

STAFF REPORT

**SABAL CENTER
DEVELOPMENT OF REGIONAL IMPACT (DRI # 98)**

NOTICE OF PROPOSED CHANGE # 24-0030

SIGN-OFF APPROVALS	INITIAL	DATE
DIRECTOR, COMMUNITY DEVELOPMENT DIVISION	<i>JBG</i>	7/25/24

**Prepared by
Development Services Department
Community Development Division**

RECOMMENDATION

Staff recommends that the Board of County Commissioners (BOCC) approve the proposed changes for the Sabal Center of Regional Impact (DRI). Staff recommends approval in accordance with the attached resolution. This recommendation is based, in part, on the Sabal Center DRI Map H received on April 15, 2024. Folios eligible for Phase 1 trip limited entitlement land use exchange have been added to Map H. No other changes are proposed for DRI Map H.

This development order amendment is accompanied by related zoning application, MM 24-0758.

BACKGROUND

The Sabal Center Development of Regional Impact (DRI) is a 194.32-acre mixed-use development located along Falkenburg Road in the east central section of Hillsborough County. Dr. Martin Luther King Jr. Boulevard (S.R.574) bisects the property into northern and southern development areas.

Hillsborough County Board of County Commissioners originally approved the Sabal Center DRI on August 20, 1985 (Resolution No. 85-0148) as a three-phase development. The site's Future Land Use designation is Urban Mixed Use-20 (UMU-20). Adjacent uses include manufacturing to the west and a mix of light industrial, commercial and office uses to the north, south and east. Cumulative development to date consists of 1,288,850 square feet of office space and 265 hotel rooms.

The Development Order (DO) has been amended a total of eight times. The eighth amendment occurred on December 11, 2007 (Resolution No. R 07-215). The amendments have cumulatively extended the build out dates; revised the required improvement, revised the project acreage; approved a land use trade off mechanism; and altered the Master Development Plan accordingly. The DO expiration date is October 9, 2033.

PROPOSED CHANGES

On October 4, 2023, the authorized representative of Citigroup Technology, Inc., submitted a Notice of Proposed Change (NOPC) to amend specific folios within the Sabal Center Development of Regional Impact (DRI) development order (DO). The applicant proposes to:

- (1) Establish a mechanism to convert Phase 1 uses between hotel, retail, multifamily, office, and industrial uses for the parcels identified and owned by Citigroup Technology, Inc.;
- (2) New phase 1 development, including hotel, retail, multifamily, office, and industrial uses, shall not exceed a total maximum trip count of 3,770 PM Peak Trips, and 25,910 Daily Trips (entitlements are not changing);
- (3) All Multifamily uses shall be subject to mobility fees. Mobility fee obligations may be satisfied in accordance with Sec. 40-78(a) of the Hillsborough County Code of Ordinances. No additional entitlements are being requested;
- (4) Remove obsolete statutory references and requirements, and updating the build out date to

- reflect the most recent statutory extension; and,
- (5) Extend the Phase I, build out date of the development from December 31, 2012 to October 9, 2033; and,
 - (6) Extend the expiration date of the Development Order until October 9, 2033;

STAFF RECOMMENDATION

The applicant is proposing to add multi-family as an allowable use in folios 65683.5010, 65683.5304, 65683.5302, 65683.5306, 65683.5310, 65683.5100, 68683.5062, 65683.5314, 65683.5316, 65683.5030, 65683.5312 and 65683.5318 and restrict the uses in phase 1 to a maximum of 25,910 daily trips or 3,770 peak hour trips. As a part of this amendment, the applicant is including the trip cap as a condition of the Development Order to formalize the trip cap previously approved and allow exchange of all approved uses underneath that cap.

With each increment of development, the developer shall submit an updated trip utilization table utilizing the latest edition of the Institute of Transportation Engineers Trip Generation Manual with each proposed Preliminary Site Plan or Construction Plan submittal, as applicable showing the proposed development will not exceed the established trip cap. If development is proposed that exceeds the previously approved trip cap, additional mitigation measures may be required. Since multifamily uses are new, they will be subject to mobility fees.

Based on the above, the proposed modification adding multi-family uses are not considered grandfathered for mobility fees. As such, a new provision is included within the Development Order that explicitly states that multifamily uses shall be subject to mobility fees. Mobility fee obligations may be satisfied in accordance with Sec. 40-78(a) of the Hillsborough County Code of Ordinances.

The proposed changes to the phasing schedule are shown below in strike through and underline:

PHASE	BUILDOUT	OFFICE/RESEARCH & DEVELOPMENT (Sq. Ft.)	LIGHT INDUSTRIAL/ RESEARCH & DEVELOPMENT (Sq. Ft.)	COMMERCIAL / RETAIL (Sq. Ft.)	<u>Multi-Family Units</u>	HOTEL (ROOMS)
Phase I	12/31/2012 <u>10/09/33</u>	1,737,000	0	150,000		265
Phase II*	11/30/1999	760,000	0	0		355
Phase III*	7/20/2003	770,000	0	0		380
TOTAL APPROVED		3,267,000	0	150,000		1,000

~~*Phase II and III are conceptually approved. Specific approval requires a Notice of Proposed Change and a Transportation Analysis pursuant to Florida Statutes Section 380.06.~~

SABAL CENTER DEVELOPMENT ORDER HISTORY

On August 20, 1985, the Board of County Commissioners (BOCC) adopted the development order (DO) for Sabal Center development of regional impact (DRI #98) approving Resolution R85-0148, a 3-phase development consisting of: 2,400,000 square feet of office; 150,000 square feet of retail; 1,000,000 square feet of light industrial; and 1,000 hotel rooms on 195 acres. The build out dates were: December 31, 1990 for Phase I; December 31, 1996 for Phase II; and August 20, 2000 for Phase III. The DO was effective through August 20, 2000.

On November 13, 1985, the BOCC adopted Resolution No. R85-0220 (1st amendment). This amendment transferred 45 hotel rooms from Phase II to Phase I.

On April 21, 1987, the Board adopted Resolution No. R87-0123 (2nd amendment). This amendment revised the amount of right-of-way required to be dedicated adjacent to Falkenburg Road and C.R. 574.

On April 10, 1990, the Board adopted Resolution No. R90-0075 (3rd amendment). This amendment: 1) extended the Phase I build out date to November 30, 1993; 2) extended the Phase II build out date to November 30, 1999; 3) extended the Phase III build out date to July 20, 2003; and 4) extending the DO effective date to July 20, 2003.

On March 9, 1993, the Board adopted Resolution No. R93-0056 (4th amendment). This amendment: 1) extended the build out date for Phase I to December 31, 1999; 2) added 1.9 acres of land to the DRI without an increase in entitlements; and 3) deleted a 1.2-acre fire station site and 8.3 acres of road right-of-way dedicated to Hillsborough County from the DRI.

On June 11, 1996, the BOCC adopted Resolution No. R96-0143 (5th amendment). This amendment adopted a trade off mechanism to allow conversion of light industrial land use to office land uses and modified the Master Development Plan.

On February 11, 1997, the Board adopted Resolution No. R97-027 (6th amendment). This amendment: 1) extended the date of buildout for Phase I to December 31, 2004; 2) eliminated the limited access assessments for Phase I; and 3) modified the Master Development Plan.

On May 9, 2006, the Board adopted Resolution No. R 06-094 (7th amendment). This amendment: 1) extended the date of buildout for Phase I to December 31, 2009; 2) extended the DO effective date to December 31, 2009.

