd., LLLP. All of the Phase 2A entitlements are currently owned by NRI Equity Tampa, LLC.
- 1.2 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.
- 1.3 Each tracking table shall show the following by Phase: (1) the 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, (4) the remaining development entitlements, by type of development, after Preliminary Plan or Preliminary Plat submittal for the subject portion of the project, and (5) the owner of the entitlements. 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.

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

Single family:

Minimum Lot_Size:	4,400 sf
Minimum Lot Width:	40 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet
Maximum Lot Coverage:	50%
Maximum Height:	35 feet

Townhouse:

Minimum Lot Size:	1,800 sf
Minimum Lot Width:	20 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet (Min. 10 feet between buildings)
Minimum Rear Yard:	15 feet
Maximum Height:	35 feet
Maximum Lot Coverage:	65%

Multi family: RMC-20 regulations

- 3 The following exceptions to those requirements may be made for single-family zero lot line development: Side-yard setbacks may be a minimum of zero (0) feet on one side and ten (10) feet on the other, or five (5) feet on each side. This requirement shall not preclude Z-lots, i.e., the zero lot line may be partially on one and partially on the other side of a lot. It shall also not preclude combinations, such as three (3) feet on one side and seven (7) on the other. In no case, however, shall a combination of setbacks (i.e., 0 feet+ 10 feet and 5 feet+ 5 feet) be allowed which would create a separation of less than ten (10) feet between nonattached structures. Further, rear yards shall be a minimum of 20 feet, but may be reduced to 15 feet on conditions that the total usable open space contained within rear yards and portions of side yards of no less than 15 usable feet in width is not less than twenty times the average lot width.

4. The developer shall have the option of developing villa-duplex units within any tract, subject to the following development standards:

Minimum Lot Size:	3,500 sf
Minimum Lot Width:	33 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet
Maximum Lot Coverage:	50%
Maximum Height:	35 feet
5. For all uses other than single family, two feet of additional yards other than that described herein shall be provided for every one foot of structure height over 20 feet.
6. The maximum residential density on any tract shall be no greater than 5 percent in excess of that shown on the Land Use Schedule for the particular type of residential development, except that densities may be a maximum of 15 units per acre. This shall not preclude the transfer of types of residential units from tract to tract providing that the tracts receiving the more intense form of development are not located on the perimeter of the project except along Interstate 75. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, no density or intensity shall be permitted to be transferred from outside of Tract 1 to within Tract 1
7. Pole signs and Billboards shall be prohibited in Tract 7.
8. Development regulations within ~~Tracts 1a, Tract 1a-1, Tract 1b,~~ Tract 3, Tract 5, Tract 6, and Tract 7 shall be as follows:
 - Tract 3, Tract 5, Tract 6, and Tract 7, ~~and Tract 1a~~ shall be subject to the development standards listed for the C-I zoning district, per the Land Development Code, unless otherwise specified herein;
 - ~~Warehouses and truck terminals shall be prohibited in Tract 1a;~~
 - Office and hotel uses shall be subject to the development standards listed for the CG zoning district, per the Land Development Code, unless otherwise specified herein;
 - ~~Tract 1a-1, Tract 1b and Tract 15 shall be subject to the development standards listed for the C-G zoning district, per the Land Development Code, unless otherwise specified herein;~~
 - Fitness center/gymnasium and hotel shall also be permitted uses in ~~Tract 1a-1,~~ Tract 3, Tract 5, and Tract 7;
 - Fitness center/gymnasium shall also be a permitted use in Tract 6;
 - Hotels may exceed the twenty-five percent limitation on gross building square footage for the district;
 - ~~The maximum impervious surface ratio shall not exceed eighty percent (80%) for developments within Tract 1a, Tract 1a-1 and Tract 1b;~~
- ~~8.1 All office buildings within Tract 1a, Tract 15 and Tract 1b shall have a maximum height of seventy five (75) feet.~~
- ~~8.2 There shall be a minimum building setback of two hundred and twenty five (225) feet from the southern boundary of Tract 1b and Tract 15. This setback shall apply to all development, excluding parking garages/structured parking, in Tract 1a and Tract 1b.~~
- ~~8.3 Parking garages/structured parking within Tract 1b and Tract 15 shall have a minimum setback of seventy five (75) feet from the southern boundary of Tract 1b. The maximum height of parking garages/structured parking in Tract 1b between the seventy five (75) foot set back and two hundred (200) feet from the southern boundary of Tract 1b, shall be twenty five (25) feet. The maximum height of parking garages/structured parking beyond two hundred (200) feet from the southern boundary~~

of Tract 1b shall be fifty five (55) feet.

- ~~8.4 Within Tract 1a-1, Tract 1b and Tract 15 there shall be no more than ten (10) buildings with office uses as the primary use. All office buildings, with the exception of two (2), within Tracts 1a-1, 1b and 15, as combined, shall be a minimum of three (3) stories. Accessory retail uses shall be allowed in office uses developed in Tracts 1a-1, 1b and 15, and shall comply with the requirements of Section 6.11.03 of the Land Development Code.~~
- ~~8.5 No interim or required parking for Tract 1a or Tract 1a-1 shall be allowed within Tract 1b or Tract 15, unless said parking is for office uses. Upon development of office uses within Tract 1b or Tract 15, parking constructed for said office uses can be used for overflow retail parking associated with Tract 1a and/or Tract 1a-1, subject to appropriate cross parking agreements.~~
- ~~8.6 8.1 Large Scale Retail as defined by the Land Development Code shall comply with the requirements for Large Scale Retail Development (Single Tenant Big Box) in Section 6.11.106 of the Land Development Code with the exception of Section 6.11.106.C.7.a.~~
- ~~8.7 Free standing, ground mounted lighting fixtures within Tract 1b and Tract 15 south of the buildings, structured parking and surface parking shall be limited to a maximum height of eighteen (18) feet.~~
- ~~8.8 Development within Tracts 1a, 1a-1 and 1b shall incorporate precautions to control unconfined emissions of particulate matter (dust), including, but not limited to, the methods, practices and procedures contained in Chapter 62-296.320(4)(C), Florida Administrative Code.~~
- ~~8.9 Within Tract 1a, no more than 50 percent of the frontage along Big Bend Road and Covington Garden Drive shall be occupied with an open parking lot without buildings in front of said parking. Two rows of parking between the front facade of the building and the roadway shall not be considered open parking.~~
- ~~8.10 8.2 Service areas and loading docks facing Covington Garden Drive shall be screened from Covington Garden Drive in accordance with Section 6.11.107106.C.9 of the Land Development Code. A berm or combination berm with landscaping and/or Fencing may also be used to meet screening requirements with the minimum height consistent with the requirements in Section 6.11.107106.C.9.~~
- ~~8.11 Within Tracts 1a, 1a-1, 1b and 15, the developer shall provide an interconnected vehicular and pedestrian circulation system (i.e., sidewalk). At a minimum, the interconnected pedestrian circulation system shall:~~
- ~~• Connect to Big Bend Road and Covington Garden Drive at all full access connections~~
 - ~~• Travel from the above access connections into the project and terminate at another sidewalk, building or public courtyard/open space.~~
 - ~~• Connect all development components of the project, excluding outparcel buildings along Big Bend Road. This outparcel exemption shall not be construed as exempting outparcels from ADA accessibility requirement as provided for in the Land Development Code. A development component shall be defined as a building or group of buildings that is separated from another individual building or group of buildings by driveways, drive aisles and/or parking lots. Within Tract 1a, each development component shall have a minimum of two separate sidewalk connections to other development components within the project. Said connections can be to the same development component or to a separate development component. Compliance with this standard can be met by connection to an internal sidewalk that then connects to another development component.~~
- ~~8.12 The project shall contain two central gathering places generally within the center of Tract 1a. Each~~

~~central gathering place shall contain a mixture of buildings and public spaces (i.e., courtyard, park, gazebo, indoor/outdoor arcade and/or gallery, etc.) that are not separated from each other by vehicular use areas (i.e., parking, driveways, service roads, etc.). The two central gathering places shall be connected to each other by an enhanced pedestrian connection/pathway. The enhanced pedestrian pathway shall be constructed of materials (i.e., pavers, brick, etc.), to differentiate it from the other sidewalks, pathways within the development (if the other sidewalks/pathways are constructed of concrete, asphalt or similar material). The developer, prior to final construction plan approval, shall submit a landscaping plan for review and approval by the County that demonstrates a 75 percent canopy closure over the enhanced pedestrian pathway within five years of planting. A combination of an architectural feature (e.g., pergola, archway, colonnade, trelliswork, arbor, etc.) and landscaping material may be utilized to achieve the equivalent of providing the 75 percent tree canopy closure. This requirement shall not be construed as preventing the developer from utilizing the same enhanced design on other sidewalk/pathways within the development. The enhanced pedestrian pathway shall not be required if the two central gathering places are constructed along a common access drive/road that is designed in accordance with Traditional Neighborhood Design standards.~~

~~8.13. 8.3~~ Site construction plan approval for free-standing General/Regional Commercial uses in Tracts 5 and 7 shall be capped at 200,000 square feet, unless and until ~~(1) the project also includes a minimum of 250,000 square feet of Office uses to be located on Tracts 3, 5, 6 and/or 7, or (2) Tract 1a by itself or in combination with any or all of Tracts 3, 5, 6 and/or 7 has obtained site construction plan approval for a minimum of 250,000 square feet of Office uses.~~

~~8.14 8.4~~ Commercial uses that are vertically integrated into an office or hotel project shall not be counted against the cap in Condition ~~8.13-8.3~~ above.

~~8.15 8.5~~ Any request to remove or revise the cap on commercial uses shall be processed as a Minor Modification.

9. The maximum floor area (FAR) ratio on any tract shall be no more than 15 percent in excess of the average FAR shown on the Land Use Schedule for that use.

10. Height limitation in the project shall be as follows:

~~10.1~~ All structures in the office areas, ~~except for office buildings in Tract 1a and Tract 1b,~~ shall be limited in height to five (5) stories and sixty-five (65) feet whichever is less. ~~The height of office buildings in Tract 1a and Tract 1b shall be as specified in Condition 8.1.~~

~~10.2~~ All structures in the general commercial areas shall be limited in height to two (2) story or thirty-five (35) feet whichever is less.

~~10.3~~ All structures in Tract 1a to be used for leasable retail space or storage shall be limited in height to three ~~(3) stories or fifty-five (55) feet whichever is less. Architectural features such as towers, spires, atriums, parapet walls or other similar features may be permitted up to a height of sixty-five (65) feet.~~

~~10.4~~10.3 All structures in the multi-family and townhouse areas shall be limited in height to four (4) stories or fifty-five (55) feet whichever is less.

~~10.5~~10.4 All structures in the villa duplex area shall be limited in height to three (3) stories or thirty-five (35) feet, whichever is less.

~~10.6~~10.5 Hotel structures shall be limited to five (5) stories, or fifty-five (55) feet, whichever is less, in Tract 3, except excluded portions of buildings per LDC Section 6.08.01. Hotel structures shall be limited to six (6) stories, or sixty-five (65) feet, whichever is less, in Tract 5 and Tract 7, except excluded portions of

buildings per LDC Section 6.08.01. ~~Hotel structures shall be limited and to eight (8) stories in Tract 1a.~~

11. Buffering and screening shall be provided in accordance with the Land Development Code unless otherwise specified herein. Between office uses and single family or townhomes, and between hotels and single family, the following shall be required: a 15 foot buffer with 10 foot high evergreen trees at 15 foot intervals, a lawn/shrub/groundcover/mulch over the buffer, and a choice of evergreen shrubs (6 feet high within two years of planting), or 6 foot masonry wall, or 6 foot wooden fence, or a berm/planting combination 6 feet in height. ~~Within Tract 1b there shall be a fifty (50) foot wide buffer along the southern boundary adjacent to single family residential uses to the south. Within the fifty (50) foot wide buffer there shall be a ten (10) foot high berm with an eight (8) foot high solid fence on top of the berm. Landscaping shall be provided along the entire length of the berm which shall consist of evergreen shade trees, a minimum of twelve (12) feet in overall height at the time of planting, planted on twenty (20) foot centers, which will achieve a seventy five percent (75%) opacity above the top of the eight foot fence within three years of planting. The berm and fence shall be constructed and the landscaping installed prior to the issuance of any certificates of occupancy for any development within Tract 1a or Tract 1b.~~
 - 11.1 Along the southern boundary of Tract 3, there shall be a 20 foot buffer with 10 foot high evergreen trees at 15 foot intervals. a lawn/shrub/groundcover/mulch over the buffer, and a choice of evergreen shrubs (6 feet high within two years of planting), or 6 foot masonry wall, or 6 foot wooden fence, or a berm/planting combination 6 feet in height if developed with office, neighborhood commercial, or hotel uses.
 - 11.2 Along the southern boundary of Tract 7, along the part of the boundary located north of the existing single family home development, and not within a wetland or wetland buffer area, a 30 foot wide natural vegetation strip shall remain. This shall not preclude existing plantings from counting toward screening requirements if verified by Natural Resources staff at the time of site development. The required building setbacks shall not be increased as a result of this natural vegetation strip.
12. Residential tracts abutting the western north-south roadway (Waterset Boulevard) shall have a 24 foot buffer from the right-of-way. Additionally, in accordance with the Land Development Code Section 6.06.06.C.6., a berm/planting combination with the berm an average height of four feet with minimum 3:1 side slopes and dense plantings which will, when combined with the berm, achieve a minimum height of eight feet and 75% opacity within three years of planting, shall be required adjacent to the right-of-way.
13. The developer shall provide, prior to the issuance of Certificate of Occupancy, for each applicable site plan submittal, those internal sidewalks and external sidewalks to the project in the right-of-way area of the major roadway(s) bordering the project (i.e. Big Bend Road).
14. The internal sidewalks shall be provided as appropriate in non-residential tracts to ensure free pedestrian movement to neighborhood shops, offices, and community facilities. The exact locations of said sidewalks shall be determined by the County Development Services Department during the appropriate Site Plan approval.
15. Prior to the issuance of Certificate of Occupancy, the developer unless otherwise directed by the County shall be responsible for constructing all improvements that are required as a result of this project at the intersection of the project entrance with Big Bend Road and at the project access with United States Highway 41 to maintain a Level of Service "D" or better. The developer shall pay for the installation when said signals become warranted. Interconnecting these traffic signals to adjacent traffic signals as per Hillsborough County Engineering-Department requirements shall also be the developer's responsibility.
16. The developer shall provide a minimum of 118-feet wide right-of-way for the future extension of 30th Street through the site. This right-of-way corridor will coincide approximately with the eastern most north south roadway shown on the conceptual site plan. Since this roadway is necessary to provide access to the project, any applicable Transportation and/or Right-Of-Way Impact Fee credit shall be based on percentage of roadway

capacity provided beyond what is needed for project traffic. THIS REQUIREMENT HAS BEEN SATISFIED.

17. If the Developer elects the Pipeline Mitigation Alternative in the Southbend DRI Development Order, then the Developer shall design Western North/South roadway as a four (4) lane divided roadway and shall construct two (2) of the lanes. The Developer shall construct the roadway to Hillsborough County standards and shall include all bicycle, pedestrian, and transit facilities as specified in the latest edition of the Transportation Technical Manual. The Developer shall also dedicate all of the right-of-way needed for ponds. The Developer shall submit the 30% roadway plans for the roadway to the County for review and approval within 120 days of dedication of the Western North/South roadway right-of-way. Subsequent submittals of roadway plans for 60% design, 90% design and 100% design shall be submitted within 90 days of the County's approval of the previously submitted plans. Construction of the Required Improvements shall be completed within three (3) years of final approval by Hillsborough County of the 100% roadway plans. [THIS ALTERNATIVE WAS SELECTED TO MITIGATE THE IMPACTS PHASE 1 OF THE SOUTHBEND DRI].
18. The Developer shall ensure that all roadway intersections with the Western North/South roadway are constructed with the appropriate roadway geometry to provide for safe vehicular movements and maintenance of the North/South roadway capacity.
19. Prior to ~~Concurrency~~ site plan approval for applicable phases or tracts, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the access related left and right turn lanes needed to serve development traffic. The access related turn lanes shall be constructed to FDOT and/or Hillsborough County standards. The only exceptions to access related roadway improvements shall be based on documented safety or environmental concerns. The Development Services and Public Works Departments shall approve all exceptions. The Developer, consistent with requirements of the Land Development Code, shall construct the following access related turn lanes:
 - 19.1 Westbound left turn lane on Big Bend Rd @ Western North/South Roadway. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
 - 19.2 Eastbound right turn lane on Big Bend Rd @ Western North/South Roadway. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
 - 19.3 Eastbound right turn lane on Big Bend Rd @ each project entrance. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
 - 19.4 Northbound exclusive left turn lane, through lane, and right turn lane on Western North/South Roadway @ Big Bend Rd. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
 - 19.5 EB right turn lane on Big Bend Road at the right-in/right-out access to Tract 7. The right-in/right-out access shall be aligned with Kings Crossing Drive on the north side of Big Bend Road. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
 - 19.6 Construct continuous right turn lane from the right-in/right-out access to Tract 7 to Western North/South Roadway. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
 - 19.7 Channelize the full median opening on Big Bend Road, along Tract 7 to allow for EB left turn movement only. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
 - 19.8 No direct access connection to Tract 5, off of Big Bend Road is allowed.
- ~~20. Prior to the issuance of any certificates of occupancy for any development in Tract 1a or Tract 1b the developer shall construct the following improvements:~~
 - ~~20.1 The developer shall widen Covington Gardens Drive from two lanes to four lanes for the entire length of Tract 1a. The final design of the roadway shall be determined and approved by Hillsborough County's Public Works Department.~~

- ~~20.2~~ The developer shall construct turn lanes at each project driveway along Covington Gardens Drive. The final design of the roadway shall be determined and approved by Hillsborough County's Public Works Department.
- ~~20.3~~ The developer shall construct right and left turn lanes at the project's main entrance on Big Bend Road located east of Covington Gardens Drive and west of I-75. The final design of the turn lanes shall be determined and approved by Hillsborough County's Public Works Department.
- ~~20.4~~ The developer shall be required to extend the left and right turn lanes at the intersection of Big Bend Road and Covington Gardens Drive. The final design of the turn lanes shall be determined and approved by Hillsborough County's Public Works Department.
- ~~20.5~~ When warranted, the developer shall install a traffic signal on Big Bend Road at the project's main driveway located east of Covington Gardens Drive and west of I-75. The final design of the traffic signal shall be determined and approved by Hillsborough County's Public Works Department.
- 21.20 Annually, for inclusion in the DRI Annual Report, 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 Big Bend Rd at the Western North/South roadway. Should it be determined that a warrant study is required, the Developer shall provide same in the DRI 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 120 days of Hillsborough County approval. In addition, the developer shall also submit 100% design plans for the construction of a second left turn lane on Big Bend Rd at the Western North/South roadway. Construction of the traffic signal and second left turn lane shall commence within 120 days of approval of the final signal and roadway design 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. The signal and roadway improvements shall be designed and constructed to Hillsborough County Standards.
- 22.21 Annually, for inclusion in the DRI Annual Report, 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 Big Bend Rd at Covington Garden Drive. Should it be determined that a warrant study is required, the Developer shall provide same in the DRI 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 120 days of Hillsborough County approval. In addition, the developer shall also submit 100 % design plans for the construction of a second left turn lane on Big Bend Rd at Covington Garden Drive. Construction of the traffic signal and second left turn lane shall commence within 120 days of approval of the final signal and roadway design 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. The signal and roadway improvements shall be designed and constructed to Hillsborough County Standards.
- 23.22 The Developer shall provide at least one (1) paved pedestrian and bicycle connection from Tract 9 to the Western North/South roadway. All pedestrian and bicycle connections shall be designed to the trail standards as found in the latest edition of the Transportation Technical Manual.
- 24.23 Within all residential tracts, the Developer shall provide pedestrian and bicycle interconnectivity between adjacent residential pods/clusters that do not provide for vehicular access between the two residential pods/clusters. The Developer shall also provide for pedestrian and bicycle connectivity between adjacent residential and nonresidential pods, where a direct vehicular access is not provided.
- 25.24 The developer shall provide an internal collector roadway that runs parallel to Big Bend Rd along the southern boundary of Tract 5. The internal collector roadway shall provide for a continuous interconnected route between

Tract 7 and the proposed regional commercial development within Tract 1. The Developer shall provide cross access and internal circulation to parcels or tracts adjacent to the roadway. The roadway shall connect with any internal roadways running north/south that have an access point with Big Bend Rd. The roadway shall intersect the Western North/South Roadway and Covington Garden Drive.

~~26~~25 The developer shall provide the necessary pavement markings, signals and signs for a pedestrian crossing at the intersection of Big Bend Road and project entrance selected by the County when the pedestrian crossing is required by the County. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]

~~27~~26 The number and general location of the access points into each "pod" for Phase I shall be shown on the General Site Plan. All access points shall be limited as follows:

~~27.1~~26.1 No access point shall be permitted:

~~27.1.1~~ 26.1.1 Within 150 feet of any intersection rights-of-way at roadway intersections;

~~27.1.2~~ 26.1.2 Within 150 feet of the northern project boundary at the intersection of the project roadways and Big Bend Road;

~~27.1.3~~ 26.1.3 Within 150 feet of another access point or roadway on the same side of the street, or without 150 feet of another access point of roadway on the opposite side of the street unless such opposite roadways are in direct alignment; unless an alternate design acceptable to Hillsborough County Department of Development Coordination and the Engineering Department is approved in the Detailed Site Plan Phase. In no case shall access points be closer than 100 feet apart; and

~~27.1.4~~ 26.1.4 No more than five (5) access points per "pod" will be permitted, which pods will be located in compliance with the conditions set out above.

~~28~~27 The developer shall dedicate to the School Board upon request of the School Board, usable land for one 15.1-acre elementary school site of which 3.5 acres may be shared with the adjacent park site. The location of the site shall be subject to approval of the County School Board and the Hillsborough County Board of County Commissioners accordingly. If ever it shall be determined that the school site shall not be used for a school, the site may be used for single family or townhouse residential development only so long as the total number of dwelling units on site does not exceed 2,810.

~~29~~28 All school site dedication shall be credited against school site dedication impact fees as provided in Hillsborough County Ordinance #86-20. If the school site is not used for a school, the developer shall pay impact fees in lieu of the land.

~~30~~29 The developer shall dedicate to Hillsborough County a 4.0-acre park site. An additional 3.5 acres may be shared with the school site. Said dedication shall occur when any adjacent roadway is dedicated to Hillsborough County.

~~31~~30 All public park land dedications and/or improvements shall be credited against park site acquisition and improvements impact fees as provided in Hillsborough County Ordinance.

~~32~~31 The developer shall be required to utilize public water and shall pay all costs to connect for service delivery for this project's needs. The developer shall submit to the Hillsborough County Development Services Department, prior to the issuance of Certificates of Occupancy, evidence of commitment; from the County Department of Water and Wastewater Utilities to provide public water service, and evidence of agreement to pay necessary costs for this project to enable the County to provide public water service delivery.

~~33~~32 The developer shall include on the General Site Plan a general bikeway circulation plan. The plan shall be designed in such a manner as to ensure safe and continuous bikeway circulation throughout the development. A detailed pedestrian circulation plan showing an internal pedestrian system shall be shown on each Detailed

Site Plan and the plan shall be implemented by the developer at the developer's expense. Said system shall be submitted to and approved by the Department of Development Services. The system shall meet the policies and standards of the Tampa Urban Metropolitan Planning Organization.

- ~~34~~33 The developer shall be required to ensure that adequate wastewater treatment facilities exist prior to the issuance of Certificates of Occupancy for any phase. The developer shall submit to the Hillsborough County Development Services Department prior to the issuance of Certificates of Occupancy for any phase, evidence of agreement of the Water Department to the plan for providing wastewater treatment facilities.
- ~~35~~34 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 wetland, and does not grant any implied or vested right to environmental approvals.
- ~~36~~35 The construction and location of any proposed wetland impacts are not approved by this ~~rezoning~~ 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.
- ~~37~~36 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).
- ~~38~~37 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.
- ~~39~~38 Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
- ~~40~~39 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.
- ~~41~~ Within 90 days of rezoning approval of PRS 21 0229 by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Growth Management Department a revised General Development Plan for certification reflecting all the conditions outlined above.

Major Modification MM 24-0300 shall comply with Condition 1.1 and the following Conditions of Approval.

40. Development within Tract 1 (also referred to as Phase 2A on the PD Site Plan) is permitted a maximum of 930 multi-family dwelling units of which up to 100 may be Townhomes/Platted, 750,000 square feet of Commercial/Retail, 15,000 square feet of Office, and 250 hotel rooms.

40.1 Tract 1 Development Summary

Tract 1 Development Summary*

<u>Development Areas**</u>	<u>Acreage***</u>	<u>Building Square Feet*****</u>	<u>FAR****</u>	<u>Hotel Rooms</u>	<u>Residential Units*****</u>	<u>Density</u>
<u>Retail/Commercial North</u>	<u>34.25</u>	<u>285,000</u>	<u>0.2</u>	<u>250 (100,000 Square Feet)</u>	<u>0</u>	<u>0</u>
<u>Retail/Commercial East</u>	<u>35.5</u>	<u>445,000</u>	<u>0.3</u>		<u>0</u>	<u>0</u>
<u>Mixed Use Central</u>	<u>14.64</u>	<u>35,000</u>	<u>0.1</u>	-	<u>405</u>	<u>27.7</u>
<u>Multi-Family South</u>	<u>33.89</u>	<u>0</u>	<u>0</u>	-	<u>525</u>	<u>15.5</u>
<u>Residential Density</u>	<u>48.53</u>	<u>N/A</u>	<u>N/A</u>	-	<u>930</u>	<u>19.2</u>
<u>Commercial Intensity</u>	<u>84.39</u>	<u>765,000</u>	<u>0.21</u>	<u>250</u>	<u>N/A</u>	<u>N/A</u>

*When retail commercial uses occupy the first floor of a mixed use building that includes multi-family residential, the acreage will be proportionally allocated between the two uses.