On December 11, 2007, the Board adopted Resolution No. 07-215 (8th amendment). This amendment (1) extended the Phase I build out date of the development by three (3) years, from December 31, 2009 to December 31, 2012; and, (2) extended the expiration date of the Development Order until December 31, 2012.

PETITION NUMBER: 24-0030, Sabal Center - DRI #98
BOCC MEETING DATE: August 13, 2024

**DRAFT AMENDED & RESTATED
DEVELOPMENT ORDER**

RESOLUTION NO. _____

**RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF
HILLSBOROUGH COUNTY, FLORIDA, AMENDING AND RESTATING
THE DEVELOPMENT ORDER FOR THE SABAL CENTER DEVELOPMENT
OF REGIONAL IMPACT (DRI 98)**

Upon motion of Commissioner, _____, seconded by
Commissioner, _____, the following Resolution was adopted
this _____ day of _____, _____,

WHEREAS, on August 20, 1985, the Board of County Commissioners approved a
Development Order, Resolution R85-0148, for the Sabal Center Development of Regional Impact;
and,

WHEREAS, on October 11, 1985, an amendment was requested to the Development Order
seeking to transfer 45 hotel rooms from Phase II to Phase I of the Development Order; and,

WHEREAS, on November 13, 1985, the Board of County Commissioners adopted
Resolution R85-0220 amending Resolution No. R85-0148; and,

WHEREAS, an amendment was filed seeking an amendment to certain right-of-way
dedication requirements originally required pursuant to Resolution R85-0148; and,

WHEREAS, on April 21, 1987, the Board of County Commissioners adopted R87-0123
amending Resolutions R85-0148 and R85-0220; and,

WHEREAS, the Developer filed a Notice of Proposed Change pursuant to Section
380.06(19) on March 8, 1990, seeking an extension of the phase deadlines and the effective date
of the Development Order by less than three years; and,

WHEREAS, on April 10, 1990, the Board of County Commissioners adopted Resolution R90-
0075 amending Resolution Nos. R85-0148, R85-0220 and R87-0123; and,

WHEREAS, the Developer filed a Notice of Proposed Change pursuant to Section
380.06(19) on December 15, 1992, seeking to extend the buildout date for Phase I to December
31, 1999, add an additional 1.9 acres of land and delete a 1.2 acre fire station site and 8.3 acres of
road right-of-way that had been dedicated to Hillsborough County; and,

WHEREAS, on March 9, 1993, the Board of County Commissioners adopted Resolution 93-
0056 amending Resolution Nos. R85-0148, R85-0220, R87-0123 and R90-0075; and,

WHEREAS, the Developer filed a Notice of Proposed Change pursuant to Section
380.06(19) on March 12, 1996, seeking the adoption of a trade-off mechanism to convert light

industrial land uses to Office/R & D land uses and modifications to the Master Development Plan (Map H); and,

WHEREAS, on June 11, 1996, the Board of County Commissioners adopted Resolution R96-143 amending Resolutions R85-0148, R85- 0220, R87-0123, R90-0075 and R93-0056; and,

WHEREAS, the Developer filed a Notice of Proposed Change pursuant to Section 380.06(19) on November 27, 1996, seeking to extend the buildout date for Phase I to December 31, 2004, the elimination of the limited access assessments for Phase I, and modifications to the Master Development Plan (Map H); and,

WHEREAS, on February 11, 1997, the Board of County Commissioners adopted Resolution R97-027 amending Resolutions R85- 0148, R85-0220, R87-0123, R90-0075, R93-0056 and R96-143; and,

WHEREAS, the Developer filed a Notice of Proposed Change ("NOPC") pursuant to Section 380.06(19) on April 22, 2005, seeking to extend the buildout date for Phase I to December 31, 2009, and extend the effective date to December 31, 2009; and,

WHEREAS, on May 9, 2006, the Board of County Commissioners adopted Resolution R06-094, amending Resolutions RBS-0148, RBS- 0220, R87-0123, R90-0075, R93-0056, R96-143, and R97-027; and,

WHEREAS, the Developer filed a Notice of Proposed Change ("NOPC") pursuant to Section 380.06(19)(c) on October 25, 2007, seeking to extend the buildout date for Phase I to December 31, 2012, and extend the effective date to December 31, 2012; and,

WHEREAS, on December 11, 2007, the Board of County Commissioners adopted Resolution R07-215, amending Resolutions R85-0148, R85- 0220, R87-0123, R90-0075, R93-0056, R96-143, R97-027 and R06-94; and,

WHEREAS, pursuant to Section 252.363, Fla. Stats., the buildout date for Phase I has been extended to October 9, 2033; and,

WHEREAS, Citigroup Technology Inc., owner of property located within the Sabal Center DRI, has, on October 4, 2023 filed an application to amend the subject Development Order (the "Development Order Amendment"), requesting to establish a mechanism to convert Phase 1 uses between hotel, retail, multifamily, office, and industrial uses for the parcels it owns, to remove obsolete statutory references and requirements, and updating the build out date to reflect the most recent statutory extension; and,

WHEREAS, Hillsborough County gave notice and held a public hearing on _____, 2024 on the Development Order Amendment, providing the public and other interested parties an opportunity to be heard and present evidence concerning the proposed Development Order Amendment.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF
HILLSBOROUGH COUNTY, FLORIDA:

I. FINDINGS OF FACT

A. Hereinafter, the word "Application" shall refer to the application for development approval, the sufficiency response, the amending letters, and other exhibits specifically incorporated in this or previous applications.

B. The real property that was the subject of the original Application was legally described as set forth in Composite Exhibit A, originally attached to Resolution 85-0148 and made a part thereof. The real property subject to this amended and restated development order is set forth in Exhibit B attached hereto.

C. The proposed development is not in an area of critical state concern as designated pursuant to Section 380.05, Florida Statutes.

D. All development will occur in accordance with this Development Order and Application.

E. A comprehensive review of the impact generated by the development has been conducted by the Hillsborough County Administration, the Hillsborough County Environmental Protection Commission, the Hillsborough County City-County Planning Commission, and the Tampa Bay Regional Planning Council, as applicable.

F. Citigroup Technology Inc. is the owner of certain property within the Sabal Center DRI and is authorized to modify the DRI as those modifications pertain to Citigroup Technology Inc.'s owned properties and development rights.

II. CONCLUSIONS OF LAW

A. The changes proposed in the Development Order Amendment are consistent with local development regulations and the local government comprehensive plan adopted pursuant to the Hillsborough County Local Government Comprehensive Planning Act, Chapter 75-390, Laws of Florida, as amended, and the state and regional comprehensive plans.

B. In considering whether the Development Order Amendment should be approved subject to conditions, restrictions, and limitations, Hillsborough County has considered the criteria stated in Section 380.06, Florida Statutes.

C. The review by Hillsborough County Administration, the Planning Commission, and interested citizens indicates that project impacts are adequately addressed pursuant to the requirements of Section 380.06, Florida Statutes, within the terms and conditions of this Development Order.

D. Based on the above Findings of Fact and Conclusions of Law, the Board of County Commissioners hereby approves the Development Order Amendment.

III. GENERAL PROVISIONS

A. This Resolution shall constitute the Amended and Restated Development Order of Hillsborough County for the Sabal Center DRI (the "Development Order"). The provisions of Resolutions R85 - 01 48, R85-0220, R87-0123, R90-0075, R93-0056, R96- 143, R97-027, R06-094 and R07-215 are incorporated into this Development Order by reference and are hereby reaffirmed in their entirety except as specifically amended herein.

B. All development within the Sabal Center DRI shall occur in accordance with this Development Order and the Master Development Plan (Map H) attached as Exhibit "C" hereto.

C. The definitions contained in Chapter 380, Florida Statutes (202305), shall govern and apply to this Development Order.

D. This Development Order shall be binding upon the Developer, its assigns, or successors in interest including any entity that may assume any of the responsibilities imposed on the Developer by this Development Order. It is understood that any reference herein to any governmental agency shall be construed to mean any future instrumentality that may be created or designated as successor in interest to, or that otherwise possesses any of the powers and duties of, any branch of government or governmental agency.

E . This Development Order shall remain in effect until ~~December 31, 2012~~ October 9, 2033. The development shall not be subject to downzoning or intensity reduction until ~~December 31, 2012~~ October 9, 2033, unless the local government can demonstrate that substantial changes in the conditions underlying approval of the development order have occurred or the development order was based on substantially inaccurate information provided by the Developer or that the change is clearly established by local government to be essential to the public health, safety, or welfare . No development shall be approved after expiration of the Development Order. Any development activity for which plans have been submitted to the County for its review and approval prior to the expiration date of this Development Order may be completed, if approved. This Development Order may be extended by the Board of County Commissioners of Hillsborough County on the finding of excusable delay in any proposed development activity.

F. Whenever this Development Order provides for or otherwise necessitates reviews or determinations of any kind subsequent to its issuance, the right to review shall include all directly affected government agencies and departments as are or may be designated by the Board of County Commissioners of Hillsborough County to review development of regional impact applications as well as all governmental agencies and departments set forth under applicable laws and rules governing developments of regional impact.

G. In each instance in this Development Order where the Developer is responsible for ongoing maintenance of privately owned facilities at Sabal Center, the Developer may transfer any or all of its responsibilities to improve and maintain those facilities to an appropriate private entity created to perform such responsibilities. Provided, however, that before such transfer may be effective, the body to which responsibility has been or will be transferred must be approved by the County, upon determination that the entity in question can and will be responsible to provide maintenance as required in this Development Order, which approval shall not be unreasonably withheld.

I. The County Administrator of Hillsborough County shall be responsible for monitoring all terms and conditions of this Development Order. For purposes of this condition, the County Administrator may rely upon or utilize information supplied by any Hillsborough County department or agency having particular responsibility over the area or subject involved. The County Administrator shall report to the Board of County Commissioners any findings of deviation from the terms and conditions of this Development Order. The County Administrator shall issue a notice of such noncompliance to the Developer, and, if the deviation is not corrected with a reasonable amount of time, shall recommend that the Board of County Commissioners establish a hearing to consider such deviations.

~~J. The Developer shall file an annual report in accordance with Section 380.06(18), Florida Statutes (2005), and appropriate rules and regulations. The report shall be submitted on Form BLWM-07-85 as amended. Such report shall be due on the anniversary of the effective date of this Development Order for each following year until, and including such time as, all terms and conditions of this Development Order are satisfied. Such report shall be submitted to the County Administrator who shall, after appropriate review, submit it for review by the Board of County Commissioners. The Board of County Commissioners shall review the report for compliance with the terms and conditions of this Development Order and may issue further orders and conditions to insure compliance with the terms and conditions of this Development Order. The Developer shall be notified of any Board of County Commissioners hearing wherein such report is to be reviewed. Provided, however, that the receipt and review by the Board of County Commissioners shall not be considered a substitute or a waiver of any terms or conditions of the Development Order.~~

This report shall contain:

- ~~1. Changes in the plan of development, or representations contained in the Application, or phasing for the reporting year and for the next year;~~
- ~~2. A summary comparison of development activity proposed and actually conducted for the reporting year;~~
- ~~3. Undeveloped tracts of land, other than individual single family lots, that have been sold to a separate entity or developer;~~
- ~~4. Identification and intended use of lands purchased, leased or optioned by the Developer adjacent to the original DRI site since the development order was issued;~~
- ~~5. An assessment of the Developer's and local government 's compliance with conditions of approval contained in the DRI development order and the commitments which are contained in the Application;~~
- ~~6. Any known incremental DRI applications for development approval or requests for a substantial deviation determination that were filed in the reporting year and to be filed during the next year;~~
- ~~7. An indication of a change, if any, in local government jurisdiction for any portion of the development since the development order was issued;~~

~~8. A list of significant local, state, and federal permits which have been obtained or which are pending by agency, type of permit, permit number, and purpose of each;~~

~~9. A statement that all persons have been sent copies of the annual report in conformance with Subsections 380.06(18), Florida Statutes (2005);~~

~~10. A copy of any notice of the adoption of a development order or the subsequent modification of an adopted development order that was recorded by the developer pursuant to Subsection 380.06(15) (f), Florida Statutes (2005);~~

~~11. The information regarding Transportation Systems Management measures required to be submitted pursuant to Section IV .B.2., below;~~

~~12. The field surveys required to be submitted pursuant to Section IV.B . 5., below, which field surveys are only required to be submitted biannually after the issuance of Certificates of Occupancy for the first 900 , 000 square feet of office space , or the equivalent thereof; and~~

~~13. A copy of the stormwater system operation and maintenance schedule and annual updates required to be submitted pursuant to Section IV.H . I. (e), below.~~

L. The provisions of this Development Order shall not be construed as a waiver of or exception to any rule, regulation, or ordinance of Hillsborough County, its agencies or commissions, and to the extent that further review is provided for in this Development Order or required by Hillsborough County, said review shall be subject to all applicable rules, regulations and ordinances in effect at the time of the review.

M. This Development Order shall become effective upon adoption by the Board of County Commissioners of Hillsborough County in accordance with Section 380.06, Florida Statutes (202305).

~~N. Upon adoption, the Development Order shall be transmitted by the Ex Officio Clerk to the Board of County Commissioners, by certified mail, to the State Land Planning Agency, the Tampa Bay Regional Planning Council, and the Developer.~~

~~O. Revisions to this Development Order not addressed herein shall be subject to review by TBRPC including the payment of the incremental review fee.~~

IV. CONDITIONS

A. Phasing Schedule.

The development of the project in accordance with the proposed phasing schedule as provided below, is an integral part of the Development Order conditions. Therefore, if the Developer elects to amend the proposed phasing schedule, it shall submit said amendments to the County for review and approval, which approval shall not be withheld for mere acceleration of phases if the terms of this Order are otherwise fully complied with. It is the intent of this provision to ensure that all prerequisites for each phase of the project are complied with. For purposes of this Order, a phase shall be considered complete upon issuance of the final certificate of occupancy for the phase. ~~Any significant departure in project buildout from the phasing schedule set forth in the Application shall be subject to a substantial deviation determination pursuant to Chapter 380.06(19), Florida Statutes (2005).~~

Notwithstanding the foregoing, the Developer shall be permitted to trade - off any part or all of the approved Light Industrial/R&D uses for Office/R&D uses at the ratio of .867 square feet of Office/R&D uses for every square foot of Light Industrial/R&D uses. The Developer shall provide written notification of the trade-off to Hillsborough County Development Services prior to utilizing the trade-off.