**Development Areas graphically depict plan elements and will be divided into tracts, parcels, and outparcels subject to the final conditions of approval.

***Acreages do not include the central lake feature.

****The maximum FAR for any individual parcel shall not exceed 1.

*****The density range for Mixed Use Central is 200 – 405 and the density range for Multi-Family South is 525 – 750. The maximum number of residential units is 930.

*****May include up to 15,000 square feet of office uses.

40.2 The approved entitlements may be exchanged in accordance with the LUEM identified as Table 6 in the DRI Development Order.

40.3 During the site construction permitting phase, acreages, densities and intensities may shift between Development Areas as long as the form of the community is maintained consistent with PD Site Plan. Surface water management may be incorporated into any of the Development Areas.

41. All Tract 1 residential development permitted in Multi-Family South and Mixed-Use Central shall comply with the following requirements:

41.1 Multi-family including Apartments, Flats, Townhomes (Not Platted), Rowhomes shall be subject to RMC-20 regulations unless otherwise specified herein.

41.2 Townhomes/Platted – Alley Loaded

Minimum Lot Size: 992 SF

Minimum Lot Width: 16 Feet

Minimum Front Yard 3 feet to patio, stoop or porch, and

10 feet to principal structure; steps may project up to 100 percent into the required setback.

Minimum Side Yard: Interior lot – 0 feet

End lot – 7.5 feet

Minimum Rear Yard 5 feet, and

Cantilevered balconies or decks may project up to 100 percent into the required rear yard setback.

41.3 Front yard setbacks for structures, including mixed-use, adjacent to internal private accessways shall comply with the following.

The nearest resident-occupied structure to the I-75 right-of-way shall be set back a minimum of three hundred (300) feet. The nearest non-resident structure shall be setback at least 10 feet from the area designated Retained Existing Vegetation.

The nearest resident occupied structure to the southern boundary adjacent to single family uses shall be set back a minimum of sixty-five (65) feet.

42. Tract 1 Development Regulations are as follows:

- 42.1 Development within Retail/Commercial North and Retail/Commercial East shall be subject to the development standards and permitted uses listed for the CI zoning district, per the Land Development Code, unless otherwise specified herein. Big box retailers shall be a permitted use subject to LDC Sec. 6.11.106. with the exception of Section 6.11.106.7.a. as modified herein. The following use categories shall be prohibited: Agricultural, Industrial, Manufacturing, and Distribution, and Solid Waste Facilities.
- 42.2 Service areas and loading docks facing Covington Garden Drive shall be screened from Covington Garden Drive in accordance with Section 6.11.106.C.9 of the Land Development Code. A berm or combination berm with landscaping and/or Fencing may also be used to meet screening requirements with the minimum height consistent with the requirements in Section 6.11.106.C.9.
- 42.3 The minimum building setback along the northern PD modification boundary (Big Bend Road) and the western PD modification boundary (Covington Garden Drive) shall be 30 feet. The setback from the eastern PD modification boundary (Folio 051521.0100) shall be 30 feet. Structures greater than 60 feet shall be set back an additional two feet for every one foot of structure height over 60 feet from the north, east and west boundaries .
- 42.4 Development within Mixed-Use Central shall include multi-family residential uses as defined herein as well as the following commercial uses subject to the development standards for the CN zoning district, per the Land Development Code.
- 42.5 Within any development area, galleries, cafes, and arcades may include outdoor seating.
- 42.6 For each development area, the maximum impervious surface ratio shall not exceed eighty percent (80%).
- 42.7 Parking garages/structured parking within Tract 1 shall have a minimum setback of three hundred (300) feet from the southern boundary. Parking structures shall not be allowed in Multi-Family South.
- 42.8 Free standing, ground mounted lighting fixtures located within Multi-Family South shall be limited to a maximum height of eighteen (18) feet.
- 42.9 No more than 50 percent of the frontage along Big Bend Road and Covington Garden Drive shall be occupied with an open parking lot without buildings in front of said parking. Two rows of double loaded parking between the front facade of the building and the roadway shall not be considered open parking. Drive-thru facilities and canopy structures are not considered open parking.
- 42.10 The developer shall construct a 10-foot-wide sidewalk along one or both sides of the internal transportation facilities as shown on Inset 1 of the PD site plan. Such sidewalks shall be designed to accommodate bicyclists as well as pedestrians, be separated from the back of curb by a minimum 5-foot-wide green strip, and tie into the existing/proposed bicycle facilities along Covington Garden Dr., Big Bend Rd., and the east/west collector roadway specified in condition 24, hereinabove. In addition to the above described 10-foot-wide facilities, the developer shall construct minimum 5-foot-wide sidewalks as necessary to comply with Hillsborough County LDC Sections 6.11.106, 6.02.08, 6.03.02, and/or any other applicable regulations. All bicycle and pedestrian facilities shall also be constructed consistent with Americans with Disability Act (ADA) minimum standards

- 42.11 The developer shall provide and interconnected vehicular and pedestrian circulation system (i.e., sidewalk) as depicted on the PD Site Plan.
- 42.12 Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- 42.13 As depicted on the PD Site Plan, the project shall contain two central gathering places generally within the center of Tract 1 adjacent to the central lake. Each central gathering place shall contain a mixture of buildings and public spaces (i.e., courtyard, park, gazebo, indoor/outdoor arcade and/or gallery, etc.) that are not separated from each other by vehicular use areas (i.e., parking, driveways, service roads, etc.). The two central gathering places shall be connected to each other by a pedestrian connection/pathway.
43. Vehicular access to Tract 1 shall be restricted as follows.
- 43.1 The project shall served by (and limited to) four (4) access connections to Covington Garden Dr. Access A, Access B, and Access C shall be full access connections. Access D shall be restricted to right-in/right-out turning movements.
- 43.2 The project shall served by (and limited to) two (2) access connections to Big Bend Rd. Access E and Access F shall be restricted to right-in/right-out movements only.
- 43.3 All access connections shall be subject to future turning movement restrictions or other modifications as necessary to address future safety/operational issues, if any.
- 43.4 Notwithstanding anything herein these conditions or on the PD site plan to the contrary, in the event traffic entering or exiting from Access F creates significant safety or operational impacts which negatively affect the Interstate 75 ramps, then the developer shall be required to study the issue and undertake any measure necessary to correct the issue, up to and including closure of Access F. All such access changes shall be subject to review and approval by Hillsborough County.
- 43.5 Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections (excluding limited purpose or emergency only connections). The developer shall include a note in each site/construction plan submittal which indicates same.
44. Prior to or concurrent with the initial increment of development within Tract 1, the developer shall construct the following improvements.
- 44.1 The developer shall widen Covington Gardens Dr. from two (2) lanes to four (4) lanes for the entire length of Tract 1 (except for the southernmost portion where it may be necessary to transition back from the 4-lane section to the 2-lane section south of Tract 1). The final design of the roadway/extent of the 4-lane section shall be reviewed and approved by Hillsborough County at the time of plat/site/construction plan review. Additionally, the roadway improvements shall be consistent with the Design Exception referenced in Condition 53, herein below.
- 44.2 The developer shall construct a southbound to eastbound left turn lane on Covington Garden Dr. at project Access A.
- 44.3 The developer shall construct a southbound to eastbound left turn lane on Covington Garden Dr. at project Access B.
- 44.4 The developer shall construct a northbound to westbound left turn lane on Covington Garden Dr. at Project Access B (serving Surry Pines Dr.).
- 44.5 The developer shall construct dual southbound to eastbound left turn lanes on Covington Garden Dr. at project Access C. The second turn lane shall be striped out until such time as signalization of the intersection of Covington Garden Dr. and Access C is warranted.

- 44.6 The developer shall construct the westbound approach of the intersection of Covington Garden Dr. and the east/west collector roadway (i.e. Access C) with exclusive left, right and through lanes.
- 44.7 The developer shall construct a northbound to westbound left turn lane on Covington Garden Dr. onto the east/west collector road (i.e. at the intersection of Covington Garden Dr. and Access C).
- 44.8 The developer shall construct a northbound to eastbound right turn lane on Covington Gaden Dr. at project Access C.
- 44.9 The developer shall construct a northbound to eastbound right turn lane on Covington Garden Dr. at project Access D.
- 44.10 The developer shall construct westbound to southbound right turn lanes on Big Bend Rd. into the project Access E and Access F connections.
- 44.11 The developer shall construct dual northbound to westbound left turn lanes on Covington Garden Dr. onto Big Bend Rd.
- 44.12 The developer shall construct dual northbound to eastbound right turn lanes on Covington Garden Dr. onto Big Bend Rd., the westernmost of which will function as a thorough/right combination lane in the interim condition (i.e. before closure of the northern leg of the intersection is undertaken).
- 44.13 The developer shall extend the eastbound right tum lane at the intersection of Big Bend Rd. and Covington Gardens Dr. The final design of the tum lanes shall be determined and approved by Hillsborough County.
- 44.14 The developer shall be required to modify the existing signal infrastructure at the Big Bend Rd. and Covington Garden Dr. intersection necessary to effectuate the above improvements.
45. Prior to construction plan approval for the first increment of development within the project, the developer shall pay to Hillsborough County the sum of \$1,095,911.99, which shall be used by the County for the design and construction a westbound to eastbound U-turn Lane on Big Bend Rd. at the intersection of Covington Garden Dr. Notwithstanding the above, if the developer does not make the above-described payment prior to the issuance of a bid package for the County's improvements at the intersection of Covington Garden Dr. and Big Bend Rd. which includes closure of the northern leg of the intersection, then the developer shall assume all responsibility and costs related to the design and construction of the U-turn-lane, which shall be constructed together with the first increment of development. In such case, the developer shall not be required to make the above referenced payment.
- In the event the County has not moved forward with the above-described project by the time the subject PD has constructed 95% buildout of entitlements, then the County shall return the above-described payment without interest. Nothing herein this condition shall be construed as prohibiting the County from deciding to cancel the above describe project and return payment sooner (without interest).
46. With each increment of development, or otherwise at the request of Hillsborough County, the developer shall conduct a signal warrant analysis to determine when signalization of the intersection of the east/west collector roadway (Access C) and Covington Garden Dr. is warranted. When warranted, the developer shall design and install traffic signal, to include any signal interconnections and/or other related appurtenances deemed necessary by Hillsborough County. Concurrent with activation of the signal, the developer shall restripe the roadway to bring the second southbound left turn lane online.
47. All residential components of the project shall comply with LDC Sec. 6.04.04.A.3. All units within the Multi-family South area shall have unrestricted access to Access A. Nothing herein this condition shall preclude the provision of additional access connection(s) to the internal transportation facilities.
48. The project shall comply with the following minimum throat depth and other standards:

- 48.1 Access A shall have a minimum throat depth of 100 feet, i.e. no access connections, parking spaces, gates, queueing lanes for gated entries, and/or other points of conflict shall be permitted within the first 100 feet along Segment A (as measured from the nearest through lane of Covington Graden Dr.);
- 48.2 Access B and Access D shall have minimum throat depths of 250 feet (as measured along Segments B and Segment D from the nearest through lane of Covington Garden Dr.);
- 48.3 Access C shall have a minimum throat depth of 300 feet (as measured along Segment C from the nearest through lane of Covington Garden Dr.), and shall be constructed with a raised concrete separator along the entirety of Segment C (i.e. between Covington Garden Dr. and the proposed roundabout shown on the PD site plan.). Notwithstanding the above, no access points to the Mixed-Use Central area shall be permitted along Segment C.
- 48.4 Access E shall have a minimum throat depth of 250 feet (as measured along Segment E from the nearest through lane of Big Bend Rd.). Additionally, no access shall be permitted along Segment E to adjacent parcels.
- 48.5 Access F shall have a minimum throat depth of 250 feet (as measured along Segment F from the nearest through lane of Big Bend Rd.), except as otherwise permitted by the Sec. 6.04.02.B. Administrative Variance refence in condition 55, which permits a single right-in/right-out/left-in access 167 feet from the edge of curb of Big Bend Rd. (as shown in Inset 3 on the PD site plan), provided a turn lane is constructed generally as shown on the PD site plan. No additional access shall be permitted along Segment E.
49. The developer shall be permitted the use of alternative typical sections (which allow for on-street parking) along certain internal project infrastructure, consistent with the Design Exception referenced in Condition 54, hereinbelow. Notwithstanding the above, roadways or driveways that have parking facilities (regardless of whether such parking is parallel, traditional or angled parking), shall not be permitted along any named roadway segment shown on the PD site plan (i.e. Segment A through Segment J) nor within 250 feet of the proposed roundabout on any unnamed segment.
50. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, no exchange of land uses which may be permitted by the DRI shall be permitted if such exchange causes cumulative development within Tract 1 to exceed 33,973 gross average daily trips, 1,053 gross a.m. peak hour trips, and 3,032 gross p.m. peak hour trips.
51. None of the private internal transportation facilities shown on the PD site plan shall be gated, with the exception of Segment A and those accessways located south of the facility which runs along the +/- 12 ac. stormwater pond (i.e. the ring "road") and which are located within the Multi-family South area.
52. The network of internal roads/drives (including the appurtenant 10-foot-wide bicycle and pedestrian network appurtenant to certain facilities) shall be constructed as generally shown on the PD plan; however, the exact location of such facilities are conceptual in nature and may be adjusted at the time of plat/site/construction plan review, subject to County review and approval, and provided no changes alter minimum throat depths, access spacing, other applicable regulations, or conflict with other conditions herein.
53. If MM 24-0300 is approved, the County Engineer will approve a Design Exception request (dated February 28, 2024), which was found approvable by the County Engineer (on July 15, 2024) for the Covington Garden Dr. substandard road improvements. As Covington Garden Dr. is a substandard collector roadway, the developer will be required to make certain improvements to Covington Garden Dr. consistent with the Design Exception and other related zoning conditions contained herein.
54. If MM 24-0300 is approved, the County Engineer will approve a Design Exception request (dated July 15, 2024), which was found approvable by the County Engineer (on July 15, 2024) to allow an alternative typical section

for certain internal project roadways consistent with the Design Exception request. The use of such roadways shall also be covered by the other zoning conditions contained herein, including Condition 49, hereinabove.

55. If MM 24-0300 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance request (dated July 15, 2024), which was found approvable by the County Engineer (on July 15, 2024) for the from the Sec. 6.04.04.A.2. minimum throat depth requirements for the project's easternmost access on Big Bend Rd. (i.e. the minimum throat depth for the Segment F driveway). Approval of this administrative variance will reduce the minimum throat depth to +/- 167 ft., and be subject to the other conditions referenced in Condition X, hereinabove.
56. Parking shall be provided in accordance with the Land Development Code unless otherwise specified herein:
- 56.1 On-street parking shall be permitted on internal accessways subject to the requirements of the Land Development Code. On-street parking may incorporate angle parking in lieu of parallel, which can be approved administratively.
- 56.2 A variation to Section 6.05.02 allows for a shopping center or single tenant big box use to be parked at a ratio of 4.0 spaces per 1,000 square feet independent of building square footage where 4.5 or 5.0 spaces per 1,000 square feet would be required.
- 56.3 Large scale retail development (single tenant big box) not fronting on Big Bend Road or Covington Garden Drive shall be exempt from LDC Section 6.11.106.C.7.a.
57. Height limitations shall be as follows.
- 57.1 Except for hotels, all structures in Retail/Commercial North, Retail/Commercial East shall be limited in height to four (4) stories or sixty (60) feet whichever is less. Architectural features such as towers, spires, atriums, parapet walls or other similar features may be permitted up to a height of seventy (70) feet.
- 57.2 Hotel structures shall be limited to eight (8) stories in Retail/Commercial North, Retail/Commercial East, and Mixed-Use Central.
- 57.3 All structures in Mixed Use-Central shall be limited in height to five (5) habitable stories or seventy-two (72) feet, whichever is less, except for hotel structures as established in Condition 41.2.
- 57.4 All structures in Multi-Family South shall be limited in height to three (3) stories or forty-five (45) feet whichever is less within one hundred (100) feet of the southern boundary otherwise the maximum height shall be limited to four (4) stories and sixty-two (62) feet. The nearest resident occupied structure to the southern boundary adjacent to single family uses shall be set back a minimum of sixty-five (65) feet.
- 57.5 The maximum height of parking garages/structured parking shall be seventy-two (72) feet.
58. Multi-family residential shall comply with the following architectural standards.
- 58.1 The buildings shall be composed of a variety of articulated vertical and horizontal massing and setbacks that create articulated accessways and facades compatible with the Traditional Neighborhood Design (TND) principles of design.
- 58.2 Each building shall utilize a pallet of architectural elements such as front stoops, porches, terraces, bay windows, and second-floor balconies that address the accessways.
- 58.3 The Architectural Design of each building shall be composed on all four sides through the use of architectural elements such as windows, shutters, varied materials, and articulated elements such as balconies and bay windows. Architectural styles such as Southern Coastal, Modern Farmhouse and transitional modern styles will be incorporated to create an eclectic neighborhood.

59. Buffering and screening shall be provided in accordance with the Land Development Code unless otherwise specified herein. Within Tract 1 there shall be a thirty (30) foot wide buffer along the southern boundary adjacent to single-family residential uses. Within the thirty (30) foot wide buffer there shall be a three (3) foot high berm with a six (6) foot high solid fence on top of the berm. Landscaping shall be provided along the entire length of the berm which shall consist of evergreen shade trees, a minimum of twelve (12) feet in overall height at the time of planting, planted on twenty (20) foot centers, which will achieve a seventy-five percent (75%) opacity above the top of the six (6) foot fence within three years of planting.
60. Natural Resources staff identified some significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal.
61. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
62. The construction and location of any proposed environmental impacts are not approved by this correspondence but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
63. 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.
64. In accordance with LDC Section 5.03.07.C, the certified PD general site plan associated with MM 24-0300 shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:

J. Brian Grady

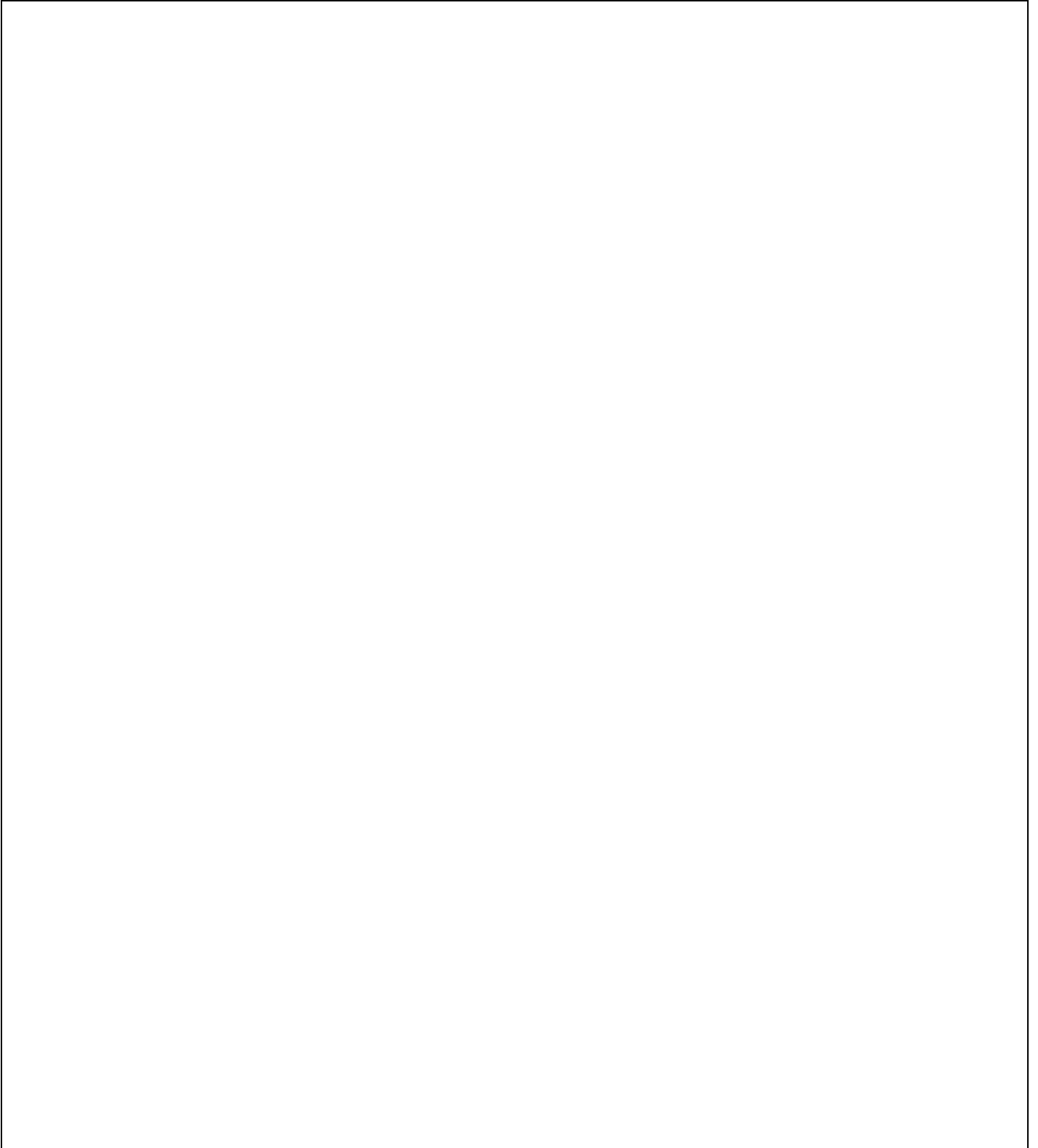
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



SOUTHBEND General Site Plan

REVISIONS: 1.00 05/17/2024

Project Description: The project is a 100-acre development located in the City of South Bend, Indiana. The site is bounded by US 41 (170' R.O.W.) to the north, US 100 (100' R.O.W.) to the east, and US 100 (100' R.O.W.) to the south. The project is divided into several tracts, including Tract 1A (Formerly Tracts 1, 2, 3, 4), Tract 1B (Formerly Tracts 5, 6, 7, 8), Tract 1C (Formerly Tracts 9, 10, 11, 12), Tract 1D (Formerly Tracts 13, 14, 15, 16), Tract 1E (Formerly Tracts 17, 18, 19, 20), Tract 1F (Formerly Tracts 21, 22, 23, 24), Tract 1G (Formerly Tracts 25, 26, 27, 28), Tract 1H (Formerly Tracts 29, 30, 31, 32), Tract 1I (Formerly Tracts 33, 34, 35, 36), Tract 1J (Formerly Tracts 37, 38, 39, 40), Tract 1K (Formerly Tracts 41, 42, 43, 44), Tract 1L (Formerly Tracts 45, 46, 47, 48), Tract 1M (Formerly Tracts 49, 50, 51, 52), Tract 1N (Formerly Tracts 53, 54, 55, 56), Tract 1O (Formerly Tracts 57, 58, 59, 60), Tract 1P (Formerly Tracts 61, 62, 63, 64), Tract 1Q (Formerly Tracts 65, 66, 67, 68), Tract 1R (Formerly Tracts 69, 70, 71, 72), Tract 1S (Formerly Tracts 73, 74, 75, 76), Tract 1T (Formerly Tracts 77, 78, 79, 80), Tract 1U (Formerly Tracts 81, 82, 83, 84), Tract 1V (Formerly Tracts 85, 86, 87, 88), Tract 1W (Formerly Tracts 89, 90, 91, 92), Tract 1X (Formerly Tracts 93, 94, 95, 96), Tract 1Y (Formerly Tracts 97, 98, 99, 100).

Project Goals: The project goals are to provide a high-quality residential development that meets the needs of the community. The project will include a mix of housing types, including single-family homes, townhomes, and multi-family units. The project will also include a variety of amenities, including a park, a playground, and a community center. The project will be designed to be sustainable and to provide a high level of safety and security for its residents.

Project Features: The project features include a mix of housing types, including single-family homes, townhomes, and multi-family units. The project will also include a variety of amenities, including a park, a playground, and a community center. The project will be designed to be sustainable and to provide a high level of safety and security for its residents.

Project Benefits: The project benefits include the creation of new jobs, the increase in property values, and the improvement of the community's infrastructure. The project will also provide a high level of safety and security for its residents.

Project Risks: The project risks include the potential for delays, the potential for cost overruns, and the potential for environmental issues. The project will be managed to minimize these risks and to ensure that the project is completed on time and within budget.

Project Conclusion: The project is a high-quality residential development that meets the needs of the community. The project will include a mix of housing types, including single-family homes, townhomes, and multi-family units. The project will also include a variety of amenities, including a park, a playground, and a community center. The project will be designed to be sustainable and to provide a high level of safety and security for its residents.