Table 1. Phasing Schedule of Land Use Entitlements

Phase	Office/Research & Development (Sq. Ft.)	Light Industrial/ Research & Development (Sq. Ft.)	Commercial/ Retail (Sq. Ft.)	Hotel (Rooms)
12/31/2012 1. 10/09/2033	1,737,000		150,000	265
2. 1990-11/30/1999	760,000			355
3. 1996-7/20/2003	770,000			380
Total	3,267,000		150,000	1,000

1. The land used entitlements are subject to the land use trade-off mechanism approved pursuant to Resolution No. R96-143. (The trade-off mechanism is provided in the paragraph preceding the chart above.)

2.-The Office/R & D land use category can be developed exclusively as office uses.

Notwithstanding the foregoing, the Developer of folios 65683.5010, 65683.5304, 65683.5302, 65683.5306, 65683.5310, 65683.5100, 68683.5062, 65683.5314, 65683.5316, 65683.5030, 65683.5312 and 65683.5318 (the parcels owned by Citigroup Technology Inc. as of October 4, 2023) shall be permitted to construct Office/Research & Development, Light Industrial/Research & Development, Commercial/Retail, Hotel and Multi-Family uses on such parcels provided that the total Phase I trips do not exceed 3,770 peak hour trips or 25,910 daily trips and that no area identified as conservation is developed. The Developer may trade-off any part or all of the approved remaining Phase I land use entitlements, as described in Table 1, above in accordance with this trip limitation.

The Developer shall submit an updated trip utilization table utilizing the latest edition of the Institute of Transportation Engineers Trip Generation Manual with each proposed Preliminary Site Plan or Construction Plan submittal, as applicable. For purposes of documentation, the approved and constructed development and trip generation as of August 2023 is depicted in Table 2 below.

Table 2. Approved and Constructed Development and Utilized Trip Generation as of August 2023

Table 2 (a) Daily Trip Generation

<u>ITE Land Use Category</u>	<u>Variable</u>	<u>Size</u>	<u>Daily Trips</u>
<u>General Office - 710</u>	<u>Per KSF</u>	<u>1,289</u>	<u>10,728</u>

<u>Research and Development Center - 760</u>	<u>Per KSF</u>	<u>0</u>	<u>0</u>
<u>General Light Industrial - 110</u>	<u>Per KSF</u>	<u>0</u>	<u>0</u>
<u>Shopping Plaza (40-150k)¹ - 821</u>	<u>Per KSF</u>	<u>0</u>	<u>0</u>
<u>Hotel - 310</u>	<u>Per Room</u>	<u>265</u>	<u>2,449</u>
<u>Multifamily Housing (Mid-Rise) - 221</u>	<u>Per DU</u>	<u>0</u>	<u>0</u>
<u>Total Trips</u>	-		<u>13,177</u>

Table 2(b) AM Peak Hour Trip Generation

<u>ITE Land Use Category</u>	<u>Variable</u>	<u>Size</u>	<u>AM Peak Hour Trips</u>
<u>General Office - 710</u>	<u>Per KSF</u>	<u>1,289</u>	<u>1,509</u>
<u>Research and Development Center - 760</u>	<u>Per KSF</u>	<u>0</u>	<u>0</u>
<u>General Light Industrial - 110</u>	<u>Per KSF</u>	<u>0</u>	<u>0</u>
<u>Shopping Plaza (40-150k)¹ - 821</u>	<u>Per KSF</u>	<u>0</u>	<u>0</u>
<u>Hotel - 310</u>	<u>Per Room</u>	<u>265</u>	<u>125</u>
<u>Multifamily Housing (Mid-Rise) - 221</u>	<u>Per DU</u>	<u>0</u>	<u>0</u>
<u>Total Trips</u>	-		<u>1,634</u>

Table 2(c) PM Peak Hour Trip Generation

<u>ITE Land Use Category</u>	<u>Variable</u>	<u>Size</u>	<u>PM Peak Hour Trips</u>
<u>General Office - 710</u>	<u>Per KSF</u>	<u>1,289</u>	<u>1,386</u>
<u>Research and Development Center - 760</u>	<u>Per KSF</u>	<u>0</u>	<u>0</u>
<u>General Light Industrial - 110</u>	<u>Per KSF</u>	<u>0</u>	<u>0</u>

<u>Shopping Plaza (40-150k)¹ - 821</u>	<u>Per KSF</u>	<u>0</u>	<u>0</u>
<u>Hotel - 310</u>	<u>Per Room</u>	<u>265</u>	<u>168</u>
<u>Multifamily Housing (Mid-Rise) - 221</u>	<u>Per DU</u>	<u>0</u>	<u>0</u>
<u>Total Trips</u>			<u>1,554</u>

B. Transportation Conditions.

1. Area Studies. A comprehensive transportation study of the Central Hillsborough/Interstate 4/Interstate 75 area in Hillsborough County analyzing transportation facilities will be prepared by the Hillsborough County City-County Planning Commission or any other appropriate entity designated by the Board of County Commissioners, in cooperation with the Tampa Bay Regional Planning Council, Florida Department of Transportation, Hillsborough County, Hillsborough County Metropolitan Planning Organization, Hillsborough County Environmental Protection Commission, Hillsborough Area Regional Transit Authority and other appropriate State agencies and developers in the area. The study will propose a transportation improvements plan and schedule for the area, involve citizens, interest groups and government agencies, and develop an implementation program to make the study workable. The issuance of a development order approving an areawide development of regional impact shall satisfy the requirement of this study. The transportation section of the study or areawide DRI traffic analysis shall include but not be limited to:

- (a) The regionally significant roadways that shall be included in the focus of the transportation plan, as well as identification of additional roadways to be constructed within the study area.
- (b) The existing, approved, and projected development to be included within the plan.
- (c) The manner by which the traffic impact of existing development will be documented and assessed.
- (d) The manner by which the traffic impact of approved and projected development will be documented and assessed.
- (e) The procedures by which mass transit will be studied as a viable alternative to alleviate overburdening of the roadways.
- (f) Identification of specific construction implementation goals, such as right-of-way acquisition and implementation of additional corridors designed to coincide with transportation improvement needs generated by each phase of completion for projects approved within the study area.
- (g) A program for funding the improvements identified. Hillsborough County and/or the Hillsborough County City County Planning Commission has committed to perform the above referenced transportation improvements study which is scheduled to be completed on or before January 1, 1986. (The study has been completed.)

2. Transportation Systems Management. The Developer shall assess the suitability of Transportation Systems Management ("TSM") measures that may be instituted and implemented for each project phase. Each TSM measure shall be assessed to determine the potential for diverting a substantial percentage of total peak hour trips away from the peak traffic hours. The plan shall be submitted to the reviewing agencies within one year of the effective date of this Development Order and shall address the following at minimum:

- a) Worker flex time.

- b) Worker ridesharing strategies.
- c) Provision of transit and service facilities and programs to increase transit ridership.

The Developer may request amendments to this Development Order to incorporate findings of the assessment as conditions of approval in lieu of structural transportation improvements identified in this Development Order. ~~The Developer's annual reports shall include a yearly assessment of the actual achievement of vehicle trips diverted from the peak hour as a result of the TSM measures. This assessment shall also include sufficient and appropriate documentation for all diversions claimed as a result of implementation of each TSM measure.~~

~~If an annual report is not submitted, or if the report indicates that the total projected trip diversions are not being met, Hillsborough County shall conduct a substantial deviation determination pursuant to 380.06(19), F.S. and, if necessary, amend this Development Order to change TSM objectives and/or require roadway improvements that were deleted from this Development order in contemplation of the TSM measures' being successful. The results of the TSM study may serve as a basis for the Developer or reviewing agencies to request Development Order amendments.~~

3. Methodology. Existing traffic volumes on roadways in the impact area were determined by counting traffic on those roadways. Growth factors were then applied to determine the "existing background" traffic for each phase of the development. In addition to existing background traffic , allowances were made for traffic projected to be generated by approved developments which have not been built ("proposed background" traffic) . The sum of existing background traffic and the proposed background traffic was used as the basis against which traffic generated by each phase of the project were evaluated. The results of such evaluation are set forth in Exhibit B, attached hereto and made a part hereof. The conditions precedent to consideration of a roadway segment as an element of the total impact of the project are:

- (a) The development's traffic on the roadway segment must equal or exceed 5% of the peak hour LOS-D capacity of the existing roadway; and
- (b) Development traffic, plus the total background traffic on the roadway segment, must result in a reduction of the level of service on the existing road segment to worse than LOS-D at peak hours. The commitments by the Developer or other responsible entities for those transportation system improvements necessary to accommodate each phase of the development are identified below.¹

4. The Developer, at its option, shall select one of the following alternatives to mitigate the project ' s transportation impacts:

Alternative I¹:

Developer may elect to delay development until funding commitments are secured from responsible entities for the following roadway improvements:

Phase I

- (a) Construct a four lane section of Faulkenburg Road from State Road 60 to SR 574. These through lanes should have their termini in accordance with proper design standards. Sabal Center will contribute 31.6 percent of the existing daily Level of Service C capacity at the end of Phase I. This improvement (TIP Work Item #61105) is scheduled for construction in Fiscal Year 1992/1993.

¹ The Developer elected to proceed pursuant to Alternative II.

- (b) Construct one lane in each direction on Broadway from 50th to Orient Road. These through lanes should have their termini in accordance with proper design standards. Sabal Center will contribute 11.7 percent of the existing daily Level of Service C capacity at the end of Phase I.
- (c) Construct one lane in each direction on Broadway from Orient Road to US 301. These through lanes should have their termini in accordance with proper design standards. Sabal Center will contribute 14.7 percent of the existing daily Level of Service C capacity at the end of Phase I.
- (d) Construct one lane in each direction on Broadway from US 301 to Faulkenburg Road. These through lanes should have their termini in accordance with proper design standards. Sabal Center will contribute 20.8 percent of the existing daily Level of Service C capacity at the end of Phase I.
- (e) Construct a four lane section on Buffalo Avenue from I-4 to CR 574. These through lanes should have their termini in accordance with proper design standards. Sabal Center will contribute the following percentages of existing daily Level of Service C capacity at the end of Phase I: from I-4 to US 301 - 32.7 percent, and from US 301 to CR 574 - 39.6 percent.
- (f) At the intersection of Buffalo Avenue and 50th Street, construct intersection improvements providing for an eastbound through lane and exclusive left turn lane, and a westbound through lane and exclusive left turn lane. Sabal Center will contribute 8.9 percent of the existing peak hour Level of Service D capacity at the end of Phase I.
- (g) At the intersection of Hillsborough Avenue and Faulkenburg Road, construct intersection improvement providing for signalization. Sabal Center will contribute 19.5 percent of the existing peak hour Level of Service D capacity at the end of Phase I.
- (h) At the intersection of Hillsborough Avenue and Mango Road, construct intersection improvements providing for a southbound through lane and exclusive left turn lane. Sabal Center will contribute 14.8 percent of the existing peak hour Level of Service D capacity at the end of Phase I.
- (i) At the intersection of Broadway and Orient Avenue, construct intersection improvements providing for an eastbound through lane and exclusive left turn lane, a westbound through lane and exclusive left turn lane, a southbound through lane, and a northbound through lane. Sabal Center will contribute 13.0 percent of the existing peak hour Level of Service D capacity at the end of Phase I.
- (j) At the intersection of SR 60 and Kingsway Road, construct intersection improvements providing for an eastbound and westbound through lane and separate right turn lane, and a northbound through lane and separate right turn lane. Sabal Center will contribute 5.2 percent of the existing peak hour Level of Service D capacity at the end of Phase I.
- (k) At the intersection of Broadway and Faulkenburg Road construct intersection improvements providing for exclusive right and left turn lanes on all approaches. Sabal Center will contribute 25.9 percent of the existing peak hour Level of Service D capacity at the end of Phase I.

Phase II

- (a) Construct one additional lane in each direction on SR 60 from US 301 to 1-75. These through lanes should have their termini in accordance with proper design standards. Sabal Center will contribute 5.4 percent of the existing daily Level of Service C capacity at the end of Phase II.
- (b) Construct one additional lane in each direction on SR 60 from Orient Road to 50th Street. These through lanes should have their termini in accordance with proper design standards. Sabal Center will contribute 5.4 percent of the existing daily Level of Service C capacity at the end of Phase II.

(c) At the intersection of SR 60 and 50th Street, construct intersection improvements providing for a northbound through lane and exclusive left turn lane, a southbound through lane and exclusive left turn lane, and an additional through lane both eastbound and westbound. Sabal Center will contribute 5.2 percent of the existing peak hour Level of Service D capacity at the end of Phase II .

(d) At the intersection of Hillsborough Avenue and Mango Road, construct intersection improvements providing for an additional through lane both eastbound and westbound. Sabal Center will contribute 18.8 percent of the existing peak hour Level of Service D capacity at the end of Phase II.

(e) At the intersection of Broadway and Faulkenburg Road, construct intersection improvements providing for an additional through lane both eastbound and westbound. Sabal Center will contribute 12.9 per cent of the existing peak hour Level of Service D capacity at the end of Phase II.

(f) Construct a four lane section on Buffalo Avenue from CR 574 to Valrico Road. These through lanes should have their termini in accordance with proper design standards. Sabal Center will contribute the following percentage of the existing daily Level of Service C capacity from Mango Road to Parsons Avenue - 5.3 percent.

(g) Construct a six lane section on 1 -4 from 1-75 to US 301. These through lanes should have their termini in accordance with proper design standards. Sabal Center will contribute 7.8 percent of the existing daily Level of Service C capacity at the end of Phase II.

(h) Construct a six lane section on I-4 from SR 574 to 50th Street. These through lanes should have their termini in accordance with proper design standards. Sabal Center will contribute 6.5 percent of the existing daily Level of Service C capacity at the end of Phase II.

(i) At the intersection of Buffalo Avenue and Parson Avenue- Brandon Road, construct intersection improvements providing for one through lane eastbound and one through lane westbound. Sabal Center will contribute 5.3 percent of the existing peak hour Level of Service D capacity at the end of Phase II.

Phase III

(a) Construct one lane in each direction on SR 60 from Kingsway Road to 1-75. These through lanes should have their termini in accordance with proper design standards. Sabal Center will contribute 5.7 percent of the existing daily Level of Service c capacity at the end of Phase III.

(b) Construct one lane in each direction on Broadway from 50th Street to Orient Road. These through lanes should have their termini in accordance with proper design standards. Sabal Center will contribute 6.7 percent of the existing daily Level of Service C capacity at the end of Phase III.

(c) At the intersection of Buffalo Avenue and 50th Street, construct intersection improvements providing for both an eastbound and westbound exclusive right turn lane. Sabal Center will contribute 5.8 percent of the existing peak hour Level of Service D capacity at the end of Phase III.

(d) At the intersection of Broadway and 50th Street construct intersection improvements providing for an additional through lane both eastbound and westbound . Sabal Center will contribute 5.8 percent of the existing peak hour Level of Service D capacity at the end of Phase III.