Stantec

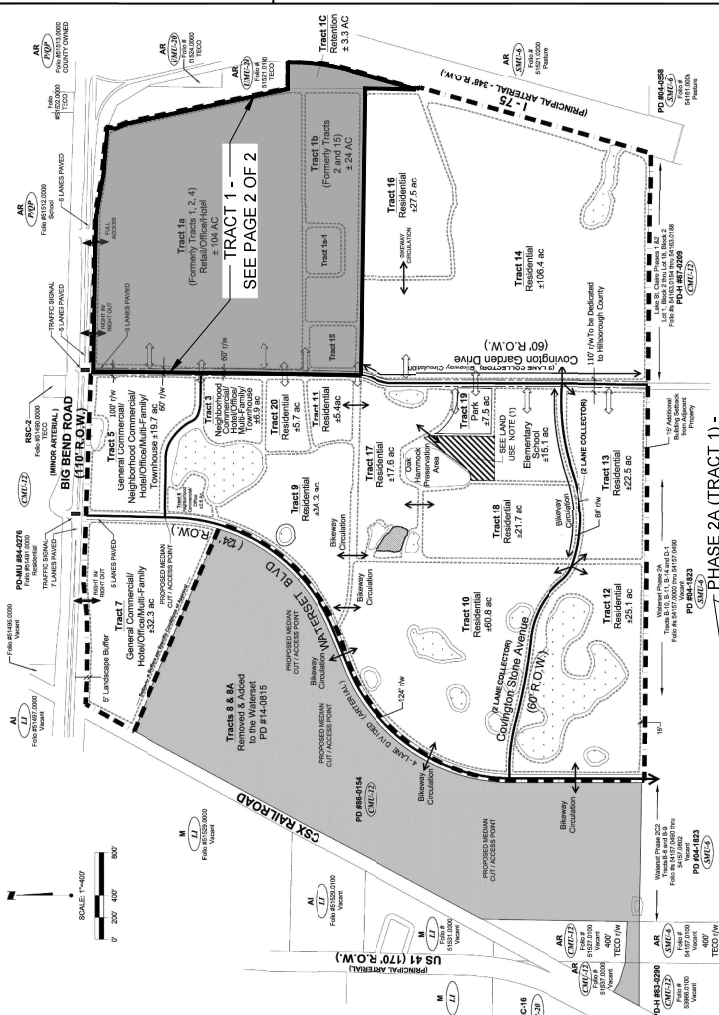
777 N. Kalamazoo Avenue, Suite 200
South Bend, IN 46708
Phone: 812-223-0000 • Fax: 812-223-0000
Email: info@stantec.com

SOUTHBEND

MAJOR MODIFICATION TO PD 86-0154

GENERAL SITE PLAN

December 2020



PHASE 2A (TRACT 1) - SEE PAGE 2 OF 2

TRACT	AREA (AC)	AREA (SQ FT)	AREA (SQ YD)	AREA (SQ MI)
TRACT 1A	1.00	130,680	14,500	0.23
TRACT 1B	1.00	130,680	14,500	0.23
TRACT 1C	1.00	130,680	14,500	0.23
TRACT 1D	1.00	130,680	14,500	0.23
TRACT 1E	1.00	130,680	14,500	0.23
TRACT 1F	1.00	130,680	14,500	0.23
TRACT 1G	1.00	130,680	14,500	0.23
TRACT 1H	1.00	130,680	14,500	0.23
TRACT 1I	1.00	130,680	14,500	0.23
TRACT 1J	1.00	130,680	14,500	0.23
TRACT 1K	1.00	130,680	14,500	0.23
TRACT 1L	1.00	130,680	14,500	0.23
TRACT 1M	1.00	130,680	14,500	0.23
TRACT 1N	1.00	130,680	14,500	0.23
TRACT 1O	1.00	130,680	14,500	0.23
TRACT 1P	1.00	130,680	14,500	0.23
TRACT 1Q	1.00	130,680	14,500	0.23
TRACT 1R	1.00	130,680	14,500	0.23
TRACT 1S	1.00	130,680	14,500	0.23
TRACT 1T	1.00	130,680	14,500	0.23
TRACT 1U	1.00	130,680	14,500	0.23

LEVELUP CONSULTING, LLC

PROJECT NAME:
LC PROMENADE AT APOLLO BEACH
MARKETPLACE AT APOLLO BEACH

DRAWING TITLE:
PHS 2-0229
GENERAL SITE PLAN

PREPARED FOR:
LC COMMUNITIES LTD

PROJECT No.:
2844-M1

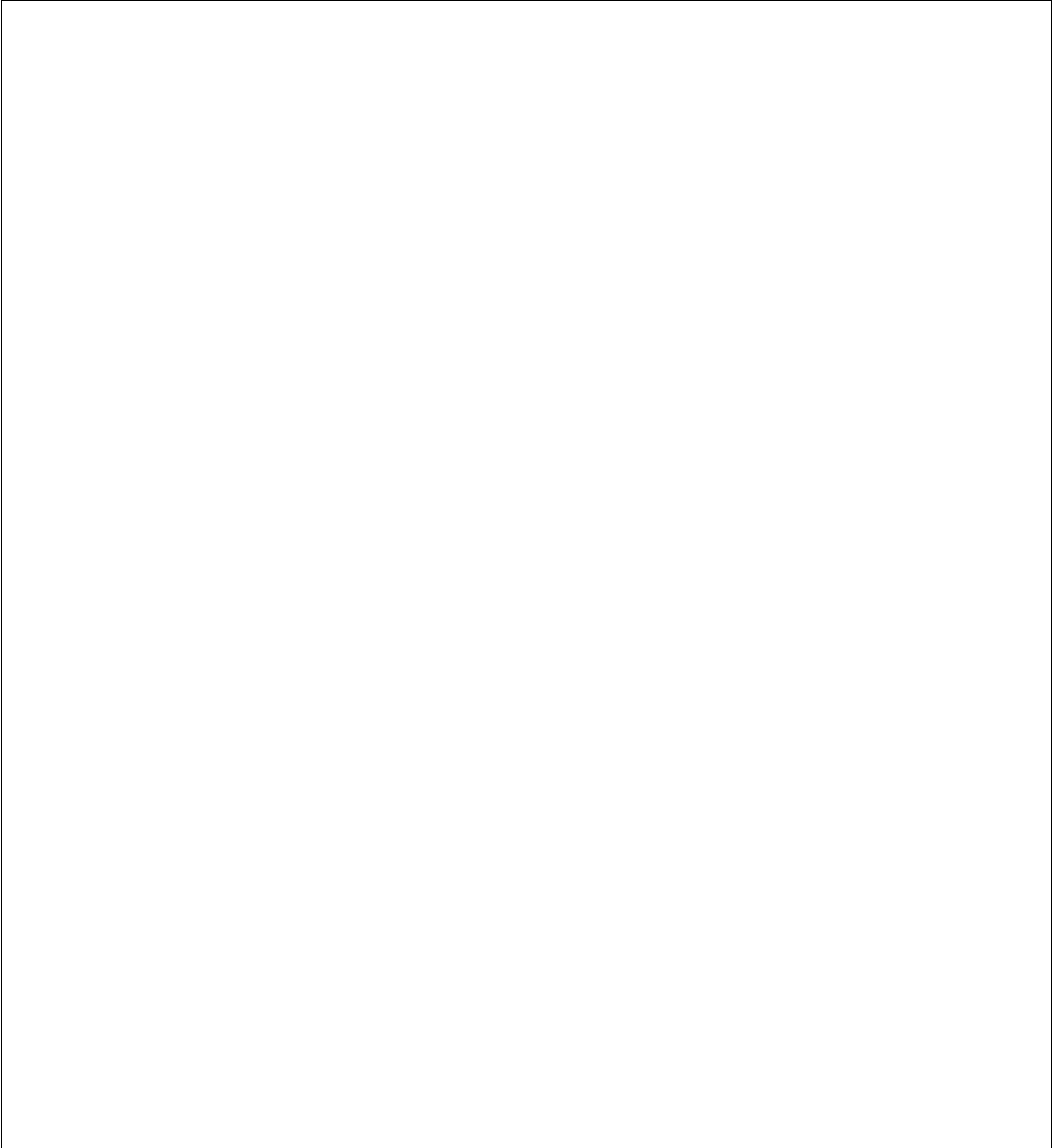
SHEET:
1 OF 3

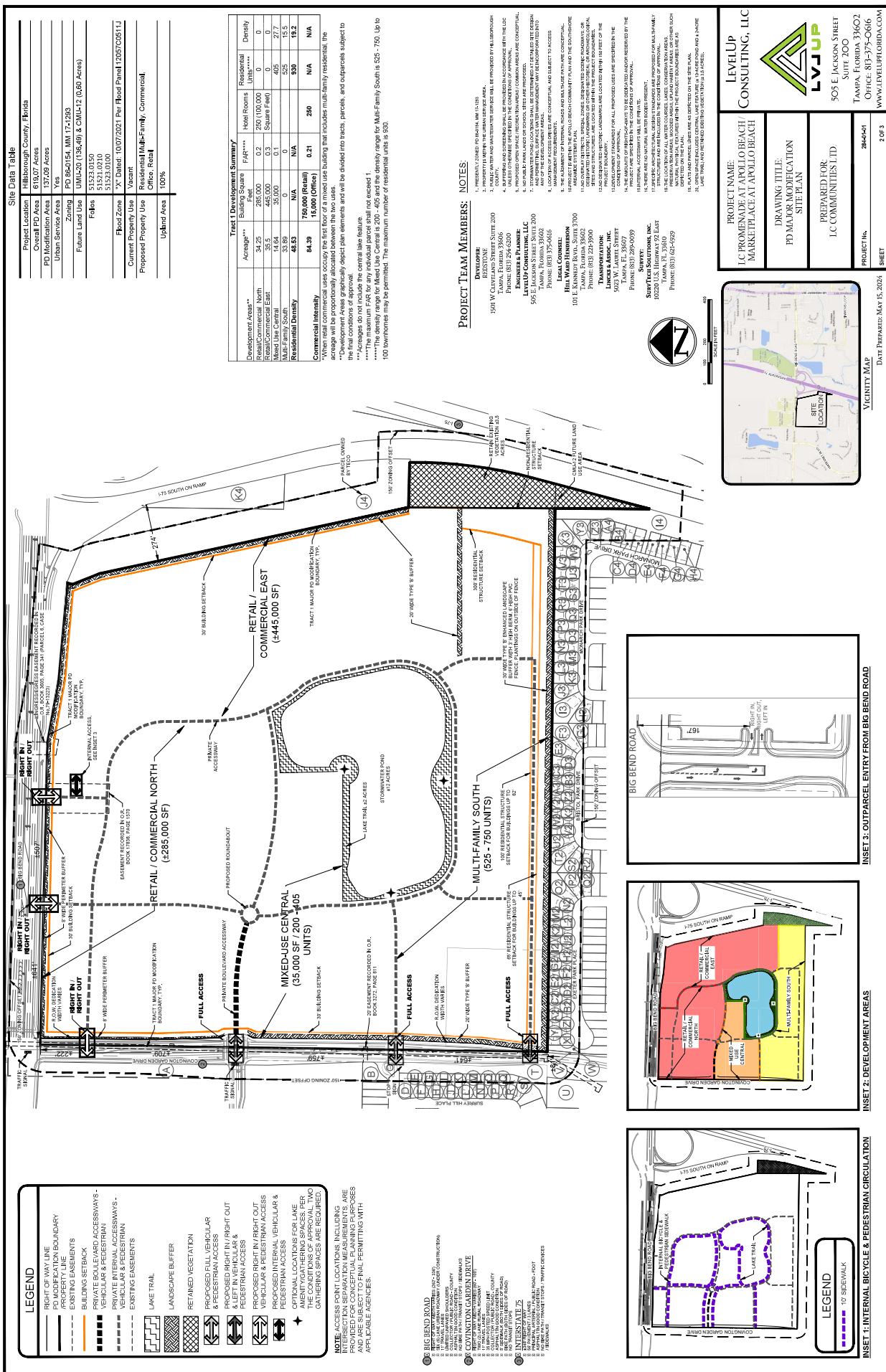
DATE PREPARED: APRIL 11, 2024

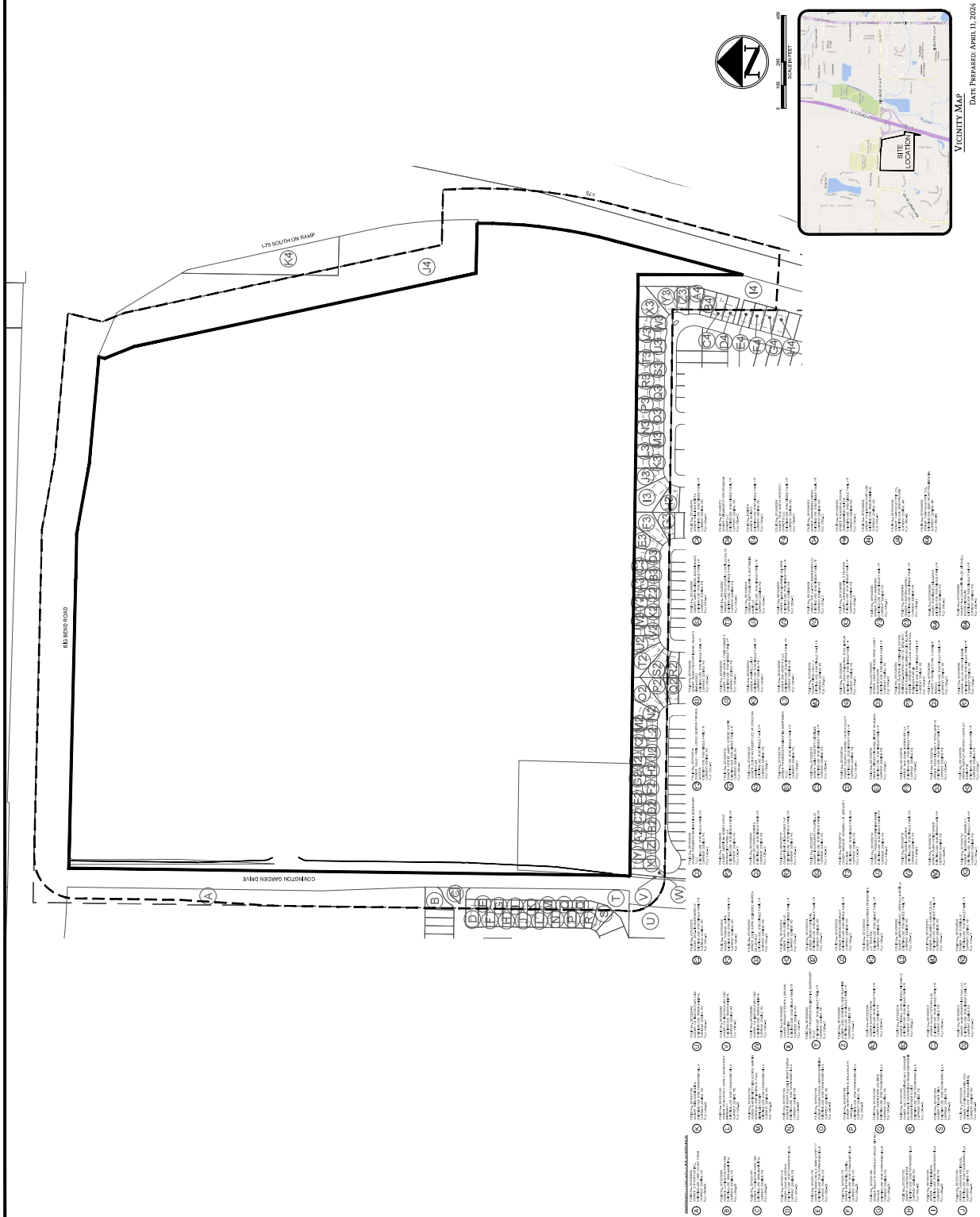
LEVELUP CONSULTING, LLC
SUITE 200
505 E JACKSON STREET
TAMPA, FLORIDA 33602
OFFICE: 813-775-0616
WWW.LEVELUPFLORIDA.COM

8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)

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






LEGAL DESCRIPTION

A portion of the West half of Section 13, Township 31 South, Range 19 East, Hillsborough County, Florida, being more particularly described as follows: COMMENCE at the Northwest corner of Section 13, Township 31 South, Range 19 East, Hillsborough County, Florida, thence S20°42'24\"/>

PROJECT NAME:
LC PROMENADE AT APOLLO BEACH
MARKETPLACE AT APOLLO BEACH

DRAWING TITLE:
MAJOR MODIFICATION 24-0300 -
LEGAL DESCRIPTION, SURVEYING,
OWNERS, AND BOUNDARY

PREPARED FOR:
LC COMMUNITIES LTD


LVJUP
CONSULTING, LLC

905 E JACKSON STREET
SUITE 200
TAMPA, FLORIDA 33602
OFFICE: 813-773-0616
WWW.LEVELUPFLORIDA.COM

PROJECT No. 24-0300-01
SHEET 3 OF 3

VICINITY MAP
DATE PREPARED: APRIL 11, 2024

APPLICATION NUMBER: MM 24-0300

ZHM HEARING DATE: JULY 22, 2024

BOCC LUM MEETING DATE: SEPTEMBER 10, 2024

CASE REVIEWER: SAM BALL

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 07/15/24

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: APB/ South

PETITION NO: MM 24-0300

☐

This agency has no comments.

☐

This agency has no objection.

☒

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

☐

This agency objects for the reasons set forth below.

NEW AND REVISED CONDITIONS OF ZONING APPROVAL

Revised Conditions

Conditions 1.2, 1.3 and 2 through XX shall apply to all development tracts except Tract 1.

1. The development of the Southbend project shall proceed in strict accordance with the Development Order for the Development of Regional Impact, DRI #145, as amended, the General Development Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County. Approval is based upon the General Development Plan received December 21, 2020, and all data shown, defined, described, noted, referenced and listed thereon.

- 1.1 All of the Single Family Residential entitlements in Phase 1 were owned and developed by NNP-Southbend II, LLC. All of the non-Single Family in Phase 1 and all of Phase 2B entitlements are currently owned by Bayview Properties, Ltd., LLLP. All of the Phase 2A entitlements are currently owned by NRI Equity Tampa, LLC.

- 1.2 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.

- 1.3 Each tracking table shall show the following by Phase: (1) the 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, (4) the remaining development entitlements, by type of development, after Preliminary Plan or Preliminary Plat submittal for the subject portion of the project, and (5) the owner of the entitlements. 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.

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

Single family:

Minimum Lot Size:	4,400 sf
Minimum Lot Width:	40 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet
Maximum Lot Coverage:	50%
Maximum Height:	35 feet

Townhouse:	
Minimum Lot Size:	1,800 sf
Minimum Lot Width:	20 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet (Minimum 10 feet between buildings)
Minimum Rear Yard:	15 feet
Maximum Height:	35 feet
Maximum Lot Coverage:	65%

Multi family: RMC-20 regulations

3. The following exceptions to those requirements may be made for single-family zero lot line development: Side-yard setbacks may be a minimum of zero (0) feet on one side and ten (10) feet on the other, or five (5) feet on each side. This requirement shall not preclude Z-lots, i.e., the zero lot line may be partially on one and partially on the other side of a lot. It shall also not preclude combinations, such as three (3) feet on one side and seven (7) on the other. In no case, however, shall a combination of setbacks (i.e., 0 feet+ 10 feet and 5 feet+ 5 feet) be allowed which would create a separation of less than ten (10) feet between nonattached structures. Further, rear yards shall be a minimum of 20 feet, but may be reduced to 15 feet on conditions that the total usable open space contained within rear yards and portions of side yards of no less than 15 usable feet in width is not less than twenty times the average lot width.

4. The developer shall have the option of developing villa-duplex units within any tract, subject to the following development standards:

Minimum Lot Size:	3,500 sf
Minimum Lot Width:	33 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet
Maximum Lot Coverage:	50%
Maximum Height:	35 feet

5. For all uses other than single family, two feet of additional yards other than that described herein shall be provided for every one foot of structure height over 20 feet.

6. The maximum residential density on any tract shall be no greater than 5 percent in excess of that shown on the Land Use Schedule for the particular type of residential development, except that densities may be a maximum of 15 units per acre. This shall not preclude the transfer of types of residential units from tract to tract providing that the tracts receiving the more intense form of development are not located on the perimeter of the project except along Interstate 75. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, no density or intensity shall be permitted to be transferred from outside of Tract 1 to within Tract 1.

[Staff believes this condition could be constructed as allowing the transfer of additional density and intensity into Tract 1, above and beyond the maximums specified for Tract 1 in the conditions provided specific to Tract 1 development, hereinbelow. As such, staff proposes the above clarifying addition to ensure no such transfer can occur. Staff notes that significant study and analysis of traffic impacts for future development within Tract 1 was based on the specified maximums, and any additional transfers would require further study and analysis (through the PD modification process) prior to such transfer being authorized.]

7. Pole signs and Billboards shall be prohibited in Tract 7.
8. Development regulations within Tracts 1a, Tract 1a-1, Tract 1b, Tract 3, Tract 5, Tract 6, and Tract 7 shall be as follows:
 - Tract 3, Tract 5, Tract 6, Tract 7, and Tract 1a shall be subject to the development standards listed for the C-I zoning district, per the Land Development Code, unless otherwise specified herein;
 - Warehouses and truck terminals shall be prohibited in Tract 1a;
 - Office and hotel uses shall be subject to the development standards listed for the CG zoning district, per the Land Development Code, unless otherwise specified herein;

- Tract 1 a-1, Tract 1b and Tract 15 shall be subject to the development standards listed for the C-G zoning district, per the Land Development Code, unless otherwise specified herein;
- Fitness center/gymnasium and hotel shall also be permitted uses in Tract 1a-1, Tract 3, Tract 5, and Tract 7;
- Fitness center/gymnasium shall also be a permitted use in Tract 6;
- Hotels may exceed the twenty-five percent limitation on gross building square footage for the district;
- The maximum impervious surface ratio shall not exceed eighty percent (80%) for developments within Tract 1a, Tract 1a-1 and Tract 1b;

- 8.1 All office buildings within Tract 1 a, Tract 15 and Tract 1 b shall have a maximum height of seventy-five (75) feet.
- 8.2 There shall be a minimum building setback of two hundred and twenty five (225) feet from the southern boundary of Tract 1 b and Tract 15. This setback shall apply to all development, excluding parking garages/structured parking, in Tract 1a and Tract 1 b.
- 8.3 Parking garages/structured parking within Tract 1b and Tract 15 shall have a minimum setback of seventy-five (75) feet from the southern boundary of Tract 1b. The maximum height of parking garages/structured parking in Tract 1b between the seventy-five (75) foot set back and two hundred (200) feet from the southern boundary of Tract 1b, shall be twenty-five (25) feet. The maximum height of parking garages/structured parking beyond two hundred (200) feet from the southern boundary of Tract 1b shall be fifty-five (55) feet.
- 8.4 Within Tract 1a-1, Tract 1b and Tract 15 there shall be no more than ten (10) buildings with office uses as the primary use. All office buildings, with the exception of two (2), within Tracts 1a- 1, 1b and 15, as combined, shall be a minimum of three (3) stories. Accessory retail uses shall be allowed in office uses developed in Tracts 1a-1, 1 b and 15, and shall comply with the requirements of Section 6.11.03 of the Land Development Code.
- 8.5 No interim or required parking for Tract 1a or Tract 1a-1 shall be allowed within Tract 1b or Tract 15, unless said parking is for office uses. Upon development of office uses within Tract 1b or Tract 15, parking constructed for said office uses can be used for overflow retail parking associated with Tract 1a and/or Tract 1a-1, subject to appropriate cross parking agreements.
- 8.6 Large Scale Retail as defined by the Land Development Code shall comply with the requirements for Large Scale Retail Development (Single Tenant Big Box) in Section 6.11. 106 of the Land Development Code with the exception of Section 6.11.-106.7.a.
- 8.7 Free standing, ground mounted lighting fixtures within Tract 1B and Tract 15 south of the buildings, structured parking and surface parking shall be limited to a maximum height of eighteen (18) feet.
- 8.8 Development within Tracts 1a, 1a-1 and 1b shall incorporate precautions to control unconfined emissions of particulate matter (dust), including, but not limited to, the methods, practices and procedures contained in Chapter 62-296.320(4)(C), Florida Administrative Code.
- 8.9 Within Tract 1a, no more than 50 percent of the frontage along Big Bend Road and Covington Garden Drive shall be occupied with an open parking lot without buildings in front of said parking. Two rows of parking between the front facade of the building and the roadway shall not be considered open parking.
- 8.10 Service areas and loading docks facing Covington Garden Drive shall be screened from Covington Garden Drive in accordance with Section 6.11.107 .9 of the Land Development Code. A berm or combination berm with landscaping and/or Fencing may also be used to meet screening requirements with the minimum height consistent with the requirements in Section 6.11.-107.9.