(e) At the intersection of SR 60 and Parsons Avenue , construct intersection improvements providing for an additional through lane eastbound and westbound . Sabal Center will contribute 5.2 percent of the existing peak hour Level of Service D capacity at the end of Phase III.

Alternative II:

In lieu of Alternative I , the Developer has elected to proceed with development in accordance with the provisions of the Hillsborough County Consolidated Impact Assessment Program Ordinance #96-29 (10/96) as amended by #96-32 (11/96), as amended by #00-12 (4/00) (the "Ordinance") . The Ordinance provides that a developer pay a transportation impact assessment based upon the travel characteristics of the development. The assessment provides a mechanism by which development is assessed a pro-rata share of its economic impact on the Hillsborough County road network . {Alternative II was updated by Resolution RO6-094 to indicate that the development is subject to the Hillsborough County Consolidated Impact Assessment Program Ordinance , as amended, and to reflect that the interstate limited access fees for Phase I were eliminated by Resolution R97-027.)

All Multifamily uses shall be subject to mobility fees. Mobility fee obligations may be satisfied in accordance with Sec. 40-78(a) of the Hillsborough County Code of Ordinances.

5 . To assure that the transportation impacts of this development have been accurately projected by the traffic analysis field surveys in the Application, a report of findings shall be conducted every two years after the issuance of certificates of occupancy for the first 900,000 square feet of office space or the equivalent thereof. ~~The results of these surveys shall be included in the required annual report.~~

6. The value as set forth in paragraph 7, below, of any rights-of-way acreage dedicated by the Developer pursuant to said paragraph 7, shall be credited against the Total Developer Fair Share Amount. (This credit has previously been credited.)

7 . Within sixty (60) days after the effective date of this Order, the Developer shall dedicate to Hillsborough County land from within the development ' s boundaries for road rights-of way as follows :

(a) Faulkenburg Road - thirty - five feet {35'} of right-of-way along the subject's westerly property boundary for a distance of approximately five hundred and eight feet (508 ') from a point that is approximately two hundred fourteen feet (214') north of the intersection of County Road 574 and Faulkenburg Road to a point that is approximately seven hundred twenty-two feet (722 ') north of the intersection of County Road 574 and Faulkenburg Road to provide a total of seventy-five feet (75') of road right-of-way measured from the center line of Faulkenburg Road, as more particularly described in the attached Exhibit "A";

(b) County Road 574 - right-of-way along the development's southerly boundary to provide a total of ninety-three feet (93') of road right - of-way as measured from the center line of the existing road right-of-way of C.R. 574 from a point that is approximately one hundred eighty-two feet (182') east of the intersection of Faulkenburg Road and C.R . 574 to a point immediately west of the intersection of C . R. 574 and I-75 as more particularly described in Exhibit "B"; (c) Bryan Road - eleven (11) feet along the development's northerly boundary from Faulkenburg Road to the development's easterly boundary line. The credit to the Developer for the subject additional dedicated road rights-of-way shall be calculated at one hundred forty-four thousand dollars (\$144,000.00) per acre, which shall be applied against the Total Developer Fair Share Amount payable as certificates of occupancy are issued. The amount of such credit shall be applied to the amount payable under each certificate of occupancy pursuant to the table set forth in Section IV . B. 6. Of Resolution R97-027,

until the value of such rights-of-way is exhausted by such credit. (The obligations under this paragraph 7 have been completed).

8. In addition to the Total Developer Fair Share Amount, the following site access improvements (to be constructed at the Developer's expense) will be required at buildout of the project, if determined to be necessary by the Hillsborough County Engineering Department at that time:

(a) Prior to the issuance of the first Certificate of Occupancy within Phase I, the main entrance to the development on Buffalo Avenue shall be constructed. Provision shall be made for signalization when warranted, and the Developer shall cooperate with the Florida Department of Transportation during the design phase of the proposed Buffalo Avenue improvement project to insure provisions are made to accommodate development traffic at Level of Service D (peak hour) at buildout.

(b) Three access points are to be located at points on Faulkenburg Road. These access improvements are to be coordinated with the widening of Faulkenburg Road to four lanes.

(i) One access point shall be located north of Buffalo Avenue on Faulkenburg Road. Provision shall be made for signalization when warranted.

(ii) One access point shall be constructed immediately south of Buffalo Avenue on Faulkenburg Road. Provision shall be made for signalization when warranted.

(iii) The southernmost access point on Faulkenburg Road shall be located approximately one thousand two hundred feet (1,200 ft.) south of the access point that is immediately south of Buffalo Avenue.

(c) One access point shall be on Broadway Avenue (CR 574). Provision for signalization shall be made when warranted.

(d) If the Developer elects to make the above access improvements in stages, then a plan for each improvement shall be submitted and approved by the Hillsborough County Engineering Department prior to the issuance of the first building permit for any portion of the development site being developed. The plan shall address those access points necessary to serve the portion of the site being developed. With the plan, a transportation analysis shall be provided that calculates the Level of Service of the intersection after the proposed improvements are made taking into account existing background traffic and projected project traffic. The proposed improvement shall be projected to operate at Level of Service C Daily/Level of Service D peak hour, upon completion and full occupancy of the portion of the site being developed. The proposed improvement shall be constructed prior to issuance of the first certificate of occupancy for the portion of the site being developed.

9. The value as set forth in paragraph 7, above, of any rights-of-way acreage dedicated by the Developer pursuant to said paragraph 7, or for improvements identified in the updated analysis described in Paragraph 10, below, shall be credited against the Total Developer Fair Share Amount. (The option to design and construct two additional lanes on Falkenberg Road previously contained in this paragraph was eliminated by Resolution R06-094 as this option is no longer available).

~~10. Prior to commencement of Phases II and III, the Developer shall submit a revised and updated traffic analysis pursuant to Chapter 380.60, Florida Statutes. Both the traffic counts and projections of traffic volume shall be prepared consistent with generally accepted traffic engineering practices and the Application. The analysis shall serve to verify the findings of the Application traffic analysis or shall indicate alternate transportation improvements/measure~~

~~which, if implemented, would maintain the regional roadways at a satisfactory Level of Service, (Level of Service, D peak hour). Funding commitments for the identified needed improvements/measures for the phase for which the review is being conducted shall be obtained prior to commencement of Phases II and III. The analysis results shall be the only criteria used to determine whether Phases II and III may be commenced, provided all other conditions of this Order are met. The Developer may elect to fund all or a portion of the improvements identified in the updated analyses, in which event the amounts expended by the Developer shall be credited against the Total Developer Fair Share Amount. In no event shall the Developer be required to expend or pay to Hillsborough County an amount in excess of the Total Developer Fair Share Amount.~~

11. Within 30 days after this Amended and Restated Development Order is rendered, the Developer shall pay to the Florida Department of Transportation One Million Dollars (\$1,000,000) to be utilized for the I-75 at MLK project identified pursuant to the Florida Department of Transportation Work Program as FPN/Item Segment #403758. (The payment has been made .) The Developer shall be entitled to impact fee offsets to the extent they are eligible pursuant to Article 8 1 Section K of the Consolidated Impact Assessment Program Ordinance. It is anticipated that the "Developer's" obligation to pay the \$1,000,000 will be paid by two separate property owners within the DRI and that two separate impact fee offset accounts will be established . (The offsets have been credited.)

C. Hazardous Waste

1. Separate hazardous waste storage containers/areas shall be provided within the development. These containers/areas shall be accessible to all development businesses and shall be clearly marked and/or colored so as to clearly distinguish the containers/areas intended for hazardous wastes and materials.

2 . The Developer shall provide to all Sabal Center businesses information that:

- (a) Indicates types of wastes and materials that are considered to be hazardous and are to be stored or disposed of only in the specifically-designated containers;
- (b) Indicates the 'location of the specially designated hazardous waste and materials containers; and
- (c) Advises of applicable statutes and regulations regarding hazardous wastes and materials.

3 . The Developer shall ensure that any hazardous waste will be transported and disposed of in a manner consistent with applicable regulations.

- (a) No hazardous materials or wastes shall be allowed to enter the wastewater system.
- (b) The Developer shall ensure that any hazardous waste will be pretreated on- site if necessary, and removed in a manner consistent with applicable regulations, including the waste exchange program, recycling, or disposal by a certified entity.

4 . Underground storage of hazardous, toxic, or flammable materials, liquids, or chemicals shall not be permitted, except that combustible and flammable liquids and liquified gas , as defined in NFPA 30, 54 and 58 to include gasoline, kerosene, petroleum, distillates, diesel fuel and liquified gas , may be stored only in underground tanks which shall be designed, installed, constructed and located to prevent seepage of contained products into surrounding sub-surface areas and which shall comply with NFPA codes, FDER Chapter 17-6 and all prevailing statutory and regulatory requirements and standards . In addition, the Developer shall require installation and maintenance of leak detectors for such underground tanks, if any, in accordance with County standards and criteria.

D. Energy

The energy conservation measures described in the Application shall be instituted by the Developer. In the event that an electrical sub-station is required by Tampa Electric Company, then the Developer shall donate such site to Tampa Electric Company from within the project boundaries at a location to be mutually agreed upon by the Developer and Tampa Electric Company.

E. Archaeological Resources

The discovery of any historical or archaeological resources shall be reported to the Florida Division of Archives, History and Records Management and the disposition of such resources shall be determined in cooperation with the Division of Archives and Hillsborough County.

F. Air Quality

The measures to reduce erosion, fugitive dust and air emissions described in the Application shall be instituted by the Developer.

G. Hurricane Evacuation

The Developer shall promote awareness of, and shall cooperate with, local and regional authorities having jurisdiction to issue a hurricane evacuation order. The Developer shall prepare a plan to ensure the safe and orderly evacuation of hotel guests and those employees who, for security or administrative reasons, are in the building after an evacuation order is issued by (1) ordering all buildings closed for the duration of a hurricane evacuation order; (2) making all efforts to coordinate with and inform appropriate public authorities of building closings, security and safety measures, and evacuation plans. This plan shall be included in the first annual report submitted after occupancy of any portion or phase of the Development. The Developer shall cooperate with local emergency management officials regarding the use of buildings on the project site as public shelters.

H. Drainage

- 1) The drainage plan and the stormwater system design shall be consistent with TBRPC's Stormwater and Lake Systems Maintenance and Design Guidelines (1978) with regard to biological productivity and natural assimilative capacity. The design guidelines of this system shall include the following:
 - (a.) 35 to 50 percent of the surface area of the detention pond at the normal water level (**NWL**) should consist of a shallow vegetated littoral shelf.
 - (b.) The littoral shelf can be incorporated into the pond bank, preferably near the pond outlet, to provide final polishing treatment for the stormwater. As an alternative, the littoral shelf can be established on a shallow submerged island in the middle of the pond.
 - (c.) A sediment sump should be provided at all influent pipes to accumulate sediment and to provide easy access for sediment removal.
 - (d.) The littoral shelf, if located along the pond bank, should have side slopes no greater than 7:1 with the top of the shelf at NWL and sloping to a depth of three feet or less. The littoral shelf should be vegetated with a diverse group of native species which can include Sagittaria, pickerelweed, Juncus, water lilies, cypress, etc. These species aid in nutrient and heavy metal uptake as well as to enhance the pond by providing blooming flowers and presenting a more "natural" appearance.
 - ~~(e.) A copy of an operation and maintenance (O & M) schedule shall be provided to the Developer, and shall be submitted to TBRPC with the annual report. The O & M schedule~~

~~shall include an estimation of the frequency of sediment removal operations and shall mention the periodic need for removing dead vegetation. An annual update of the O & M schedule showing compliance with its terms shall be included in the annual report.~~

(f) The master drainage system shall comply with the Department of Environmental Regulation's Stormwater Rule, Chapter 17-25, Florida Administrative Code . Those portions of the stormwater drainage system and retention and detention ponds not dedicated to Hillsborough County shall remain the responsibility of the Developer, its assigns, or a duly constituted property owners' association.

2 . Prior to final plat approval or detailed site plan approval if the project is not to be platted, the Developer shall submit to the Hillsborough County Environmental Protection Commission a copy of the Southwest Florida Water Management District's Stormwater Discharge Permit or Exemption.

I . Elevation

The elevation for all habitable structures shall be at or above the base flood elevation as required by the Federal Flood Insurance Program.

J . Water Quality

1 . The Developer shall provide a sufficient body of baseline water quality data before any significant groundbreaking takes place . Sampling should be scheduled to occur immediately after a major storm event, and after an extended dry period , during both the rainy season (June-September) and the dry season (November- February). Significant water quality parameters should include, but not be limited to the following :

- streamflow (cu . ft . /sec.);
- turbidity (ntu);
- specific conductance (umho/cm at 25 deg. C);
- dissolved oxygen (mg/1);
- biochemical oxygen demand (mg/1);
- pH;
- total orthophosphate asp (mg/1);
- total organic nitrogen as N (mg/1) ;
- ammonia N (rng/1);
- total organic carbon ms C (mg/1);
- total coliforms , multiple tube method, MPN (col/100 ml);
- total lead as pb (uq/1); and
- temperature (deg. C).

Sampling stations shall be located in the Lake Mango Canal, both at the east point of entry and at the west point of exit from the development. All water quality methods and procedures shall be thoroughly documented and shall comply with EPA/DER Quality Control standards. The Developer shall provide for review of an annual water quality profile, including the same parameters and provisions described above, until the project reaches completion. If the monitoring data indicates that the development is having a negative impact on water quality, additional design criteria or remedial measures for regional concerns shall be developed prior to approval of any subsequent increments.

2 . The Developer shall submit to the Department of Environmental Regulation, Hillsborough County Environmental Protection Commission, and Tampa Bay Regional Planning Commission for approval a wetland/lake management plan, to be implemented during construction and after completion of the development. The plan shall address, but not be limited to, the following:

- proposed lake specifications;

proposed wetland preservation or alteration;
control of exotic and nuisance species;
control and monitoring of on-site water quality;
maintenance of natural hydroperiod; and
methods for wetland/lake restoration and enhancement.

The intent of the wetland/lake management plan would be to direct the development and succession of all on-site wetlands and lakes into biologically viable and diverse habitat.