~~8.11 Within Tracts 1a, 1a-1, 1b and 15, the developer shall provide an interconnected vehicular and pedestrian circulation system (i.e., sidewalk). At a minimum, the interconnected pedestrian circulation system shall:~~

- ~~• Connect to Big Bend Road and Covington Garden Drive at all full access connections~~
- ~~• Travel from the above access connections into the project and terminate at another sidewalk, building or public courtyard/open space.~~

- ~~• Connect all development components of the project, excluding outparcel buildings along Big Bend Road. This outparcel exemption shall not be construed as exempting outparcels from ADA accessibility requirement as provided for in the Land Development Code. A development component shall be defined as a building or group of buildings that is separated from another individual building or group of buildings by driveways, drive aisles and/or parking lots. Within Tract 1a, each development component shall have a minimum of two separate sidewalk connections to other development components within the project. Said connections can be to the same development component or to a separate development component. Compliance with this standard can be met by connection to an internal sidewalk that then connects to another development component.~~

[Transportation Review Section staff is proposing to delete the above condition. Staff has instead proposed a new condition within the section of conditions applying to Tract 1. This new condition conforms with current practice and LDC requirements, as well as reflects the 10-foot-wide sidewalk proposed within the project to provide both pedestrian and bicycle circulation in certain areas, at a minimum.].

- 8.12 The project shall contain two central gathering places generally within the center of Tract 1a. Each central gathering place shall contain a mixture of buildings and public spaces (i.e., courtyard, park, gazebo, indoor/outdoor arcade and/or gallery, etc.) that are not separated from each other by vehicular use areas (i.e., parking, driveways, service roads, etc.). The two central gathering places shall be connected to each other by an enhanced pedestrian connection/pathway. The enhanced pedestrian pathway shall be constructed of materials (i.e., pavers, brick, etc.), to differentiate it from the other sidewalks, pathways within the development (if the other sidewalks/pathways are constructed of concrete, asphalt or similar material). The developer, prior to final construction plan approval, shall submit a landscaping plan for review and approval by the County that demonstrates a 75 percent canopy closure over the enhanced pedestrian pathway within five years of planting. A combination of an architectural feature (e.g., pergola, archway, colonnade, trelliswork, arbor, etc.) and landscaping material may be utilized to achieve the equivalent of providing the 75 percent tree canopy closure. This requirement shall not be construed as preventing the developer from utilizing the same enhanced design on other sidewalk/pathways within the development. The enhanced pedestrian pathway shall not be required if the two central gathering places are constructed along a common access drive/road that is designed in accordance with Traditional Neighborhood Design standards.
- 8.13 Site construction plan approval for free-standing General/Regional Commercial uses in Tracts 5 and 7 shall be capped at 200,000 square feet, unless and until (1) the project also includes a minimum of 250,000 square feet of Office uses to be located on Tracts 3, 5, 6 and/or 7, or (2) Tract 1a by itself or in combination with any or all of Tracts 3, 5, 6 and/or 7 has obtained site construction plan approval for a minimum of 250,000 square feet of Office uses.
- 8.14 Commercial uses that are vertically integrated into an office or hotel project shall not be counted against the cap in Condition 8.13 above.
- 8.15 Any request to remove or revise the cap on commercial uses shall be processed as a Minor Modification.
9. The maximum floor area (FAR) ratio on any tract shall be no more than 15 percent in excess of the average FAR shown on the Land Use Schedule for that use.
10. Height limitation in the project shall be as follows:
 - 10.1 All structures in the office areas, except for office buildings in Tract 1a and Tract 1b, shall be limited in height to five (5) stories and sixty-five (65) feet whichever is less. The height of office buildings in Tract 1a and Tract 1b shall be as specified in Condition 8.1.
 - 10.2 All structures in the general commercial areas shall be limited in height to two (2) story or thirty-five (35) feet whichever is less.
 - 10.3 All structures in Tract 1a to be used for leasable retail space or storage shall be limited in height to three (3) stories or fifty-five (55) feet whichever is less. Architectural features such as towers, spires, atriums, parapet walls or other similar features may be permitted up to a height of sixty-five (65) feet.

- 10.4 All structures in the multi-family and townhouse areas shall be limited in height to four (4) stories or fifty-five (55) feet whichever is less.
- 10.5 All structures in the villa duplex area shall be limited in height to three (3) stories or thirty-five (35) feet, whichever is less.
- 10.6 Hotel structures shall be limited to five (5) stories, or fifty-five (55) feet, whichever is less, in Tract 3, except excluded portions of buildings per LDC Section 6.08.01. Hotel structures shall be limited to six (6) stories, or sixty-five (65) feet, whichever is less, in Tract 5 and Tract 7, except excluded portions of buildings per LDC Section 6.08.01. Hotel structures shall be limited and to eight (8) stories in Tract 1a.
11. Buffering and screening shall be provided in accordance with the Land Development Code unless otherwise specified herein. Between office uses and single family or townhomes, and between hotels and single family, the following shall be required: a 15 foot buffer with 10 foot high evergreen trees at 15 foot intervals, a lawn/shrub/groundcover/mulch over the buffer, and a choice of evergreen shrubs (6 feet high within two years of planting), or 6 foot masonry wall, or 6 foot wooden fence, or a berm/planting combination 6 feet in height. Within Tract 1b there shall be a fifty (50) foot wide buffer along the southern boundary adjacent to single-family residential uses to the south. Within the fifty (50) foot wide buffer there shall be a ten (10) foot high berm with an eight (8) foot high solid fence on top of the berm. Landscaping shall be provided along the entire length of the berm which shall consist of evergreen shade trees, a minimum of twelve (12) feet in overall height at the time of planting, planted on twenty (20) foot centers, which will achieve a seventy-five percent (75%) opacity above the top of the eight foot fence within three years of planting. The berm and fence shall be constructed and the landscaping installed prior to the issuance of any certificates of occupancy for any development within Tract 1a or Tract 1b.
- 11.1 Along the southern boundary of Tract 3, there shall be a 20 foot buffer with 10 foot high evergreen trees at 15 foot intervals. a lawn/shrub/groundcover/mulch over the buffer, and a choice of evergreen shrubs (6 feet high within two years of planting), or 6 foot masonry wall, or 6 foot wooden fence, or a berm/planting combination 6 feet in height if developed with office, neighborhood commercial, or hotel uses.
- 11.2 Along the southern boundary of Tract 7, along the part of the boundary located north of the existing single family home development, and not within a wetland or wetland buffer area, a 30 foot wide natural vegetation strip shall remain. This shall not preclude existing plantings from counting toward screening requirements if verified by Natural Resources staff at the time of site development. The required building setbacks shall not be increased as a result of this natural vegetation strip.
12. Residential tracts abutting the western north-south roadway (Waterset Boulevard) shall have a 24 foot buffer from the right-of-way. Additionally, in accordance with the Land Development Code Section 6.06.06.C.6., a berm/planting combination with the berm an average height of four feet with minimum 3:1 side slopes and dense plantings which will, when combined with the berm, achieve a minimum height of eight feet and 75% opacity within three years of planting, shall be required adjacent to the right-of-way.
13. The developer shall provide, prior to the issuance of Certificate of Occupancy, for each applicable site plan submittal, those internal sidewalks and external sidewalks to the project in the right-of-way area of the major roadway(s) bordering the project (i.e. Big Bend Road).
14. The internal sidewalks shall be provided as appropriate in non-residential tracts to ensure free pedestrian movement to neighborhood shops, offices, and community facilities. The exact locations of said sidewalks shall be determined by the County Development Services Department during the appropriate Site Plan approval.
15. Prior to the issuance of Certificate of Occupancy, the developer unless otherwise directed by the County shall be responsible for constructing all improvements that are required as a result of this project at the intersection of the project entrance with Big Bend Road and at the project access with United States Highway 41 to maintain a Level of Service "D" or better. The developer shall pay for the installation when said signals become warranted. Interconnecting these traffic signals to adjacent traffic signals as per Hillsborough County Engineering Department requirements shall also be the developer's responsibility.

[The applicant proposed to strike this condition from the PD zoning. Staff notes that a majority of the PD is not included within the modification area, and as such this condition cannot be struck from the PD zoning. With respect to the US 41 access, while staff agrees that it was likely a scrivener's error that led to that portion of the condition being attached to the subject PD (given past zoning history and lack of any access from the subject PD to US 41), staff cannot effectuate such change without explicit direction from the Zoning Administrator. Staff does not agree with the remove of the language with respect to Big Bend Rd.].

16. The developer shall provide a minimum of 118-foot wide right-of-way for the future extension of 30th Street through the site. This right-of-way corridor will coincide approximately with the eastern most north south roadway shown on the conceptual site plan. Since this roadway is necessary to provide access to the project, any applicable Transportation and/or Right-Of-Way Impact Fee credit shall be based on percentage of roadway capacity provided beyond what is needed for project traffic. THIS REQUIREMENT HAS BEEN SATISFIED.
17. If the Developer elects the Pipeline Mitigation Alternative in the Southbend DRI Development Order, then the Developer shall design Western North/South roadway as a four (4) lane divided roadway and shall construct two (2) of the lanes. The Developer shall construct the roadway to Hillsborough County standards and shall include all bicycle, pedestrian, and transit facilities as specified in the latest edition of the Transportation Technical Manual. The Developer shall also dedicate all of the right-of-way needed for ponds. The Developer shall submit the 30% roadway plans for the roadway to the County for review and approval within 120 days of dedication of the Western North/South roadway right-of-way. Subsequent submittals of roadway plans for 60% design, 90% design and 100% design shall be submitted within 90 days of the County's approval of the previously submitted plans. Construction of the Required Improvements shall be completed within three (3) years of final approval by Hillsborough County of the 100% roadway plans. [This alternative was selected to mitigate the impacts Phase 1 of the Southbend DRI].

[The applicant proposed to have this condition deemed to be satisfied. Staff notes that no information was contained in the record which indicates the roadway was designed and all right-of-way dedicated as necessary to accommodate the future 4-lane roadway, particularly with respect their being adequate right-of-way/stormwater capacity for the ponds which would be required for such expansion. Given the above, staff cannot support the proposed modification].

18. The Developer shall ensure that all roadway intersections with the Western North/South roadway are constructed with the appropriate roadway geometry to provide for safe vehicular movements and maintenance of the North/South roadway capacity.

[The applicant proposed to have this condition deemed to be satisfied. Staff notes the potential for other new intersections or reconfigurations of existing intersections, and as such finds the proposed change not supportable].

19. Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the access related left and right turn lanes needed to serve development traffic. The access related turn lanes shall be constructed to FDOT and/or Hillsborough County standards. The only exceptions to access related roadway improvements shall be based on documented safety or environmental concerns. The Development Services and Public Works Departments shall approve all exceptions. The Developer, consistent with requirements of the Land Development Code, shall construct the following access related turn lanes:

- 19.1 Westbound left turn lane on Big Bend Rd @ Western North/South Roadway [\[THIS IMPROVEMENT HAS BEEN CONSTRUCTED.\]](#)
- 19.2 Eastbound right turn lane on Big Bend Rd @ Western North/South Roadway [\[THIS IMPROVEMENT HAS BEEN CONSTRUCTED.\]](#)
- 19.3 Eastbound right turn lane on Big Bend Rd @ each project entrance [\[THIS IMPROVEMENT HAS BEEN CONSTRUCTED.\]](#)
- 19.4 Northbound exclusive left turn lane, through lane, and right turn lane on Western North/South Roadway @ Big Bend Rd. [\[THIS IMPROVEMENT HAS BEEN CONSTRUCTED.\]](#)

- 19.5 EB right turn lane on Big Bend Road at the right-in/right-out access to Tract 7. The right-in/right-out access shall be aligned with Kings Crossing Drive on the north side of Big Bend Road. [\[THIS IMPROVEMENT HAS BEEN CONSTRUCTED.\]](#)
- 19.6 Construct continuous right turn lane from the right-in/right-out access to Tract 7 to Western North/South Roadway. [\[THIS IMPROVEMENT HAS BEEN CONSTRUCTED.\]](#)
- 19.7 Channelize the full median opening on Big Bend Road, along Tract 7 to allow for EB left turn movement only. [\[THIS IMPROVEMENT HAS BEEN CONSTRUCTED.\]](#)
- 19.8 No direct access connection to Tract 5, off of Big Bend Road is allowed.

[Transportation Review Section staff is proposing the above modifications for clarity.]

~~20. Prior to the issuance of any certificates of occupancy for any development in Tract 1a or Tract 1b the developer shall construct the following improvements:~~

- ~~20.1 The developer shall widen Covington Gardens Drive from two lanes to four lanes for the entire length of Tract 1a. The final design of the roadway shall be determined and approved by Hillsborough County's Public Works Department.~~
- ~~20.2 The developer shall construct turn lanes at each project driveway along Covington Gardens Drive. The final design of the roadway shall be determined and approved by Hillsborough County's Public Works Department.~~
- ~~20.3 The developer shall construct right and left turn lanes at the project's main entrance on Big Bend Road located east of Covington Gardens Drive and west of I-75. The final design of the turn lanes shall be determined and approved by Hillsborough County's Public Works Department.~~
- ~~20.4 The developer shall be required to extend the left and right turn lanes at the intersection of Big Bend Road and Covington Gardens Drive. The final design of the turn lanes shall be determined and approved by Hillsborough County's Public Works Department.~~
- ~~20.5 When warranted, the developer shall install a traffic signal on Big Bend Road at the project's main driveway located east of Covington Gardens Drive and west of I-75. The final design of the traffic signal shall be determined and approved by Hillsborough County's Public Works Department.~~

[Transportation Review Section staff is proposing to delete the above referenced condition, which has been moved and modified to the new section of conditions pertaining to development within Tract 1].

21. Annually, for inclusion in the DRI Annual Report, 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 Big Bend Rd at the Western North/South roadway. Should it be determined that a warrant study is required, the Developer shall provide same in the DRI 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 120 days of Hillsborough County approval. In addition, the developer shall also submit 100% design plans for the construction of a second left turn lane on Big Bend Rd at the Western North/South roadway. Construction of the traffic signal and second left turn lane shall commence within 120 days of approval of the final signal and roadway design 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. The signal and roadway improvements shall be designed and constructed to Hillsborough County Standards.

[The applicant proposed to strike this condition from the PD zoning, indicating the condition is "No longer required by State Statute." Staff notes that only DRI Annual Reports are no longer required by statute, and that a majority of the PD is not included within the modification area, and as such the entire condition cannot be struck from the PD zoning, nor can it be otherwise modified due to the entire PD area not being subject to this zoning action. Staff does concede that this condition applies to the Big Bend Rd. and Waterset Blvd. intersection, which is not expected to see

much if any traffic – particularly inbound traffic – that is tied to development within Tract 1. As such, staff agrees with not copying this condition over to the section of conditions that are applicable only to Tract 1 development].

22. Annually, for inclusion in the DRI Annual Report, 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 Big Bend Rd at Covington Garden Drive. Should it be determined that a warrant study is required, the Developer shall provide same in the DRI 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 120 days of Hillsborough County approval. In addition, the developer shall also submit 100 % design plans for the construction of a second left turn lane on Big Bend Rd at Covington Garden Drive. Construction of the traffic signal and second left turn lane shall commence within 120 days of approval of the final signal and roadway design 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. The signal and roadway improvements shall be designed and constructed to Hillsborough County Standards.

[The applicant proposed to strike this condition from the PD zoning, indicating the condition is “No longer required by State Statute.” Staff notes that only DRI Annual Reports are no longer required by statute, and that a majority of the PD is not included within the modification area, and as such the entire condition cannot be struck from the PD zoning, nor can it be otherwise modified due to the entire PD area not being subject to this zoning action. Staff notes that the condition will not be carried forward to the section of conditions which are only applicable to Tract 1. Instead, staff has proposed site access conditions which govern required improvements which must be constructed concurrent with Tract 1 development (including the dual left turn lane mentioned in the above condition)].

23. The Developer shall provide at least one (1) paved pedestrian and bicycle connection from Tract 9 to the Western North/South roadway. All pedestrian and bicycle connections shall be designed to the trail standards as found in the latest edition of the Transportation Technical Manual.

[The applicant proposed to modify this condition to specify that the requirement is specific to Tract 9. Staff notes that a majority of the PD is not included within the modification area, including Tract 9, and as such the proposed modification is not supportable. Staff notes that connection between Tract 9 and Waterset may involve Tract 9 (or less likely other tracts adjacent to Tract 9), but would not involve lands within Tract 1. As such, staff agrees not to include this condition with the group of conditions which apply to development within Tract 1].

24. Within all residential tracts, the Developer shall provide pedestrian and bicycle interconnectivity between adjacent residential pods/clusters that do not provide for vehicular access between the two residential pods/clusters. The Developer shall also provide for pedestrian and bicycle connectivity between adjacent residential and nonresidential pods, where a direct vehicular access is not provided.

25. The developer shall provide an internal collector roadway that runs parallel to Big Bend Rd along the southern boundary of Tract 5. The internal collector roadway shall provide for a continuous interconnected route between Tract 7 and the proposed regional commercial development within Tract 1. The Developer shall provide cross access and internal circulation to parcels or tracts adjacent to the roadway. The roadway shall connect with any internal roadways running north/south that have an access point with Big Bend Rd. The roadway shall intersect the Western North/South Roadway and Covington Garden Drive.

[The applicant proposed to modify this condition to specify that “This improvement is in process with the County.” Staff does not believe this statement has regulatory value. Additionally, staff notes that some of the provisions describe ongoing requirements that shall be maintained in future development/redevelopment scenarios. Given the above, staff does not support the proposed modification].

26. The developer shall provide the necessary pavement markings, signals and signs for a pedestrian crossing at the intersection of Big Bend Road and project entrance selected by the County when the pedestrian crossing is required by the County. [\[THIS IMPROVEMENT HAS BEEN CONSTRUCTED.\]](#)

27. The number and general location of the access points into each "pod" for Phase I shall be shown on the General Site Plan. All access points shall be limited as follows:

- 27.1 No access point shall be permitted:
- 27.1.1 Within 150 feet of any intersection rights-of-way at roadway intersections;
 - 27.1.2 Within 150 feet of the northern project boundary at the intersection of the project roadways and Big Bend Road;
 - 27.1.3 Within 150 feet of another access point or roadway on the same side of the street, or without 150 feet of another access point of roadway on the opposite side of the street unless such opposite roadways are in direct alignment; unless an alternate design acceptable to Hillsborough County Department of Development Coordination and the Engineering Department is approved in the Detailed Site Plan Phase. In no case shall access points be closer than 100 feet apart; and
 - 27.1.4 No more than five (5) access points per "pod" will be permitted, which pods will be located in compliance with the conditions set out above.
28. The developer shall dedicate to the School Board upon request of the School Board, usable land for one 15.1-acre elementary school site of which 3.5 acres may be shared with the adjacent park site. The location of the site shall be subject to approval of the County School Board and the Hillsborough County Board of County Commissioners accordingly. If ever it shall be determined that the school site shall not be used for a school, the site may be used for single-family or townhouse residential development only so long as the total number of dwelling units on site does not exceed 2,810.
29. All school site dedication shall be credited against school site dedication impact fees as provided in Hillsborough County Ordinance #86-20. If the school site is not used for a school, the developer shall pay impact fees in lieu of the land.
30. The developer shall dedicate to Hillsborough County a 4.0-acre park site. An additional 3.5 acres may be shared with the school site. Said dedication shall occur when any adjacent roadway is dedicated to Hillsborough County.
31. All public park land dedications and/or improvements shall be credited against park site acquisition and improvements impact fees as provided in Hillsborough County Ordinance.
32. The developer shall be required to utilize public water and shall pay all costs to connect for service delivery for this project's needs. The developer shall submit to the Hillsborough County Development Services Department, prior to the issuance of Certificates of Occupancy, evidence of commitment; from the County Department of Water and Wastewater Utilities to provide public water service, and evidence of agreement to pay necessary costs for this project to enable the County to provide public water service delivery.
33. The developer shall include on the General Site Plan a general bikeway circulation plan. The plan shall be designed in such a manner as to insure safe and continuous bikeway circulation throughout the development. A detailed pedestrian circulation plan showing an internal pedestrian system shall be shown on each Detailed Site Plan and the plan shall be implemented by the developer at the developer's expense. Said system shall be submitted to and approved by the Department of Development Services. The system shall meet the policies and standards of the Tampa Urban Metropolitan Planning Organization.

New Conditions

Condition 1.1 and Conditions XX through XX shall apply only to Tract 1

- Large Scale Retail as defined by the Land Development Code shall comply with the requirements for Large Scale Retail Development (Single Tenant Big Box) in Section 6.11.106 of the Land Development Code with the exception of Section 6.11.106.7.a.
- Within Tract 1, the developer shall construct a 10-foot-wide sidewalk along one or both sides of the internal transportation facilities as shown on Inset 1 of the PD site plan. Such sidewalks shall be designed to accommodate bicyclists as well as pedestrians, be separated from the back of curb by a minimum 5-foot-

wide green strip, and tie into the existing/proposed bicycle facilities along Covington Garden Dr., Big Bend Rd., and the east/west collector roadway specified in **condition 25**, hereinabove. In addition to the above described 10-foot-wide facilities, the developer shall construct minimum 5-foot-wide sidewalks as necessary to comply with Hillsborough County LDC Sections 6.11.106, 6.02.08, 6.03.02, and/or any other applicable regulations. All bicycle and pedestrian facilities shall also be constructed consistent with Americans with Disability Act (ADA) minimum standards.

- Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- Vehicular access to Tract 1 shall be restricted as follows:
 - The project shall served by (and limited to) four (4) access connections to Covington Garden Dr. Access A, Access B, and Access C shall be full access connections. Access D shall be restricted to right-in/right-out turning movements.
 - The project shall served by (and limited to) two (2) access connections to Big Bend Rd. Access E and Access F shall be restricted to right-in/right-out movements only.
 - All access connections shall be subject to future turning movement restrictions or other modifications as necessary to address future safety/operational issues, if any.
 - Notwithstanding anything herein these conditions or on the PD site plan to the contrary, in the event traffic entering or exiting from Access F creates significant safety or operational impacts which negatively affect the Interstate 75 ramps, then the developer shall be required to study the issue and undertake any measure necessary to correct the issue, up to and including closure of Access F. All such access changes shall be subject to review and approval by Hillsborough County.
 - Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections (excluding limited purpose or emergency only connections). The developer shall include a note in each site/construction plan submittal which indicates same.
- Prior to or concurrent with the initial increment of development within Tract 1, the developer shall construct the following improvements:
 - The developer shall widen Covington Gardens Dr. from two (2) lanes to four (4) lanes for the entire length of Tract 1 (except for the southernmost portion where it may be necessary to transition back from the 4-lane section to the 2-lane section south of Tract 1). The final design of the roadway/extent of the 4-lane section shall be reviewed and approved by Hillsborough County at the time of plat/site/construction plan review. Additionally, the roadway improvements shall be consistent with the Design Exception referenced in **Condition X**, hereinbelow.
 - The developer shall construct a southbound to eastbound left turn lane on Covington Garden Dr. at project Access A.
 - The developer shall construct a southbound to eastbound left turn lane on Covington Garden Dr. at project Access B.
 - The developer shall construct a northbound to westbound left turn lane on Covington Garden Dr. at Project Access B (serving Surry Pines Dr.).
 - The developer shall construct dual southbound to eastbound left turn lanes on Covington Garden Dr. at project Access C. The second turn lane shall be striped out until such time as signalization of the intersection of Covington Garden Dr. and Access C is warranted.
 - The developer shall construct the westbound approach of the intersection of Covington Garden Dr. and the east/west collector roadway (i.e. Access C) with exclusive left, right and through lanes.
 - The developer shall construct a northbound to westbound left turn lane on Covington Garden Dr. onto the east/west collector road (i.e. at the intersection of Covington Garden Dr. and Access C).

- The developer shall construct a northbound to eastbound right turn lane on Covington Garden Dr. at project Access C.
- The developer shall construct a northbound to eastbound right turn lane on Covington Garden Dr. at project Access D.
- The developer shall construct westbound to southbound right turn lanes on Big Bend Rd. into the project Access E and Access F connections.
- The developer shall construct dual northbound to westbound left turn lanes on Covington Garden Dr. onto Big Bend Rd.
- The developer shall construct dual northbound to eastbound right turn lanes on Covington Garden Dr. onto Big Bend Rd., the westernmost of which will function as a thorough/right combination lane in the interim condition (i.e. before closure of the northern leg of the intersection is undertaken).
- The developer shall extend the eastbound right turn lane at the intersection of Big Bend Rd. and Covington Gardens Dr. The final design of the turn lanes shall be determined and approved by Hillsborough County.
- The developer shall be required to modify the existing signal infrastructure at the Big Bend Rd. and Covington Garden Dr. intersection necessary to effectuate the above improvements.
- Prior to construction plan approval for the first increment of development within the project, the developer shall pay to Hillsborough County the sum of \$1,095,911.99, which shall be used by the County for the design and construction a westbound to eastbound U-turn Lane on Big Bend Rd. at the intersection of Covington Garden Dr. Notwithstanding the above, if the developer does not make the above-described payment prior to the issuance of a bid package for the County's improvements at the intersection of Covington Garden Dr. and Big Bend Rd. which includes closure of the northern leg of the intersection, then the developer shall assume all responsibility and costs related to the design and construction of the U-turn-lane, which shall be constructed together with the first increment of development. In such case, the developer shall not be required to make the above referenced payment.

In the event the County has not moved forward with the above-described project by the time the subject PD has constructed 95% buildout of entitlements, then the County shall return the above-described payment without interest. Nothing herein this condition shall be construed as prohibiting the County from deciding to cancel the above describe project and return payment sooner (without interest).

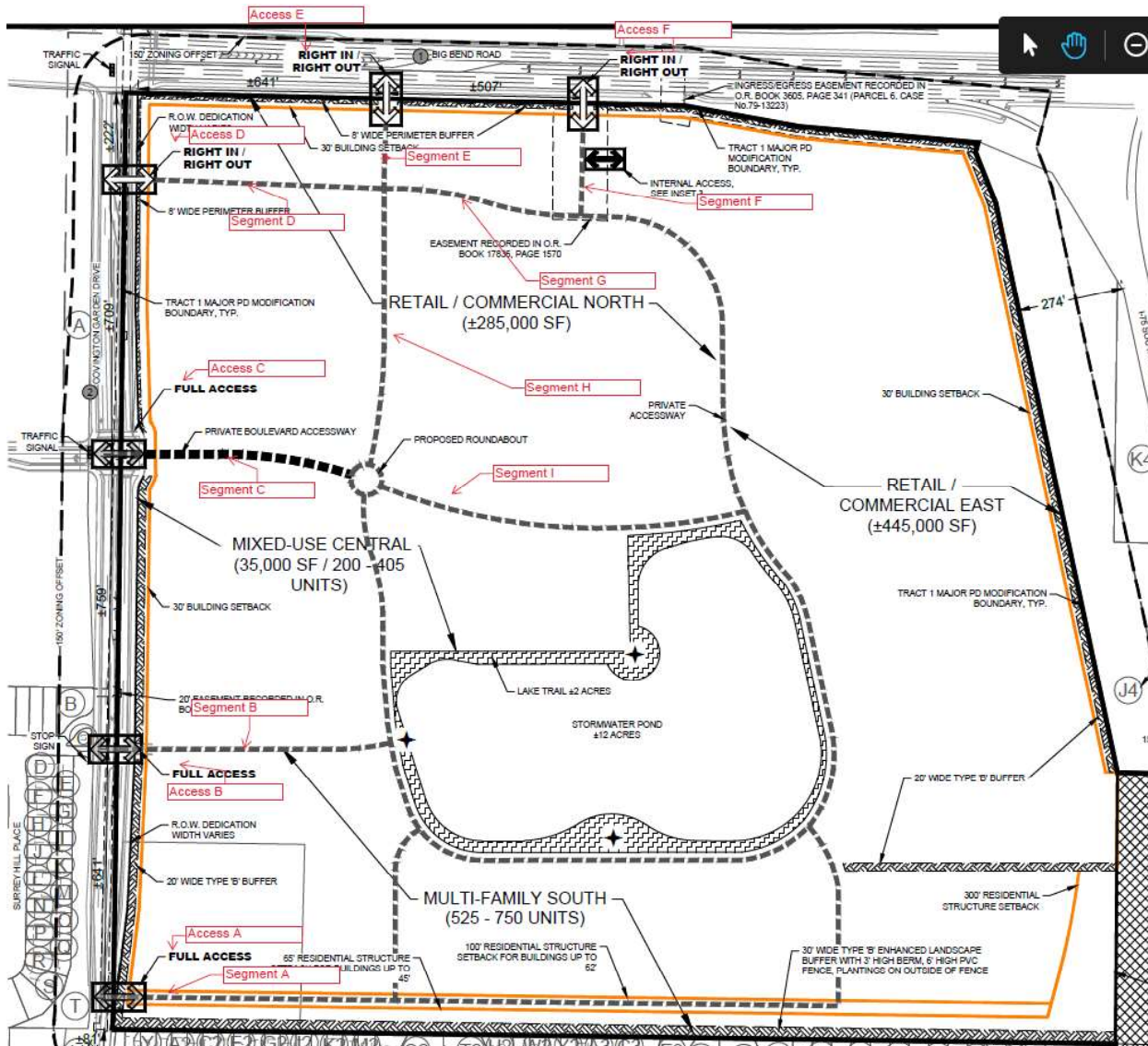
- With each increment of development, or otherwise at the request of Hillsborough County, the developer shall conduct a signal warrant analysis to determine when signalization of the intersection of the east/west collector roadway (Access C) and Covington Garden Dr. is warranted. When warranted, the developer shall design and install traffic signal, to include any signal interconnections and/or other related appurtenances deemed necessary by Hillsborough County. Concurrent with activation of the signal, the developer shall restripe the roadway to bring the second southbound left turn lane online.
- All residential components of the project shall comply with LDC Sec. 6.04.04.A.3. All units within the Multi-family South area shall have unrestricted access to Access A. Nothing herein this condition shall preclude the provision of additional access connection(s) to the internal transportation facilities.
- The project shall comply with the following minimum throat depth and other standards:
 - Access A shall have a minimum throat depth of 100 feet, i.e. no access connections, parking spaces, gates, queueing lanes for gated entries, and/or other points of conflict shall be permitted within the first 100 feet along Segment A (as measured from the nearest through lane of Covington Garden Dr.);
 - Access B and Access D shall have minimum throat depths of 250 feet (as measured along Segments B and Segment D from the nearest through lane of Covington Garden Dr.);
 - Access C shall have a minimum throat depth of 300 feet (as measured along Segment C from the nearest through lane of Covington Garden Dr.), and shall be constructed with a raised concrete separator along the entirety of Segment C (i.e. between Covington Garden Dr. and the proposed

roundabout shown on the PD site plan.). Notwithstanding the above, no access points to the Mixed-Use Central area shall be permitted along Segment C.

- Access E shall have a minimum throat depth of 250 feet (as measured along Segment E from the nearest through lane of Big Bend Rd.). Additionally, no access shall be permitted along Segment E to adjacent parcels.
- Access F shall have a minimum throat depth of 250 feet (as measured along Segment F from the nearest through lane of Big Bend Rd.), except as otherwise permitted by the Sec. 6.04.02.B. Administrative Variance reference in **condition X**, which permits a single right-in/right-out/left-in access 167 feet from the edge of curb of Big Bend Rd. (as shown in Inset 3 on the PD site plan), provided a turn lane is constructed generally as shown on the PD site plan. No additional access shall be permitted along Segment E.
- The developer of the subject PD shall dedicate and convey (or otherwise acquire) to Hillsborough County sufficient right-of-way necessary to effectuate the above-described signalization and roadway improvements, such that those improvements can be constructed consistent with applicable Hillsborough County Typical Section standards and/or Design exceptions which have been approved for those facilities.
- The developer shall be permitted the use of alternative typical sections (which allow for on-street parking) along certain internal project infrastructure, consistent with the Design Exception referenced in **Condition X**, hereinbelow. Notwithstanding the above, roadways or driveways that have parking facilities (regardless of whether such parking is parallel, traditional or angled parking), shall not be permitted along any named roadway segment shown on the PD site plan (i.e. Segment A through Segment J) nor within 250 feet of the proposed roundabout on any unnamed segment.
- Notwithstanding anything herein these conditions or on the PD site plan to the contrary, no exchange of land uses which may be permitted by the DRI shall be permitted if such exchange causes cumulative development within Tract 1 to exceed 33,973 gross average daily trips, 1,053 gross a.m. peak hour trips, and 3,032 gross p.m. peak hour trips.
- None of the private internal transportation facilities shown on the PD site plan shall be gated, with the exception of Segment A and those accessways located south of the facility which runs along the +/- 12 ac. stormwater pond (i.e. the ring “road”) and which are located within the Multi-family South area.
- The network of internal roads/drives (including the appurtenant 10-foot-wide bicycle and pedestrian network appurtenant to certain facilities) shall be constructed as generally shown on the PD plan; however, the exact location of such facilities are conceptual in nature and may be adjusted at the time of plat/site/construction plan review, subject to County review and approval, and provided no changes alter minimum throat depths, access spacing, other applicable regulations, or conflict with other conditions herein.
- If MM 24-0300 is approved, the County Engineer will approve a Design Exception request (dated February 28, 2024), which was found approvable by the County Engineer (on July 15, 2024) for the Covington Garden Dr. substandard road improvements. As Covington Garden Dr. is a substandard collector roadway, the developer will be required to make certain improvements to Covington Garden Dr. consistent with the Design Exception and other related zoning conditions contained herein.
- If MM 24-0300 is approved, the County Engineer will approve a Design Exception request (dated July 15, 2024), which was found approvable by the County Engineer (on July 15, 2024) to allow an alternative typical section for certain internal project roadways consistent with the Design Exception request. The use of such roadways shall also be covered by the other zoning conditions contained herein, including **Condition X**, hereinabove.
- If MM 24-0300 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance request (dated July 15, 2024), which was found approvable by the County Engineer (on July 15, 2024) for the from the Sec. 6.04.04.A.2. minimum throat depth requirements for the project’s easternmost access on Big Bend Rd. (i.e. the minimum throat depth for the Segment F driveway). Approval of this administrative variance will reduce the minimum throat depth to +/- 167 ft., and be subject to the other conditions referenced in **Condition X**, hereinabove.

Other Conditions

- Prior to PD certification, the developer shall revise the site plan as follows:
 - Remove the note located immediately underneath the legend on sheet 2 of 3. Additionally, the developer shall remove related site note 8 on the same sheet which states “Location of access drives are conceptual and subject to access management requirements.”
 - Delete note 9. Staff has proposed a PD condition addressing this issue.
 - Revise the site plan to label each project access and adjacent roadway segment as in the markup provided below.



PROJECT SUMMARY, SITE ACCESS CONSIDERATIONS, AND TRANSPORTATION ANALYSIS

The applicant is requesting a Major Modification (MM) to a portion of an existing Planned Development (PD) #86-0154, as most recently amended via personal appearance (PRS) 21-0229. The MM area consists of three (3) parcels, totaling +/- 137.09 acres. The project is located within the Southbend Development of Regional Impact (DRI).

The existing PD currently has approval for the following entitlements:

LAND USE SCHEDULE					
LAND USE	ACRES	DENSITY/FAR	SQUARE FEET (sf)	DWELLING UNITS	HOTEL ROOMS
RETAIL/OFFICE/HOTEL (***)	133.07	0.3	1,590,120		250
MIXED USE (1) (2) (**)	61.5	0.3	1,214,525	794	500
SINGLE FAMILY RESIDENTIAL (1) (*)	316.9			1,020	
SCHOOL (1) (3)	15.1				
PARK (1) (3)	7.4				
STORMWATER MANAGEMENT (1)	40.5				
WETLANDS (4)	22.85				
MAJOR R/W	17.73				
TOTALS	615.05		2,804,645	1,814	750

Entitlements are assigned to certain Phases (Tract Groups) as follows:

PHASING SCHEDULE				
LAND USE	PHASE I (TRACTS 3, 5, 6, 7, 9-14 & 16-20) 12/31/2030 (Bayview)	PHASE 2A (TRACTS 1a, 1b & 15) 6/11/2023 (NRI)	PHASE 2B (TRACTS 3, 5, 6 & 7) 12/31/2030 (Bayview)	TOTAL
GENERAL/REGIONAL COMMERCIAL		1,000,000 sf	400,000 sf	1,400,000 sf
OFFICE	397,925 sf***	490,120 sf*		888,045 sf
HOTEL		250 rooms (100,000 sf)	500 rooms (200,000 sf)	750 rooms (300,000 sf)
NEIGHBORHOOD COMMERCIAL	116,600 sf		100,000 sf	216,600 sf
MULTI-FAMILY RESIDENTIAL**	172 du		300 du	472 du
TOWN HOUSE RESIDENTIAL			322 du	322 du
SINGLE FAMILY RESIDENTIAL**	1,020 du			1,020 du
TOTALS	1,192 du 514,525 sf	250 rooms 1,590,120 sf	500 rooms 622 du 700,000 sf	750 rooms 1,814 du 2,804,645 sf

The applicant is proposing to modify the PD to combine a variety of Tracts into a single new Tract 1. The applicant is also proposing to reconfigure project access and modify entitlements within the MM area to permit the following:

Tract 1 Development Summary*						
Development Areas**	Acreage***	Building Square Feet	FAR****	Hotel Rooms	Residential Units*****	Density
Retail/Commercial North	34.25	285,000	0.2	250 (100,000 Square Feet)	0	0
Retail/Commercial East	35.5	445,000	0.3		0	0
Mixed Use Central	14.64	35,000	0.1		405	27.7
Multi-Family South	33.89	0	0		525	15.5
Residential Density	48.53	N/A	N/A		930	19.2
Commercial Intensity	84.39	750,000 (Retail) 15,000 (Office)	0.21	250	N/A	N/A

*When retail commercial uses occupy the first floor of a mixed use building that includes multi-family residential, the acreage will be proportionally allocated between the two uses.

**Development Areas graphically depict plan elements and will be divided into tracts, parcels, and outparcels subject to the final conditions of approval.

***Acreages do not include the central lake feature.

****The maximum FAR for any individual parcel shall not exceed 1.

*****The density range for Mixed Use Central is 200 - 405 and the density range for Multi-Family South is 525 - 750. Up to 100 townhomes may be permitted. The maximum number of residential units is 930.

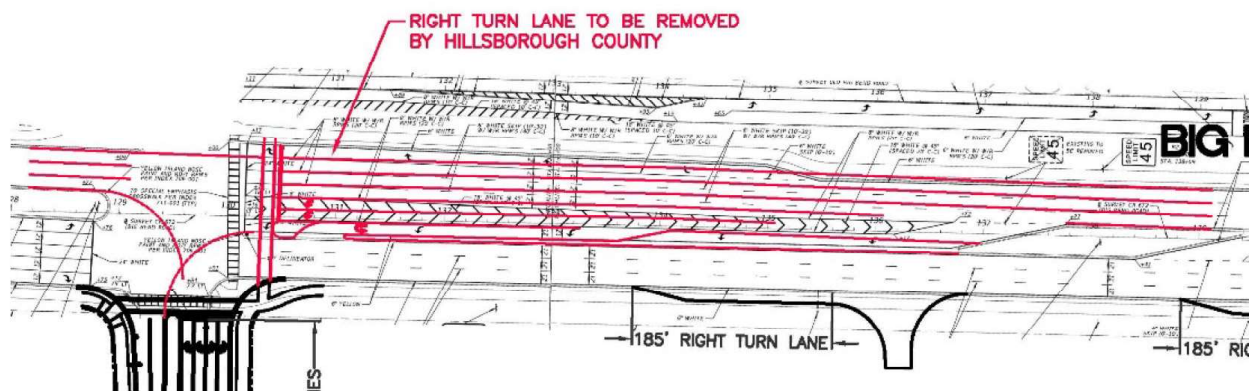
Since the project will generate more than 50 peak hour trips at buildout, a detailed transportation analysis was required per the Development Review Procedures Manual (DRPM). Due to the unique limitations of area infrastructure and their sensitivity to transportation impacts, as required by staff the applicant

submitted a transportation analysis that was more comprehensive and detailed than is typically received. Multiple meetings were held with the applicant's consultant to develop an appropriate methodology for the analysis. Staff notes that the existing showed this area being served by four (4) access connections to Covington Garden Dr. and two (2) access connections to Big Bend Rd., one of which was a full access intersection. Given the ongoing FDOT and County projects to widen the roadway to 6-lanes in front of the project and reconfigure the I-75 interchange, and given the increasing traffic volumes within the area, it is no longer possible to accommodate a full or directional access connection along Big Bend Rd. As such, the study needed to look at various scenarios for accommodating project traffic.

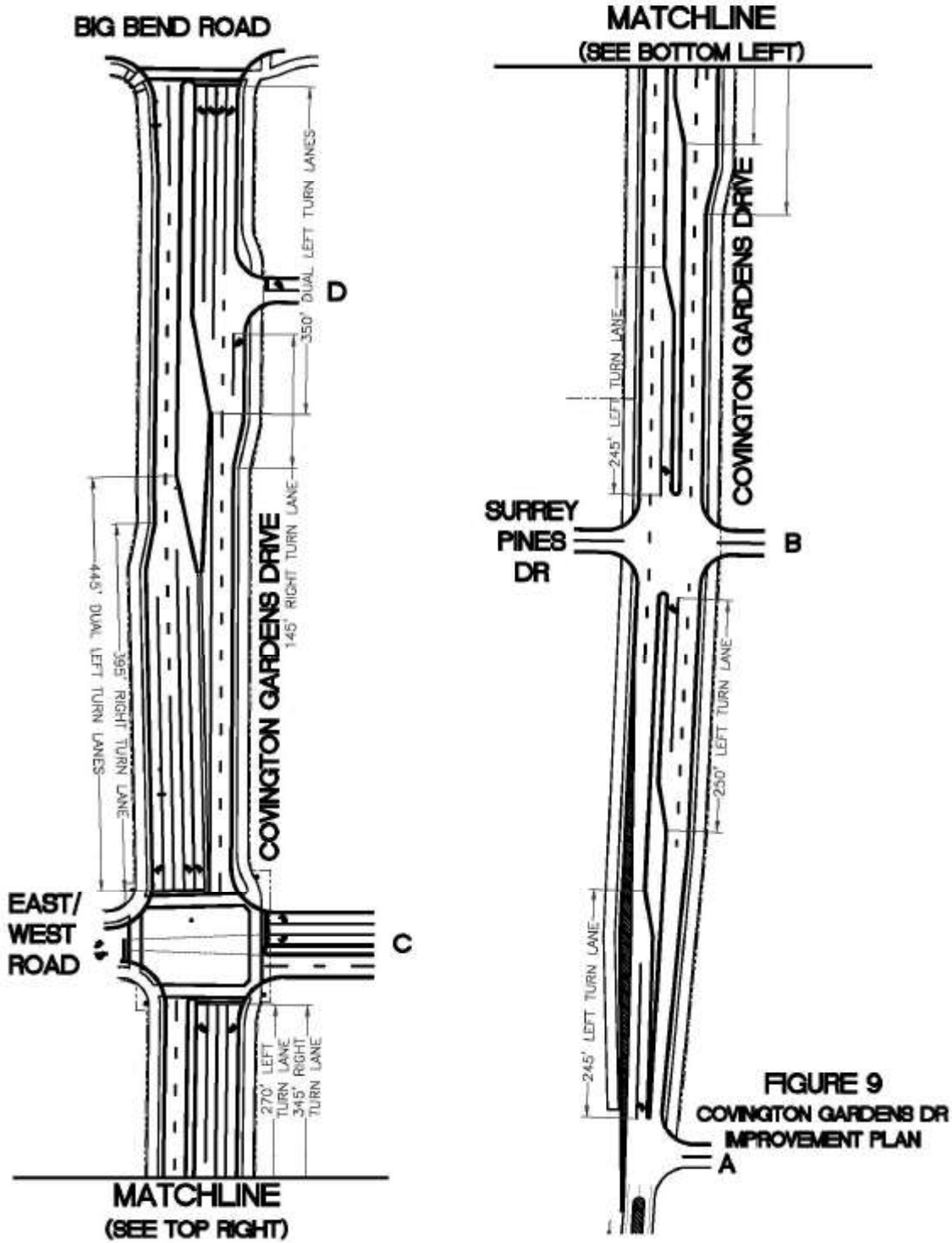
It was agreed that all measures should be undertaken to ensure Big Bend Rd. functions as safely and efficiency as possible in the vicinity of the project, particularly given the project's proximity to the interchange as well as Big Bend Rd.'s designation by the State of Florida as a Strategic Intermodal System (SIS) Connector Facility. Florida Statutes Chapter 339.61 indicates the SIS system is "...composed of facilities and services of statewide and interregional significance, will efficiently serve the mobility needs of Florida's citizens, businesses, and visitors and will help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship..." and which "meet a strategic and essential state interest...". To that end, the applicant's analysis understood an examination of how well the roadway would function with only the dual westbound to southbound left turn lanes at the intersection of Covington Garden Dr. and Big Bend Rd. (which are proposed to be installed as a part of the County widening project), or if the installation of an additional exclusive U-turn lane beside those lanes would help accommodate regional and project traffic, while maximizing the amount of green signal time available to the SIS connector facility (i.e. to the east/west through movement). The developer also provided microsimulations which were reviewed, and help informed access design and project infrastructure needs. Staff notated that it is anticipated many of the high intensity retail uses will be located along Big Bend Rd., and the exclusive U-turn lane will provide a way for those uses to be accessed without 100% of project traffic coming from the east having to go through Covington Garden Dr. or otherwise take up needed capacity within those dual left turn lanes.

The analysis also looked at interim scenarios as well, since the addition of the U-turn lane is not physically possible until the next phase of the County's project is designed and bid (which will see the northern leg of the Covington Garden Dr. and Big Bend Rd. intersection closed, among other improvements). As shown in the concept from the applicant's transportation analysis (excerpted below), the U-turn lane will require use of the pavement that will (in the interim) serve as a westbound to northbound right turn lane at the intersection. The conceptual design of the ultimate building configuration along Covington Garden Dr. is also shown below.

U-turn Conceptual Design and Ultimate Buildout Configuration for Big Bend Rd.



Conceptual Design of Ultimate Buildout Design for Covington Garden



The project will be served by three (3) full access connections along Covington Garden Dr., one (1) right-in/right-out connection to Covington Garden Dr., and two (2) right-in/right-out connections to Big Bend Rd. Staff has proposed a variety of conditions to ensure that appropriate throat depths are provided (and other design features considered) to ensure that project traffic entering and existing the project, and/or otherwise circulating through the project, do not interfere with regional and other neighborhood traffic on Covington Garden Dr. and Big Bend Rd. Staff has also proposed conditions to ensure that those facilities accommodate bicycle and pedestrian connectivity, both within the MM area and to other portions of the project (as required by existing conditions).

The project is required to construct a variety of turn lanes, signal modification, new signal installation, and other improvements consistent with the proposed conditions contained hereinabove.

Potential U-Turn Lane Payment

Staff notes that since the above described U-turn lane cannot be constructed until the northern leg of the Covington Garden Dr. and Big Bend Rd. intersection is closed, due to the fact that it would not be ideal to have both County and private crews working simultaneous within the same area, and given the potential for the County timeline for the project to change, the Public Works and the developer agreed that the best alternative was for the County to construct the improvement together with the other intersection improvements which are the County's responsibility. The payment value included in the PD conditions hereinabove include those signal modification, restriping and other improvements necessary to effectuate the U-turn lane installation, which are all responsibilities of the developer. At the time of the writing of this report, the developer and Public Works were still discussing the appropriateness of certain pay items which factor into the final value, and it is possible that the value may change. Any such change will be submitted no later than the Zoning Hearing Master hearing.

Trip Generation Comparison

Staff has prepared a comparison (generally consistent with the applicant's analysis) of the potential number of peak hour trips generated under the existing and proposed zoning designations within the Major Modification area, utilizing a generalized worst-case scenario. Data shown below is based on the 11th Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Existing Tract 1 Uses:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1,000,000 g.s.f. Shopping Center Uses (ITE Code 820)	31,974	724	2,962
PD, 500,000 s.f. General Office Uses (ITE Code 710)	4,707	668	632
PD, 120 Hotel Rooms (ITE Code 310)	959	53	61
Total:	37,640	1,445	3,655

Proposed Tract 1 Uses:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 750,000 g.s.f. Shopping Center Uses (ITE Code 820)	25,446	576	2,408
PD, 830 Multi-Family Dwelling Units (ITE Code 220)	5,594	280	377

PD, 100 Single-Family Attached (Townhomes) (ITE Code 215)	712	46	56
PD, 120 Hotel Rooms (ITE Code 310)	1,998	118	157
PD, 15,000 s.f. General Office Uses (ITE Code 710)	223	33	34
Total:	33,973	1,053	3,032

Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Total:	(-) 3,667	(-) 392	(-) 623

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Big Bend Rd. is a publicly maintained 4-lane, divided, arterial roadway characterized. The roadway is currently being widened (CIP Project Number 69647000) to 6-lanes in the vicinity of the project. There will be minimum 5-foot wide sidewalks as well as bicycle facilities along both sides of Big Bend Rd. in the vicinity of the proposed project once the project is completed.

Covington Garden Dr. is a 2-lane, publicly maintained, substandard, collector roadway. There are temporary bicycle and pedestrian facilities along the west side of the roadway in the vicinity of the proposed project which were installed by the County. South of the project, the roadway consists of +/- 12-foot-wide travel lanes in average condition. There is a +/- 4-foot-wide bicycle lane along the west side of the roadway and +/- 5-foot-wide sidewalk along the west side of the roadway for a distance of +/- 3,500 feet south of the project, after which sidewalks and bicycle facilities are present along both sides of the roadway.

ADMINISTRATIVE VARIANCE #1 – ACCESS F THROAT DEPTH

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B Administrative Variance (dated July 15, 2024) which was found approvable by the County Engineer (on July 15, 2024) for a reduction of minimum throat depth requirements at Access F. Approval of this Administrative Variance will reduce the minimum 250-foot throat depth requirement to allow a single right-in/right-out/left-in connection located +/- 167 feet from Big Bend Rd. Staff notes that no other connections will be permitted along Segment F, and the applicant will be constructing a southbound to eastbound left turn lane to serve the above described connection.

If MM 24-0300 is approved, the County Engineer will approve the Administrative Variance.

DESIGN EXCEPTION #1 – COVINGTON GARDEN DR. SUBSTANDARD ROAD

The applicant's Engineer of Record (EOR) submitted a Design Exception (dated February 28, 2024) which was found approvable by the County Engineer (on July 15, 2024) from the Typical Section – 6 (TS-6) standards governing 4-lane urban collector roadways. The requested changes include:

- Use of 12-foot-wide multi-purpose pathways in lieu of the 5-foot-wide sidewalks and 7-foot-wide buffered bicycle facilities required pursuant to TS-6;
- Reduction of the 6-foot-wide sod strip on both sides of the roadway which separate the sidewalk (pathway) from the back of the F-curb, such that a 5-foot sod strip on both sides will be permitted; and,
- Reduction of the 2-foot sod strip which separates the edge of the right-of-way from the edge of sidewalk (pathway) along the western side of the roadway, such that in some areas a minimum 0 feet will be permitted.

If MM 24-0300 is approved, the County Engineer will approve the Design Exception.

DESIGN EXCEPTION #2 – INTERNAL PROJECT ROADWAYS

The applicant's Engineer of Record (EOR) submitted a Design Exception (dated July 15, 2024) which was found approvable by the County Engineer (on July 15, 2024) from the Traditional Neighborhood Development – 2 (TND-2) Typical Section standards governing local urban lanes. The Design Exception provides for an alternate Typical Section standard for the facility. The requested changes include:

- Change to an inverted crown design;
- Elimination of the 7 foot grass/sod strip between the back of F-curb and the sidewalk; and,
- Use of D curb instead of F-curb.

Conditions governing the use of the Typical Section are included hereinabove.

If MM 24-0300 is approved, the County Engineer will approve the Design Exception.

ROADWAY LEVEL OF SERVICE

Level of Service (LOS) information for adjacent roadway sections is reported below. Lincoln Rd. and Old Big Bend Rd. are not included in the LOS report. As such, no data for these facilities could be provided.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Big Bend Rd.	I-75 N Ramp	US 301	D	C

Source: Hillsborough County 2020 Level of Service Report.

From: [Williams, Michael](#)
To: [Stephenson, Trent \(Trent@levelupflorida.com\)](#); [Steven Henry](#)
Cc: [Stephen Sposato](#); [Kami Corbett](#); [Ball, Fred \(Sam\)](#); [Ratliff, James](#); [Heinrich, Michelle](#); [Tirado, Sheida](#); [PW-CEIntake](#); [De Leon, Eleonor](#)
Subject: FW: MM 24-0300 - Administrative Variance & Design Exception Review
Date: Monday, July 15, 2024 4:10:46 PM
Attachments: [image002.png](#)
[24-0300 DReq 02-28-24.pdf](#)
[24-0300 AVAd 07-15-24.pdf](#)
[24-0300 DEAd 07-15-24.pdf](#)
[image001.png](#)

Trent/Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exceptions (DE) for PD 24-0300 APPROVABLE.

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

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

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

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

Mike

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

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

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>

Sent: Monday, July 15, 2024 3:58 PM

To: Williams, Michael <WilliamsM@hcfl.gov>

Cc: Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>

Subject: MM 24-0300 - Administrative Variance & Design Exception Review

Hello Mike,

The attached AVs are approvable to me, please include the following people in your response:

shenry@lincks.com

trent@levelupflorida.com

stephen@levelupflorida.com

kami.corbett@hwhlaw.com

ballf@hcfl.gov

ratliffja@hcfl.gov

heinrichm@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review Manager

Development Services Department

P: (813) 276-8364

E: tirados@hcfl.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpaf.fl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. Substandard Road, Covington Gardens Dr. <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
Project Name/ Phase	LC Promenade at Apollo Beach/Marketplace at Apollo Beach
Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.	
Folio Number(s)	051521.0210 & 051523.0100
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	Steven J. Henry, P.E.
Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.	
Current Property Zoning Designation	
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number	PD 24-0300
Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



LINCKS & ASSOCIATES, INC.

February 28, 2024

Mr. Michael Williams, PE
County Engineer Development Review Director
Hillsborough County
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: Covington Gardens Drive
PD24-0300
Folio 051521.0210
051523.0100
Lincks Project No. 23130

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Covington Gardens Drive from Big Bend Road to the southern access for the project.

The developer proposes to rezone the property to Planned Development (PD) to allow the following land uses:

- Retail – 750,000 Square Feet
- Multi-Family – 830 Dwelling Units
- Townhomes – 100 Dwelling Units
- Hotel – 250 Rooms
- Office – 15,000 Square Feet

Tables 1, 2 and 3 provide the trip generation for the proposed project. The proposed PD plan is included in the Appendix of this letter.

The access for the project is proposed to be as follows:

- Two (2) right-in/right-out accesses to Big Bend Road
- One (1) right-in/right-out access to Covington Gardens Drive
- One(1) left-in/right-in/right-out access to Covington Gardens Drive
- Two (2) full accesses to Covington Gardens Drive

According to the Hillsborough County Roadways Functional Classification Map, Covington Gardens Drive is classified as a collector roadway. The subject site is within the Hillsborough County Urban Service Area.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
813 287 0674 Telefax
www.Lincks.com Website

24-0300

Mr. Mike Williams
February 27, 2024
Page 2

TABLE 1
TRIP GENERATION

Scenario	Land Use	ITE LUC	Size	Daily Trip Ends (1)	Internal Capture (2)	Passerby Trip Ends (3)	New External Daily Trip Ends
Approved	Retail	820	1,000,000 SF	31,974	669	5,131	26,174
	Office	710	500,000 SF	4,707	676	0	4,031
	Hotel	310	120 Rooms	959	135	0	824
Proposed			Sub-Total	37,640	1,480	5,131	31,029
	Retail	820	750,000 SF	25,446	270	5,131	20,045
	Multi-Family	220	830 DU's	5,594	87	0	5,507
	Townhomes	215	100 DU's	712	11	0	701
	Hotel	310	250 Rooms	1,998	143	0	1,855
	Office	710	15,000 SF	223	41	0	182
			Sub-Total	33,973	552	5,131	28,290
			Difference	3,667	928	0	2,739

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

(2) Source: NCHRP 684 - See Appendix.

(3) Source: ITE Trip Generation Manual, 11th Edition.

• Passerby Trip Ends

Retail (1,000,000 SF) - 19%

(31,974 - 669) x 0.19 = 5,948

Retail (750,000 SF) - 19%

(25,446 - 270) x 0.19 = 4,783

• Passerby traffic should not exceed 10% of the adjacent street traffic.

51,311 (a) x 0.10 = 5,131 < 5,948

(a) Based on PM peak hour background traffic at the intersection of Big Bend Rd and Covington Garden Dr and K = 0.09.

• Passerby Trip adjusted to 4,783

Mr. Mike Williams
February 27, 2024
Page 3TABLE 2
ESTIMATED AM PEAK HOUR TRIP GENERATION

Scenario	Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Internal Capture (2)			Passerby Trip Ends (3)			New External AM Peak Hour Trip Ends		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Approved	Retail	820	1,000,000 SF	449	275	724	25	24	49	81	48	129	343	203	546
	Office	710	500,000 SF	588	80	668	26	22	48	0	0	0	562	58	620
	Hotel	310	120 Rooms	30	23	53	0	5	5	0	0	0	30	18	48
Proposed			Sub-Total	1,067	378	1,445	51	51	102	81	48	129	935	279	1,214
	Retail	820	750,000 SF	357	219	576	10	3	13	66	41	107	281	175	456
	Multi-Family	220	830 DU's	67	213	280	2	3	5	0	0	0	65	210	275
	Townhomes	215	100 DU's	12	34	46	0	0	0	0	0	0	12	34	46
	Hotel	310	250 Rooms	66	52	118	0	8	8	0	0	0	66	44	110
	Office	710	15,000 SF	29	4	33	3	1	4	0	0	0	26	3	29
			Sub-Total	531	522	1,053	15	15	30	66	41	107	450	466	916
			Difference	536	<144>	392	36	36	72	15	7	22	485	<187>	298

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

(2) Source: Internal Capture - NCHRP 684 - See Appendix.

(3) Source: ITE Trip Generation Manual, 11th Edition.

• Passerby Trip Ends

Retail (1,000,000 SF) - 19%

In - (449 - 25) x 0.19 = 81

Out - (275 - 24) x 0.19 = 48

Retail (750,000 SF) - 19%

In - (357 - 10) x 0.19 = 66

Out - (219 - 3) x 0.19 = 41

• Passerby traffic should not exceed 10% of the adjacent street traffic.

4,444 (a) x 0.10 = 444 > 123 or 107

(a) AM peak hour background traffic at the intersection of Big Bend Rd and Covington Garden Dr.

Mr. Mike Williams
February 27, 2024
Page 4TABLE 3
ESTIMATED PM PEAK HOUR TRIP GENERATION

Scenario	Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)			Internal Capture (2)			Passerby Trip Ends (3)			New External PM Peak Hour Trip Ends		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Approved	Retail	820	1,000,000 SF	1,422	1,540	2,962	110	36	146	215	247	462	1,097	1,257	2,354
	Office	710	500,000 SF	107	525	632	31	105	136	0	0	0	76	420	496
	Hotel	310	120 Rooms	31	30	61	5	5	10	0	0	0	26	25	51
Proposed			Sub-Total	1,560	2,095	3,655	146	146	292	215	247	462	1,199	1,702	2,901
	Retail	820	750,000 SF	1,156	1,252	2,408	86	110	196	203	217	420	867	925	1,792
	Multi-Family	220	830 DU's	238	139	377	48	28	76	0	0	0	190	111	301
	Townhomes	215	100 DU's	33	23	56	6	4	10	0	0	0	27	19	46
	Hotel	310	250 Rooms	80	77	157	19	12	31	0	0	0	61	65	126
	Office	710	15,000 SF	6	28	34	2	7	9	0	0	0	4	21	25
			Sub-Total	1,513	1,519	3,032	161	161	322	203	217	420	1,149	1,141	2,290
			Difference	47	576	623	<15>	<15>	<30>	12	30	42	50	561	611

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

(2) Source: Internal Capture - NCHRP 684 - See Appendix.

(3) Source: ITE Trip Generation Manual, 11th Edition, 2021.

• Passerby Trip Ends

Retail (1,000,000 SF) - 19%

In - (1,422 - 110) x 0.19 = 249

Out - (1,540 - 36) x 0.19 = 286

Retail (750,000 SF) - 19%

In - (1,156 - 86) x 0.19 = 203

Out - (1,252 - 110) x 0.19 = 217

• Passerby traffic should not exceed 10% of the adjacent street traffic.

4,618 (a) x 0.10 = 462 < 535

(a) PM peak hour background traffic at the intersection of Big Bend Rd and Covington Garden Dr.

• Adjust Passerby Trips to 462.

Mr. Mike Williams
February 27, 2024
Page 5

The request is for a Design Exception to TS-5 of the Hillsborough County Transportation Technical Manual for Covington Gardens Drive. The segment of Covington Gardens Drive from Big Bend Road to the southern access currently has the following characteristics:

- Two (2) lane rural roadway
- Twelve (12) foot lanes
- Paved shoulders/bike lanes
- No sidewalks
- Right of Way is approximately 60 feet.

In conjunction with the development of the subject parcel, Covington Gardens Drive from Big Bend Road to the southern access is proposed to be widened to a four (4) lane divided roadway. The following provides the summary of the proposed typical section to TS-5.

- 1) Lane Width – TS-5 has eleven (11) foot lanes. Eleven (11) foot lanes are proposed to be provided.
- 2) Bike Lanes – TS-5 has seven (7) foot buffered bike lanes. No bike lanes are proposed instead twelve (12) foot sidewalk is proposed on both sides of the road.
- 3) Sidewalk – TS-5 has five (5) foot sidewalks on both sides of the road. Twelve (12) foot sidewalks are proposed.
- 4) Right of Way - TS-5 has 86 feet of right of way. The proposed right of way is to be between 69 feet and 130 feet.

Figure 1 illustrates the proposed improvements to Covington Gardens Drive and Figure 2 illustrates the typical section.

Based on the above, it is our opinion, the proposed improvements to Covington Gardens Drive will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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

Mr. Mike Williams
February 27, 2024
Page 6

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

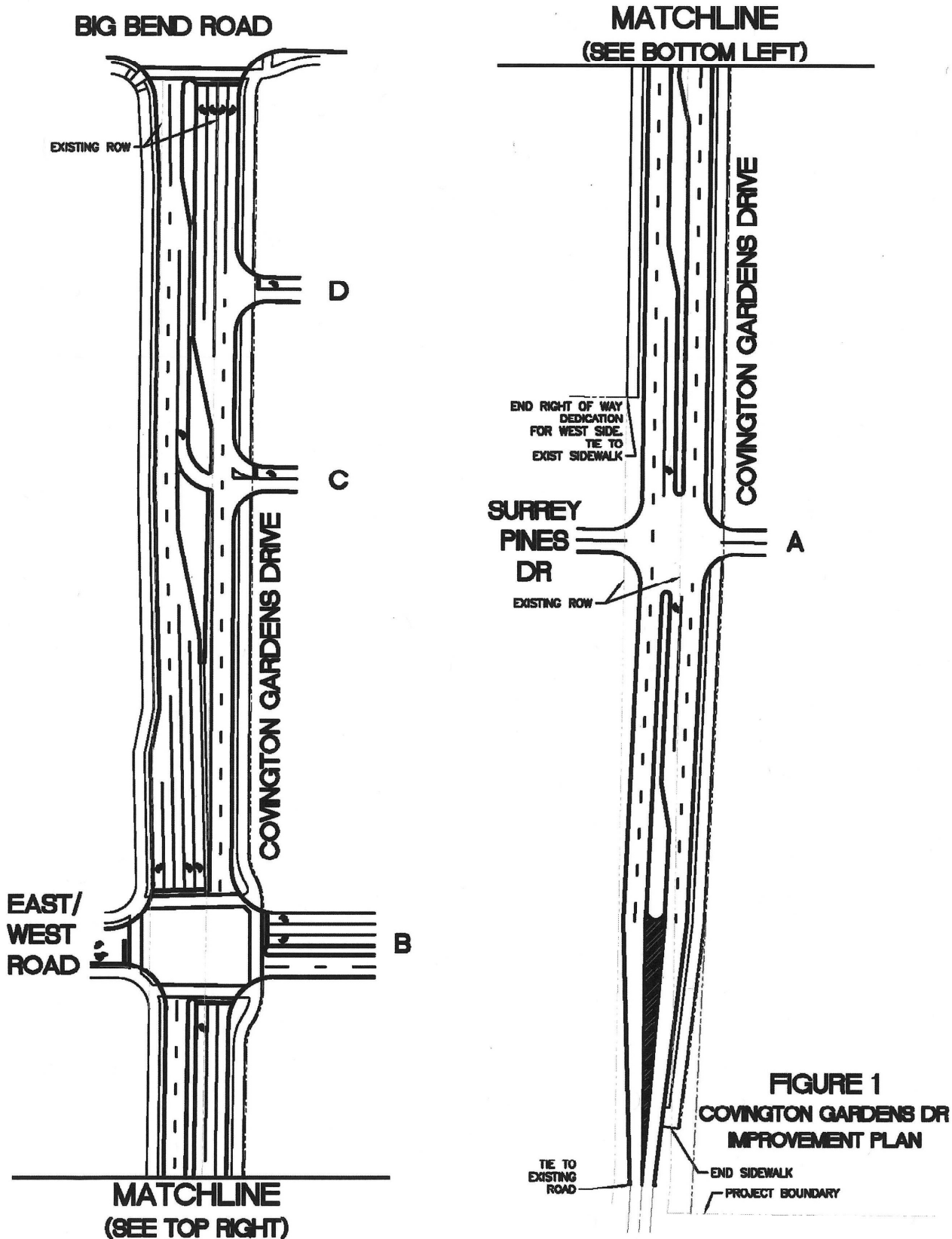
_____ Disapproved
_____ Approved
_____ Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Mr. Mike Williams
February 27, 2024
Page 7



Mr. Mike Williams
February 27, 2024
Page 8

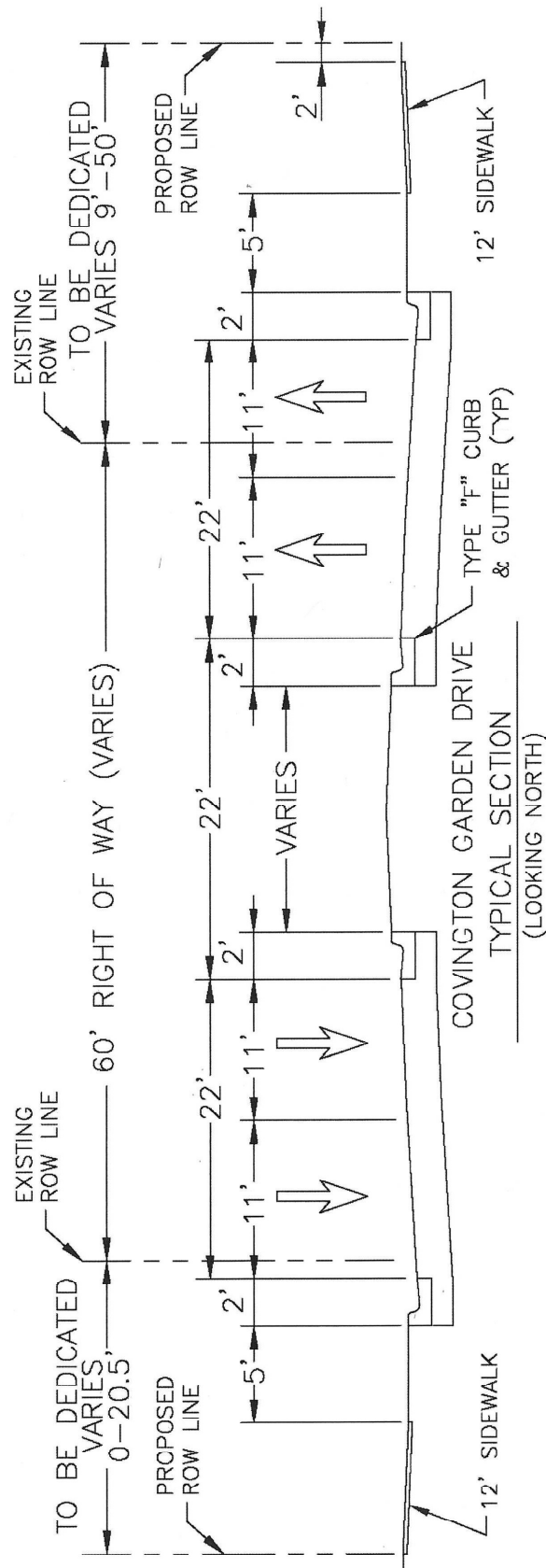


FIGURE 2
COVINGTON GARDENS DR
IMPROVEMENT PLAN

APPENDIX



PD PLAN



SOUTHBEND

Bayview Properties Ltd., LLLP
P.O. Box 2448
Plant City, FL 33564

Prepared by:

 **Stantec**
Planning
Transportation

Buchanan Ingersoll & Rooney PLLC
Legal Counsel



505 E. JACKSON STREET
SUITE 200
TAMPA, FLORIDA 33602
OFFICE: 813-375-0616
WWW.LEVELUPFLORIDA.COM

DATE PREPARED: JANUARY 11, 2024

PROJECT NAME: C PROMENADE AT APOLLO BEACH / MARKETPLACE AT APOLLO BEACH

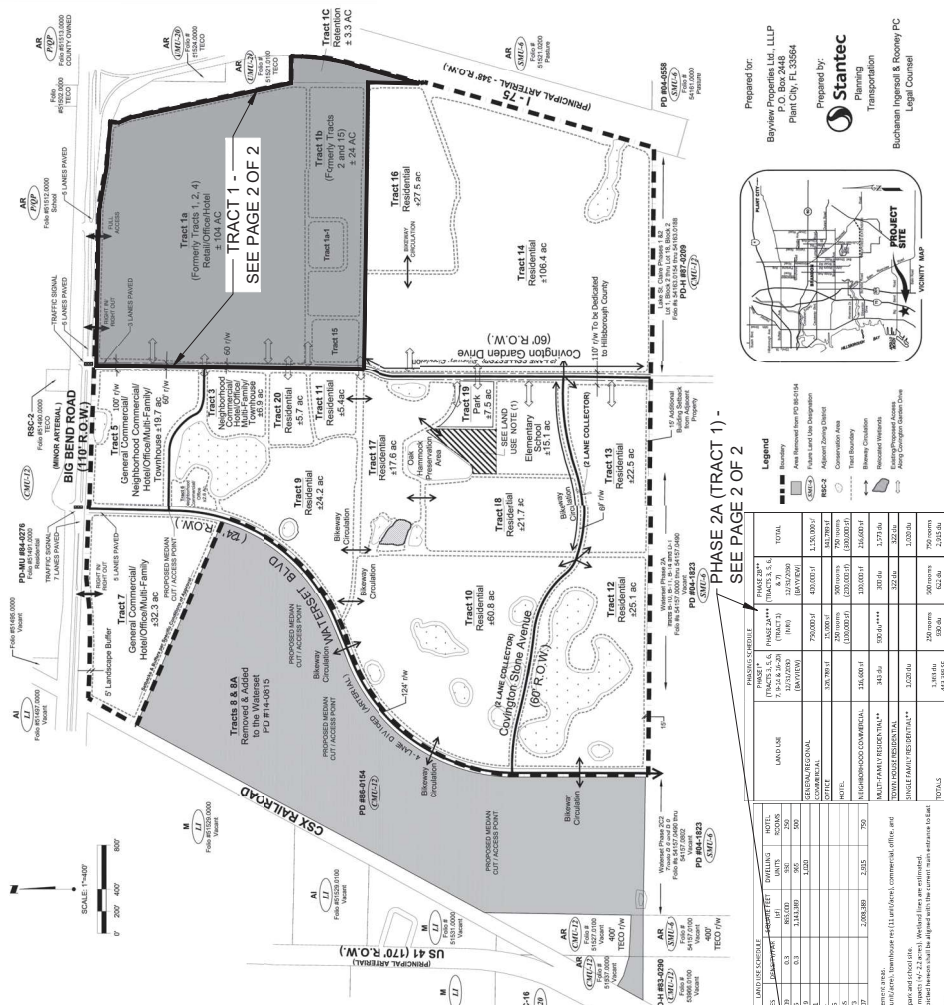
DRAWING TITLE:
PRS 21-0229
GENERAL SITE PLAN

PREPARED FOR:
LC COMMUNITIES LTD

PROJECT No.	284-01-01
SHEET	1 OF 2

Stantec

777 S. Harbour Island Blvd., Suite 600, Tampa, FL 33602
Phone 813-223-8500 • Fax 813-223-0099
Certified of Accreditation #2013 • www.stantec.com



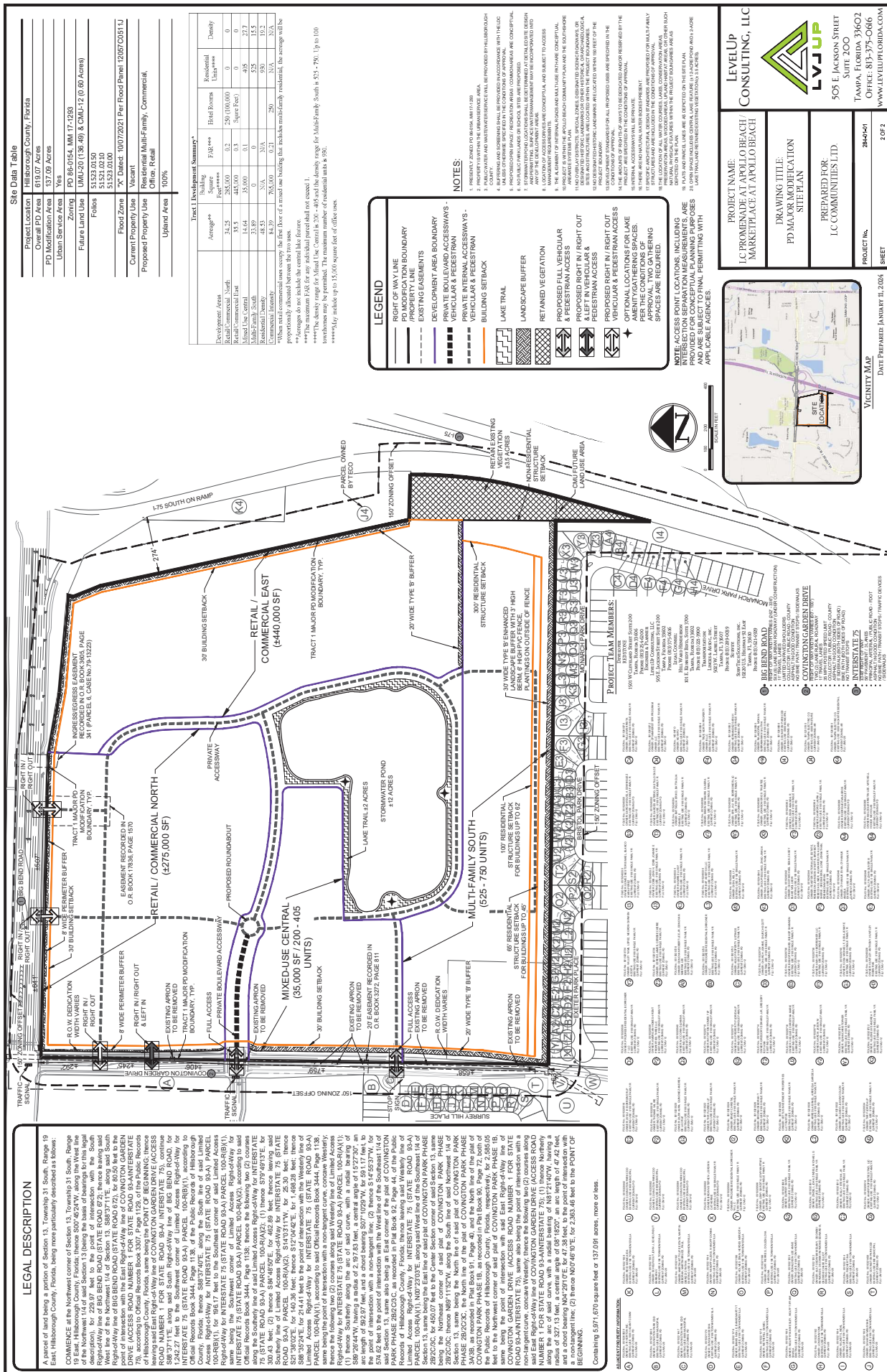
PHASE 2A (TRACT 1) -
SEE PAGE 2 OF 2

LAND USE	PARKING SPACES (TRACTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100)	PHASE 1A** (TRACTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100)		PHASE 2A** (TRACTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100)		TOTAL
		(TRACTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100)	(TRACTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100)	(TRACTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100)	(TRACTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100)	
INDUSTRIAL/REGIONAL OFFICE	750,000 (1)	400,000 (1)	400,000 (1)	1,150,000 (1)		
OFFICE	320,700 (1)	150,000 (1)	170,700 (1)	320,700 (1)		
HIGH-POWERS COMMERCIAL	150,000 (1)	300,000 (1)	210,000 (1)	1,050,000 (1)		
MULTI-FAMILY RESIDENTIAL	343 (1)	307 (1)	3,773 (1)	21,647 (1)		
LOW-MID RESIDENTIAL	1,020 (1)	322 (1)	322 (1)	322 (1)		
UNUSABLE/RESIDENTIAL	1,000 (1)	900 (1)	900 (1)	900 (1)		
TOTALS						

Phasing Notes:

*)	Phase 1 (1)
**)	Phase 1 (m)
***)	Phase 2A
****)	Phase 2B
*****)	Phase 2C

[illegible]



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS

FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Legend

Functional Classifications

Authority Classification

State, Principal Arterial

State, Arterial

Hillsborough, Arterial

Hillsborough, Collector

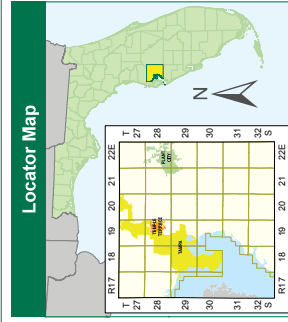
Urban Service Area Boundary

City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

- PART 3.02.00 INTERSTATE/PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 3.04.00 PLANNED DEVELOPMENT DISTRICTS
- PART 3.05.00 PLANNED DEVELOPMENT DISTRICTS
- PART 3.06.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 3.07.00 FENCES AND WALLS
- PART 3.08.00 DEFINITIONS
- PART 3.09.00 DEFINITIONS
- OTHER PARTS OF THE LDC NOT LISTED ABOVE.

In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program.



NOTE: Every reasonable effort has been made to ensure the accuracy of this map. Hillsborough County does not warrant the accuracy of the map. The map is provided for informational purposes only and is not to be used for any other purpose. The map is not to be used for any other purpose.

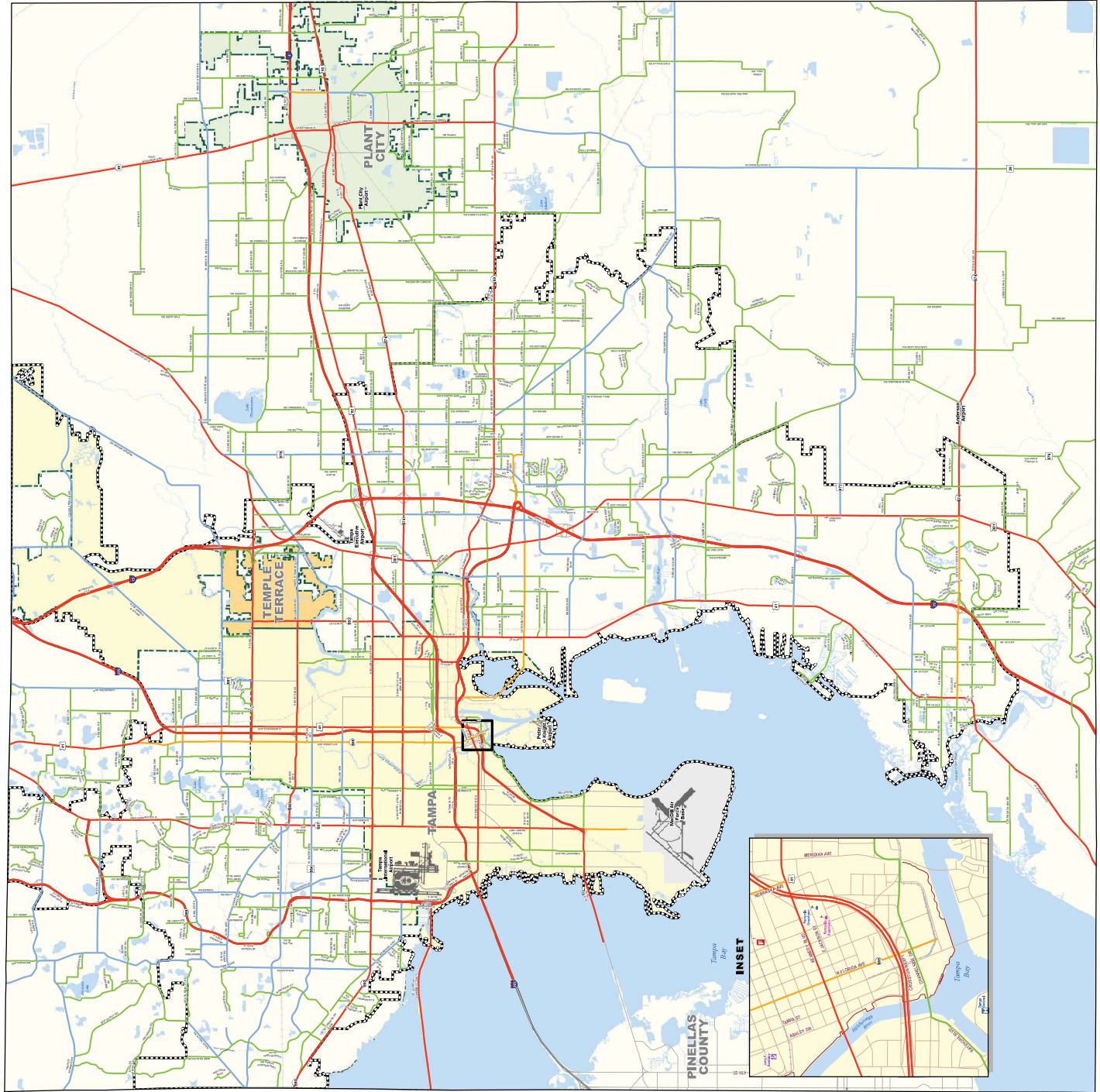
SOURCE: This map has been prepared for the inventory of real property located within Hillsborough County and is not to be used for any other purpose. The map is not to be used for any other purpose.

Use of this map is hereby notified that the information is not to be used for any other purpose. The map is not to be used for any other purpose.

804 E Kennedy Blvd
Tampa, FL 33602
(813) 277-5810
printroom@hillsboroughcounty.org

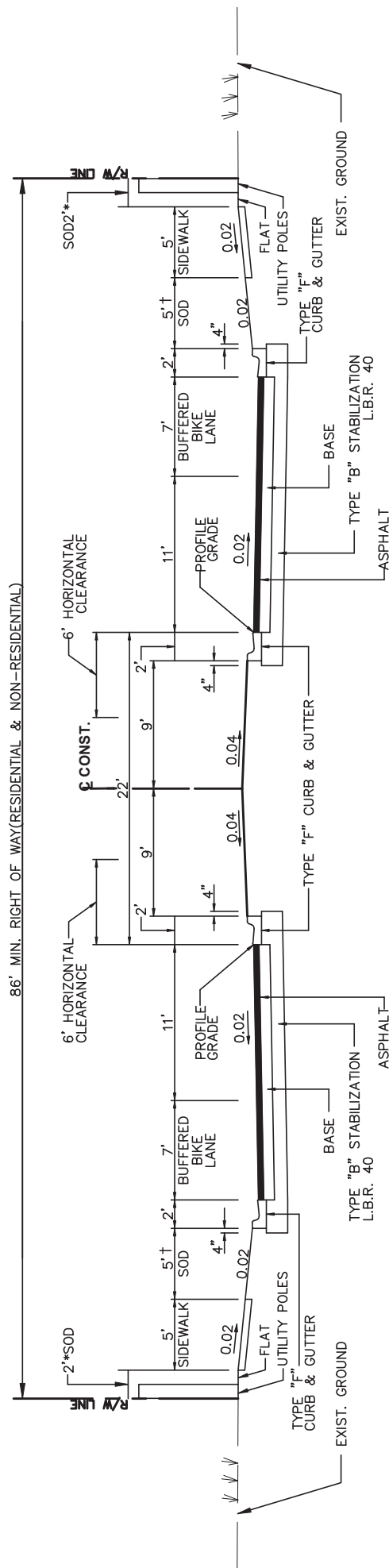
Date: 04/11/2014

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TS-5






TYPICAL SECTION

N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 45 MPH

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

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	URBAN COLLECTORS (2 LANE DIVIDED) TYPICAL SECTION	DRAWING NO. TS-5 SHEET NO. 1 OF 1
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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpaf.fl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. MM 24-0300 <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.		
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.			
Project Name/ Phase	LC Promenade at Apollo Beach/Marketplace at Apollo Beach		
Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.			
Folio Number(s)	51521.0210, 51523.0100, & 51523.0150		
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers		
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").			
Name of Person Submitting Request	R. Trent Stephenson, P.E.		
Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.			
Current Property Zoning Designation	PD 86-0154		
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.			
Pending Zoning Application Number	MM 24-0300		
Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.			
Related Project Identification Number (Site/Subdivision Application Number)	N/A		
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".			



July 15, 2024

Mr. Michael J. Williams
County Engineer
Development Review Director
Hillsborough County Government
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: MM 24-0300 – LC Promenade and Marketplace at Apollo Beach
Administrative Variance
Folios - 51521.0210, 51523.0100, & 51523.0150

Dear Mr. Williams:

The purpose of this letter is to request an Administrative Variance in accordance with Section 6.04.02.B. of the Hillsborough County Land Development Code. Specifically, the variance is to Section 6.04.04.A. Driveway Width/Length in support of the LC Promenade and Marketplace at Apollo Beach (“the Project”). The Project is proposing a Major Modification to PD 86-0154 for the development of up to +/- 750,000 square feet of retail/commercial, +/- 830 residential/multi-family units, 100 residential/townhomes, 15,000 square feet of office, and 250 hotel rooms. The Administrative Variance is for a reduction in driveway length from 250 feet to 167 feet for the easternmost access on Big Bend Road associated with the Retail/Commercial East Development Area. The proposed access serves an outparcel specifically identified on the PD Site Plan as Inset 3 (see Exhibit B, PD Site Plan).

The modification boundary of the PD has frontage on Big Bend Road and Covington Garden Drive with the primary access on Covington Garden Drive at a signalized intersection. There are two access points proposed along Big Bend Road, both of which are right-in/right-out only and include 185-foot eastbound right turn lanes. A loop road is proposed to provide internal vehicular circulation that allows for the continuous movement of emergency and service-type vehicles throughout the community. Internal vehicular and pedestrian interconnection is provided throughout the development.

The request is a reduction in driveway length from 250 feet, which is the minimum required for an unsignalized driveway for a Regional Shopping Center (over 150,000 square feet), to 167 feet in the Retail/Commercial East Development Area. The purpose of this request is to provide access to an outparcel while still accommodating sufficient stacking so as not to negatively impact Big Bend Road. The design of the access into the outparcel will include a dedicated southbound left turn lane with +/- 100 feet of queue

Mr. Michael J. Williams
MM 24-0300 Administrative Variance
July 15, 2024
Page 2

distance (see Exhibit A, Proposed Outparcel Entry from Big Bend Road). The request is consistent with Section 6.04.02.B.3 (a), (b), and (c) which states, *In the consideration of the variance request, the issuing authority shall determine to the best of its ability if the following circumstances are met:*

(a) there is an unreasonable burden on the applicant

Response: In the absence of the design provided for by this variance, the subject outparcel would not have reasonable access given that only two driveways are proposed along Big Bend Road, both being right-in/out.

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

Response: Given the modest reduction in the driveway length, the restriction on left movement out of the outparcel, and the provided stacking for left movement into the outparcel, the variance would not be detrimental to the public health, safety, and welfare.

(c) without the variance, reasonable access cannot be provided.

Response: The request alleviates limited access along Big Bend Road. As mentioned previously, without the design provided for by this variance, the subject outparcel would not have reasonable access as the only two driveways are proposed along Big Bend Road, both being right-in/out.

Given the comprehensive approach to access both external and internal to the site, the Administrative Variance is supportable.

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

Sincerely,

LevelUp Consulting, LLC


Trent Stephenson, P.E.
Florida License Number 59514
trent@levelupflorida.com



Mr. Michael J. Williams
MM 24-0300 Administrative Variance
July 15, 2024
Page 3

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

_____ **Disapproved**

_____ **Approved**

_____ **Approved with Conditions**

**If there are any further questions or you need clarification, please contact
Sheida L. Tirado, P.E. (813) 276-8634, TiradoS@hillsboroughcounty.org**

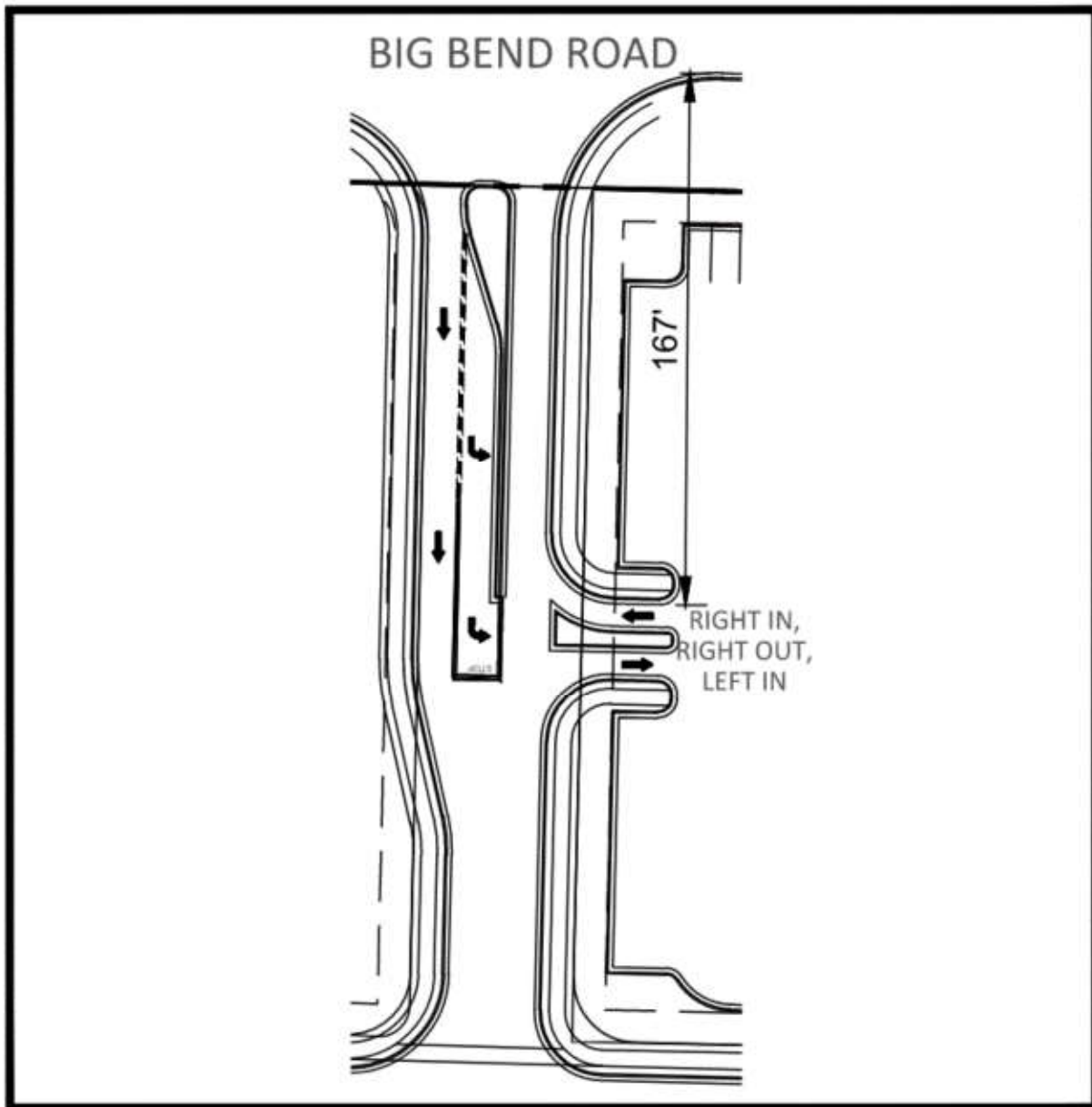
Sincerely,

**Michael J. Williams
Hillsborough County Engineer**

Notice: Consistent with Section 6.04.02.B8 of the LDC, the results of this variance application may be appealed, as further described in Section 10.05.01 of the LDC, to the Land Use Hearing Officer within 30 calendar days of the date of the above action.

Mr. Michael J. Williams
MM 24-0300 Administrative Variance
July 15, 2024
Page 4

Exhibit A: Proposed Outparcel Entry from Big Bend Road



INSET 3: OUTPARCEL ENTRY FROM BIG BEND ROAD



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

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- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpafl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

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Submittal Type (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. MM 24-0300 <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.		
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Project Name/ Phase LC Promenade at Apollo Beach/Marketplace at Apollo Beach Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.			
Folio Number(s) 51521.0210, 51523.0100, & 51523.0150 <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").			
Name of Person Submitting Request R. Trent Stephenson, P.E. Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.			
Current Property Zoning Designation PD 86-0154 Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.			
Pending Zoning Application Number MM 24-0300 Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.			
Related Project Identification Number (Site/Subdivision Application Number) N/A Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".			



July 15, 2024

Mr. Michael J. Williams
County Engineer
Development Review Director
Hillsborough County Government
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: MM 24-0300 – LC Promenade and Marketplace at Apollo Beach
Design Exception
Folios - 51521.0210, 51523.0100, & 51523.0150

Dear Mr. Williams:

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual (TTM) Section 1.7, to meet the requirements of TTM Complete Traditional Neighborhood Development Typical Sections (TND) in support of the LC Promenade and Marketplace at Apollo Beach ("the Project"). The Project is proposing a Major Modification to PD 86-0154 for the development of up to +/- 750,000 square feet of retail/commercial, +/- 830 residential/multi-family units, 100 residential/townhomes, 15,000 square feet of office, and 250 hotel rooms. The Design Exception request is for the Mixed Use-Central and Multi-Family South portions of the site to provide for the development of up to 100 platted townhome lots that have rear-loaded garages served by alleys characteristic of Traditional Neighborhood Design (TND). On-street parking is also proposed.

The site has frontage on Big Bend Road and Covington Garden Drive with the primary access site on Covington Garden Drive. A loop road is proposed to provide internal vehicular circulation that allows for the continuous movement of emergency and service-type vehicles throughout the community. Internal vehicular and pedestrian interconnection is provided throughout the development. No cross-access with neighboring development is proposed.

Given the scale (only a maximum of 100 townhomes) and location, the Design Exception is specific to Drawing TND-3, shown as Exhibit A. The request is to decrease the typical section from 75 to 56 feet. The primary purpose of the Design Exception is to create an efficient layout that conforms to the unique setting within the mixed-use project and provides more of an urban neighborhood feel. Transportation is comprehensively addressed through the PD Site Plan, providing the location of 10-foot bike and pedestrian sidewalks throughout the community, see Exhibit C.


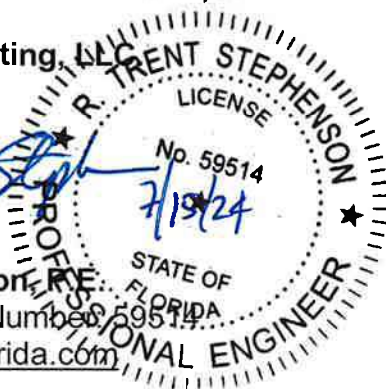
Mr. Michael J. Williams
MM 24-0300 Design Exception
July 15, 2024
Page 2

The requested Design Exception provides a more compact roadway to enhance the mixed-use community at the pedestrian scale, applying traffic calming techniques to reduce speeds adjacent to the townhomes. A similar cross-section was utilized for Brandon Town Center and Winthrop Villages, two greenfield projects approved in Hillsborough County. On-street parking is provided to formalize the location of parking so that residents and visitors are not parking in the travel lanes or obstructing alleys. Street trees are provided on both sides of the street, as depicted in Exhibit B. Street trees will be interrupted by no more than three parallel parking spaces. The requested Design Exception is consistent with the TND theme and fits the location and scale of the community that will have a maximum of 100 platted townhomes. The conceptual location of the where the platted townhomes will be located is included on Exhibit C, PD Site Plan.

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

Sincerely,

LevelUp Consulting, LLC



Trent Stephenson, P.E.
Florida License Number 59514
trent@levelupflorida.com

Mr. Michael J. Williams
MM 24-0300 Design Exception
July 15, 2024
Page 3

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

_____ **Disapproved**

_____ **Approved**

_____ **Approved with Conditions**

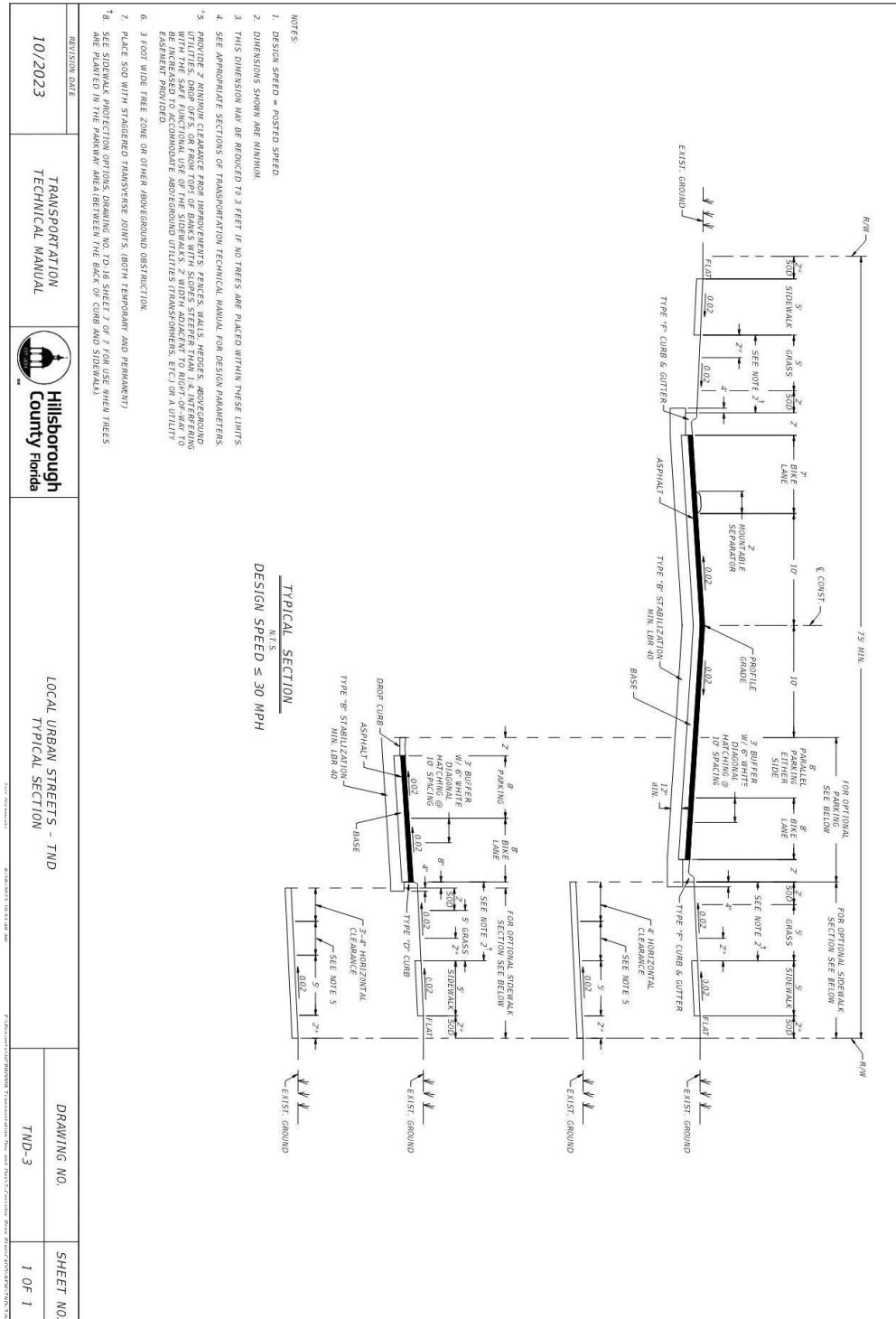
**If there are any further questions or you need clarification, please contact
Sheida L. Tirado, P.E. (813) 276-8634, TiradoS@hillsboroughcounty.org**

Sincerely,

**Michael J. Williams
Hillsborough County Engineer**

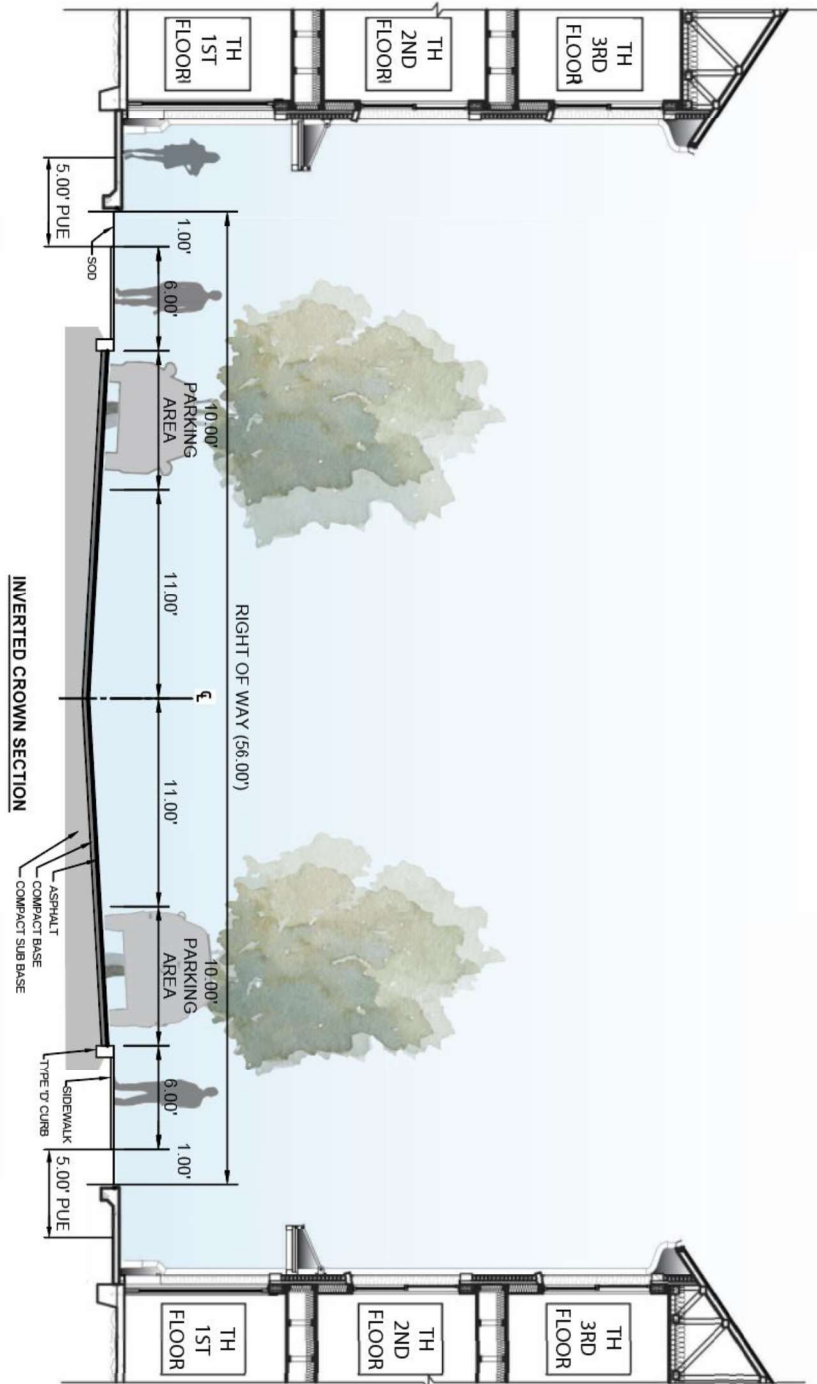
Mr. Michael J. Williams
MM 24-0300 Design Exception
July 15, 2024
Page 4

Exhibit A: Drawing TND-3



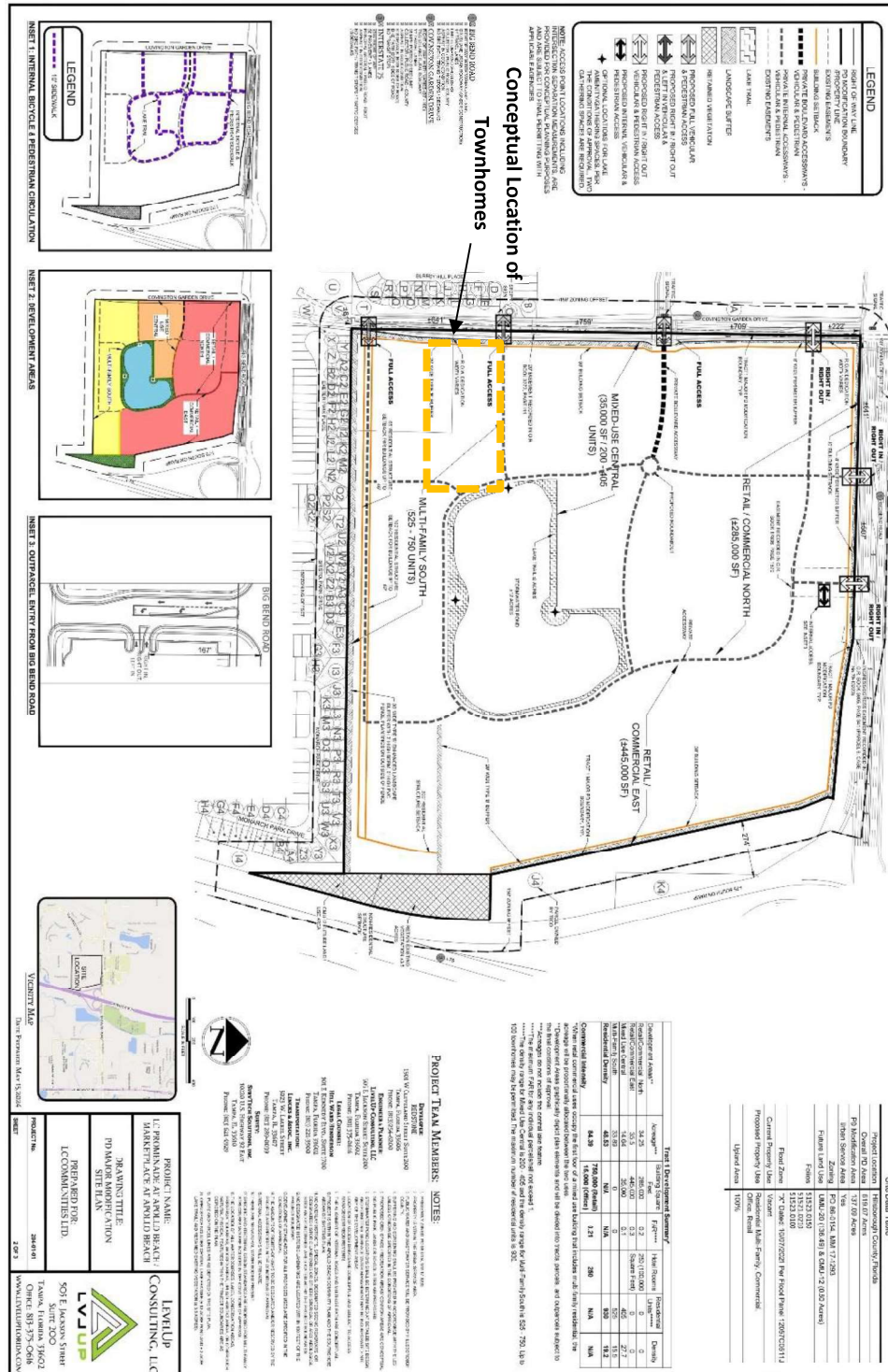
Mr. Michael J. Williams
MM 24-0300 Design Exception
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Exhibit B: Proposed 56' Private R-O-W Section with On-Street Parking



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Exhibit C: PD Site Plan



Transportation Comment Sheet

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

Adjoining Roadways (check if applicable) – Modification Area Only			
Road Name	Classification	Current Conditions	Select Future Improvements
Big Bend Rd.	County Arterial - Rural	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – County CIP Project
Covington Garden Dr.	County Collector – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – Developer Widening
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Modification Area Only) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	37,640	1,445	3,655
Proposed	33,973	1,053	3,032
Difference (+/-)	(-) 3,667	(-) 392	(-) 623

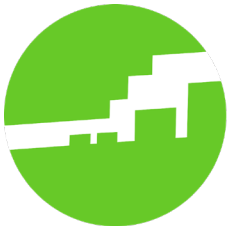
*Trips reported are based on gross external trips unless otherwise noted.

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Big Bend Rd./ Access F Throat Depth	Administrative Variance Requested	Approvable
Covington Garden Dr./ Substandard Road	Design Exception Requested	Approvable
Certain Internal Project Roadways/ Alternative Typical Section	Design Exception Requested	Approvable
Notes:		

Transportation Comment Sheet

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



**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 – 272 – 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: July 22, 2024 Report Prepared: July 11, 2024	Case Number: MM 24-0300 Folio(s): 51521.0210 & 51523.0000 General Location: South of Big Bend Road, east of Covington Gardens Drive and west of Interstate 75
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Urban Mixed Use- 20 (20 du/ga;1.0 FAR) & Community Mixed Use-12 (12 du/ga;0.50 FAR)
Service Area	Urban
Community Plan(s)	Apollo Beach + SouthShore Areawide Systems
Rezoning Request	Major Modification (MM) to Planned Development (PD) 86-0154 to develop up to 750,000 square feet of retail/commercial, 930 residential/multi-family units, 15,000 square feet of office and 250 hotel rooms
Parcel Size	137.09 ± acres
Street Functional Classification	Big Bend Road – Arterial Covington Gardens Drive – County Collector Interstate 75 – State Principal Arterial
Commercial Locational Criteria	Not applicable

Evacuation Area	None
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Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Urban Mixed Use-20 + Community Mixed Use-12	PD	Agricultural
North	Public/Quasi-Public + Natural Preservation	AR	Educational + Public/Quasi-Public/Institutions
South	Community Mixed Use-12	PD	Single Family Residential
East	Public/Quasi-Public + Urban Mixed Use-20 + Suburban Mixed Use-6	AR	Agricultural + Single Family Residential
West	Urban Mixed Use-20	PD	Vacant

Staff Analysis of Goals, Objectives and Policies:

The 137.09 ± acre subject site is located south of Big Bend Road, east of Covington Gardens Drive and west of Interstate-75. The subject site is in the Urban Service Area and is within the limits of the Apollo Beach and SouthShore Areawide Systems Community Plans. The subject site's Future Land Use classification is Urban Mixed Use-20 (UMU-20) and Community Mixed Use-12 (CMU-12). The property is undeveloped and is part of the Southbend DRI. The applicant is requesting a Major Modification to Planned Development (PD) 86-0154 to develop up to 750,000 square feet of retail/commercial, 930 residential/multi-family units, 15,000 square feet of office and 250 hotel rooms.

The site is in the Urban Service Area where according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the county's growth is to be directed. Policy 1.4 requires all new development to be compatible with the surrounding area, noting that "compatibility does not mean "the same as" Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The subject site currently has agriculture. Agriculture is also to the east and southeast. Single-family uses extend to the south, southeast and northeast. East Bay High School is to the north across Big Bend Road. To the west is vacant land. This proposal meets the intent of Objective 1 and Policy 1.4.

Per Objective 8, Future Land Use categories outline the maximum level of intensity or density and range of permitted land uses allowed in each category. Appendix A contains a description of the character and intent permitted in each of the Future Land use categories. The site is in the Urban Mixed Use-20 (UMU-20) and Community Mixed Use-12 (CMU-12) Future Land Use categories. The UMU-20 Future Land Use category allows for the consideration of residential, regional scale commercial uses such as a mall, office and business park uses, research corporate park uses, light industrial, multi-purpose and clustered residential and/or mixed-use projects at appropriate locations. The CMU-12 Future Land Use category allow for the consideration of residential, community scale retail commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects at appropriate locations. Non-residential land uses must be compatible with residential uses through established techniques of transition or by restricting the location of incompatible uses. According to the site plan uploaded into Optix on May 17, 2024, 136.49 ± acres is in the UMU-20 Future Land Use category and 0.60 ± acres is in the CMU-12 Future Land Use category. As the language states above, residential, commercial, multi-purpose and mixed-use projects are allowed within these categories. The proposal meets Objective 8.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2). However, at the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The proposal meets the intent of FLUE Objective 16 and its accompanying policies 16.1 ,16.2, 16.3 and 16.10 that require new development to be compatible to the surrounding neighborhood. Goal 12 and Objective 12-1 of the Community Design Component (CDC) of the FLUE require new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. In this case, the surrounding land use pattern is mostly single-family and agriculture, therefore, the proposed residential use will complement the surrounding area.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed rezoning. The EPC has determined there are wetlands on site. According to Objective 13 of the FLUE, “new development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan.” Objective 9.3 of the Environmental & Sustainability (E&S) is to manage natural preserves to ensure a healthy, functioning environment, economy and quality of life. The EPC determined that a resubmittal is not necessary. Given that there is a separate approval process for wetland impacts with the Environmental Protection Commission and they currently do not object, Planning Commission staff finds this request consistent with Objective 13 and associated policies in the FLUE and Objective 3.9 and associated policies in the E&S.

The site is within the limits of the Apollo Beach and SouthShore Areawide Systems Community Plans. The proposal meets the intent of both plans. Goal 4 of the Apollo Beach Community Plan is to improve transportation that requires connectivity within new development. Goal 5 of the same plan is to establish/improve sidewalk, bicycle lane and trail connectivity. Goal 2 of the Transportation Objective of the SouthShore Areawide Systems Community Plan is to support alternative modes of transportation. The applicant noted in the revised request that full access will be added to the southernmost portion of the site within the Multi-Family South Area. Along with that, a 10-foot sidewalk will be extended to an additional access point in the Multi-Family South Area. The proposal also meets Goal 2 of the Apollo Beach Community Plan which encourages mixed use town centers in between US Highway 41 and Interstate 75.

It also meets Goal 1, 3 and 4 of the Cultural/Historical Objective and Goal 1 of the Economic Development Objective of the SouthShore Areawide Systems. The proposal includes a mix of retail/commercial uses, office uses, multi-family/residential uses and hotel uses. The mixed-use project will complement the surrounding community and area.

Overall, staff finds that the proposed use is an allowable use in the UMU-20 and CMU-12 categories, is compatible with the existing development pattern found within the surrounding area and does support the vision of the Apollo Beach Community Plan or the Southshore Areawide Systems Plan. The proposed Planned Development would not allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Element of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

Based upon the above considerations and the following Goals, Objectives and Policies, Planning Commission staff finds the proposed major modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*.

Staff Identified Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan* Related to the Request:

FUTURE LAND USE ELEMENT

Urban Service Area

Objective 1: Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.

Policy 1.4: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Land Use Categories

Objective 8: The Future Land Use Map will include Land Use Categories which outline the maximum level of intensity or density and range of permitted land uses allowed and planned for an area. A table of the land use categories and description of each category can be found in Appendix A.

Policy 8.1: The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.

Relationship to Land Development Regulations

Objective 9: All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.

Policy 9.1: Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.

Policy 9.2: Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.

Neighborhood/Community Development

Objective 16: Neighborhood Protection – The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.

Policy 16.2: Gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering, and screening techniques and control of specific land uses.

Policy 16.3: Development and redevelopment shall be integrated with the adjacent land uses through:

- a) the creation of like uses; or
- b) creation of complementary uses; or
- c) mitigation of adverse impacts; and
- d) transportation/pedestrian connections

Policy 16.5: Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.

Policy 17.7: New development and redevelopment must mitigate the adverse noise, visual, odor and vibration impacts created by that development upon all adjacent land uses.

Community Design Component (CDC)

4.3 COMMERCIAL CHARACTER

GOAL 9: Evaluate the creation of commercial design standards in a scale and design that complements the character of the community.

Policy 9-1.2: Avoid “strip development patterns for commercial uses.

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

OBJECTIVE 12-1: New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.

Policy 12-1.4: Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions, to affect elements such as height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture.

7.0 SITE DESIGN

7.1 DEVELOPMENT PATTERN

GOAL 17: Develop commercial areas in a manner which enhances the County’s character and ambiance.

OBJECTIVE 17-1: Facilitate patterns of site development that appear purposeful and organized.

Policy 17-1.4: Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.

ENVIRONMENTAL & SUSTAINABILITY SECTION

Objective 3.9: Manage natural preserves to ensure a healthy, functioning environment, economy, and quality of life.

Policy 3.9.9: Protect natural resources, coastal resources, publicly owned, or managed natural preserves from adverse impacts attributable to adjacent land uses. Continue to require development activities on adjacent properties to comply with adopted criteria, standards, methodologies, and procedures to prevent adverse impacts.

LIVABLE COMMUNITIES ELEMENT: APOLLO BEACH COMMUNITY PLAN

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V. Strategies

The citizens of Apollo Beach developed the following strategies to achieve their vision and guide future growth and development in the Apollo Beach community.

1. Enhance Community Character
 - Provide gateways or markers at recommended locations on U.S. Highway 41, Big Bend Road and the Apollo Beach Boulevard extension.
2. Ensure Quality Land Use and Design

- *Encourage mixed use town centers at Apollo Beach Boulevard and U.S. Highway 41, and between U.S. Highway 41 and Interstate 75 in close proximity to the Apollo Beach Boulevard extension, as well as at other appropriate locations.*
 - *Incorporate a range of housing choices including multi-family and live-work units in and around town centers.*
4. *Improve Transportation*
 - *Require connectivity within new developments and require new developments to connect to one another.*
 5. *Establish/Improve Sidewalk, Bicycle Lane and Trail Connectivity*
 - *Provide pedestrian and bicycle facilities that connect recreational, community and cultural uses.*
 - *Continue to implement the goals and objectives of the Greenways Master Plan.*

LIVABLE COMMUNITIES ELEMENT: SOUTHSHORE AREAWIDE SYSTEMS PLAN

Transportation Objective

The communities within the SouthShore Areawide Systems Plan boundary desire to be served by a balanced transportation system. A thoughtfully planned system of roadways accommodates existing automobile traffic, supports strategically placed activity centers, connected by efficient public transit and is designed to connect to a rapid transit system. Community groups actively participate in planning transportation facilities, resulting in a harmonious integration of roads and communities. People living here have mobility choices; they can safely walk, bicycle, drive a car, and take the bus or rail transit. The whole array of transportation options is designed to be user-friendly with sidewalks, bike lanes, and tree-shaded environments everywhere.

The community desires to:

- *Identify, where appropriate, “co-location” of greenways and corridor coexistence is achievable.*
2. *Coordination- coordinate transportation planning and greenway trails planning, right-of-way and corridor protection whenever possible and/or feasible to accommodate future development. In order to protect the rights-of-way needed to implement the Countywide Corridor plan map and to avoid encroachment into such rights-of-way by buildings, parking areas and other types of developments, acquiring the needed rights-of-way in advance of development is necessary.*
 - a. *Support the provision of adequate space for alternative modes of transportation such as bikeways, and sidewalks along appropriate transportation corridors.*
 - b. *Support the review of new development to determine if the development is within or adjacent to rights-of-way identified on the map to ensure adequate space is available for alternative modes.*

Cultural/Historical Objective

The SouthShore region of Hillsborough County supports a diverse population with people living in unique communities, interspersed with farms, natural areas, open spaces and greenways that preserve and enhance the natural and cultural heritage.

The Community Desires to:

1. *Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.*
 - a. *Employ an integrated, inclusive approach to sustainable growth and development that is well planned to maintain the cultural and historic heritage and unique agricultural and archaeological resources of SouthShore.*
3. *Enhance community capacity and retain the unique character of communities in SouthShore.*
 - b. *Recognize the diversity of language and culture in SouthShore as a community asset and resource.*
4. *Maintain housing opportunities for all income groups.*
 - a. *Explore and implement development incentives throughout SouthShore that will increase the housing opportunities for all income groups, consistent with and furthering the goals, objectives and policies within the Comprehensive Plan Housing Element.*

Economic Development Objective

The SouthShore community encourages activities that benefits residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life.

The community desires to pursue economic development activities in the following areas:

1. Land Use/ Transportation

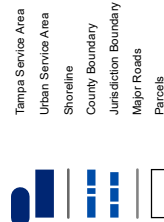
- a) *Analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)*
- b) *Recognize preferred development patterns as described in individual community plans and implement the communities' desires to the greatest extent possible (including codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.*
- c) *Utilize the Hillsborough County Competitive Sites Program to identify potential competitive sites (e.g. SouthShore Park DRI).*
- d) *Analyze potential new economic sites,(e.g. Port Redwing) based on development*
- e) *Support the potential Ferry Study and auxiliary services around Port Redwing*
- f) *Utilize Hillsborough County Post Disaster Redevelopment Plan*

HILLSBOROUGH COUNTY
FUTURE LAND USE

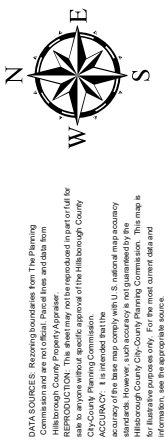
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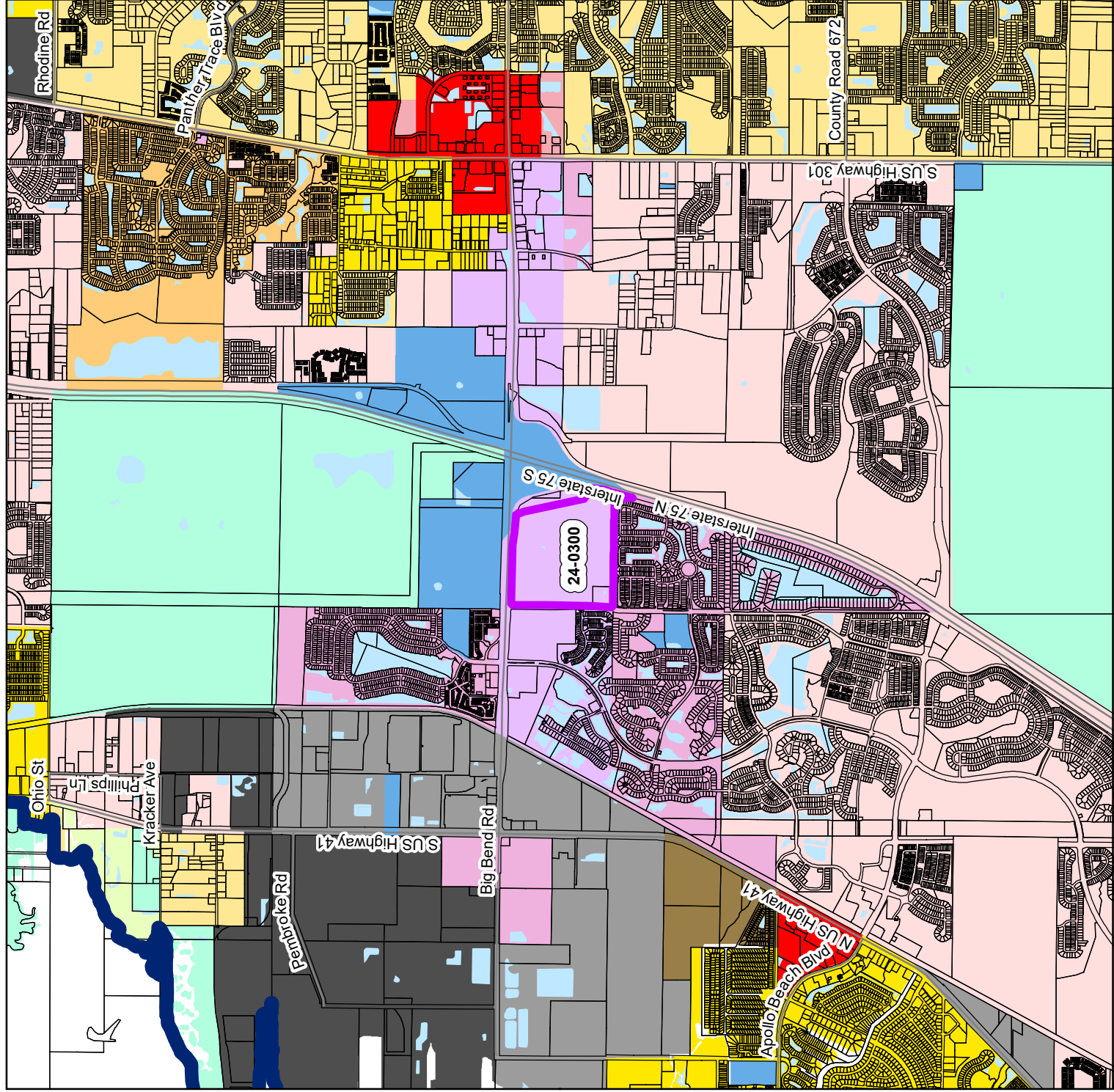
Rezoning



- WATER, NATURAL LULC, Wet Poly
- AGRICULTURAL MINING-1/20 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, 25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASI-PUBLIC
- NATURAL PRESERVATION
- WILDLIFE VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE



Map Printed from Rezoning System: 1/16/2024
Author: Beverly F. Daniels
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