3. Soil Survey data indicate that a hardwood swamp, underlain with freshwater swamp (FE2) soil, exists in the southern tract along the eastern border of the development adjacent to 1- 75. On-site inspection reveals this area to be a viable wetland and under Environmental Protection Commission jurisdiction. A ditch across the southern tract in a northwest direction with water from the site eventually draining to the Tampa By-Pass Canal has revegetated and is under Environmental Protection Commission jurisdiction. In addition, because the ditch is connected to the By-Pass Canal, it is within State jurisdiction. Activities proposed in the ditch or ditch relocation will require a Florida Department of Environmental Regulation dredge and fill permit. The small hardwood swamp in the northwest corner of the southern tract has been somewhat altered due to intense grazing. However, it supports a viable wetland habitat dominated by bay trees (*Persea borbonia*, Carolina willow (*Salix caroliniana*), and primrose willow (*Ludwigia peruviana*). Any activity interfering with the integrity of these jurisdictional areas, such as clearing, excavating, draining or filling, will be a violation of Section 17 of the Hillsborough County Environmental Protection Act, Chapter 84-446. Eventually, an on-site delineation will be required with Environmental Protection Commission staff approval. Also, a 30-foot buffer zone landward of these jurisdictional lines must be maintained with no permanent structures therein. Soil Survey data also indicate the presence of two small grass-ponds in the northern tract. On-site inspection reveals that one has been previously excavated and the other is dry and is no longer viable. Both of these areas are, therefore, not under Environmental Protection Commission jurisdiction .

4. The above referenced condition includes a Jurisdictional claim for the small hardwood swamp in the northwest corner of the southern tract. However, this area historically supported a base swamp that has been altered in recent years due to the pressures of intense grazing. Therefore, said hardwood swamp may be mitigated for on a 1 :1 basis in an area immediately adjacent to the existing drainage ditch which will be widened according to State of Florida Department of Environmental Regulation specifications. This mitigation plan must be submitted to H.C.E.P.C. for approval prior to any development in this area.

5. To maintain good water quality, the project must be designed to properly treat stormwater runoff, complying with the requirements of Florida Administrative Code 17-25: Regulations of Storm Water Discharge.

K. Wildlife

1 . To assure the Tampa Bay Regional Planning Council and Hillsborough County that development will not degrade the natural integrity of the Conservation areas, as referenced herein, the final development plan shall designate and map conservation areas in accordance with the Council's adopted growth policy, Future of the Region, (2.702 Conservation) . The development shall maintain, at minimum, the 50 foot buffer between the Northern Office Park and Bryan Road, as committed in the Application and a habitat suitable for the woodstork shall be created within the stormwater system in cooperation with the Florida Game and Fresh Water Fish Commission. In the event that any endangered or threatened species are observed onsite, such species shall be relocated in cooperation with the Florida Game and Fresh Water Fish Commission.

L. Public Facilities

1. Fire Protection, Police, Emergency Medical Services.

(a) Prior to issuance of detailed site plan approvals, the Developer shall provide to Hillsborough County Department of Development Coordination verification that adequate police, fire service and emergency medical service facilities are available to serve the building or buildings that are the subject of such site plan.

(b) The Developer shall be required, within one year subsequent to the effective date of this Development Order, to convey to Hillsborough County good title free and clear to 1- 1/4 acres of buildable land for a fire station. The Developer shall also provide for offsite drainage requirements for the fire station site and provide the County with any necessary nonexclusive easements for drainage purposes. The location of the property to be dedicated to the County shall be on the south side of Buffalo Avenue lying westerly of the intersection of Buffalo Avenue and Faulkenburq Road and not more than one (1) mile westerly of such intersection, or shall be on Faulkenburg Road and within 1/2 mile of the intersection of Faulkenburg Road and Buffalo Avenue, or shall be located on the north side of Broadway Avenue between Faulkenburg Road and 1-75 . The site selected shall have direct access to Buffalo Avenue, Faulkenburg Road or Broadway Avenue and shall not contain any environmentally sensitive land. The conveyance to the County shall provide that use of the property shall be restricted to fire station purposes for twenty five (25) years from the date thereof and shall further provide that the property shall revert to the Developer, its successors and assigns, if construction of a fire station is not completed on the site on or before July 1, 1993. The Developer shall make a cash contribution to the County for fire station purposes in the amount of \$50,000.00 upon the earlier of the following: (a) a contract being let by the County for construction of a fire station on the site to be dedicated by the Developer or, (b) July 1, 1990 . If the County is not prepared to promptly utilize the cash contribution for construction of a fire station, then the Developer's cash contribution shall be placed in escrow with a mutually acceptable escrow agent, such as a bank, in Hillsborough County. The Developer shall, if requested by the County, enter into a written agreement with respect to the fire station contribution within a reasonable time hereafter.

2. Solid Waste.

The collection, transportation and disposal of solid waste is controlled by County ordinance and shall take place in accordance with the terms of said ordinance.

3. Wastewater Treatment.

(a) A wastewater treatment improvements plan and schedule for the Central Hillsborough/I-4/I-75 area shall be prepared in cooperation with the City of Tampa, Hillsborough County, the Department of Environmental Regulation, the Tampa Bay Regional Planning Council and developers in the study area. Completion and adoption of the plan shall be required prior to any development after Phase I, except that, if it can be demonstrated that sufficient transmission and treatment capacity is available, construction of those phases can commence prior to the completion of the plan. The plan shall consider all approved and projected development in the area . Any approval of this Development shall define the parameters for this wastewater treatment plan to include, but not be limited to:

- (i) Assessment of the amounts and sources of wastewater expected to be generated within the study area on a yearly basis for a specified time period (5-10 years).
- (ii) Identification of existing and future treatment capacity of regional and/or interim plants expected to provide treatment service.
- (iii) Identification of 201 Plan amendments/expansion/ new facilities which may be needed to accommodate the anticipated flows.

(iv) Identification of cost benefit of new facilities versus the expansion of existing facilities.

(v) Identification of existing 201 boundaries and identification of fiscal impact of proposed boundaries changes on regional facilities and 201 plans approved by DER and EPA.

(vi) Identification of funding sources or grants which may be available for needed improvements.

(vii) Identification of discharge points and new or expanded effluent and sludge disposal areas which may be needed, including impacts on receiving waters or groundwater.

(viii) Identification of the disposal sites to be acquired and the manner in which these sites will be funded and acquired. Hillsborough County has committed to perform a wastewater management plan that is scheduled to be completed within six months of the effective date of this Development Order.

(b) No building permits shall be issued without a commitment from Hillsborough County or other responsible entity to provide wastewater disposal capacity for the building(s) that are the subject of such building permit application. No detailed site plan approval shall be granted without an approved, permitted wastewater collection system . Documentation of approvals from all appropriate local and State agencies shall be provided to the DDC prior to detailed site plan approval.

4 . Potable Water.

The City will provide potable water service to Sabal Center on the following terms and conditions:

(a) The Developer shall design, construct and install, in accordance with prevailing City design criteria and subject to prior City inspection and approval, all on-site improvements required by the City to connect the development to the City's potable water system. [On-site improvements shall be defined as all potable water facilities, including but not limited to all lines, mains, equipment, improvements, easements, rights-of-way or utilities, located within the development including all water mains, up to and ~~and~~ including water meters.]

(b) After City inspection and approval, the Developer shall convey to the City, by instruments acceptable to the City, said on-site improvements for potable water. In addition, the Developer, at its own expense, shall acquire and convey to the City necessary and reasonable permits, rights-of-way, easements, property interests, or things specified by the City to provide the development with a working potable water system. Upon inspection and acceptance of said facilities, permits, easements, rights-of-way, property, interests or things, the City shall operate and maintain said facilities and improvements as part of the City's utility system and subject to the City's ordinances.

5. Non- potable Water.

(a) The Developer or its assigns shall be responsible for the operation and maintenance of all on-site wells and landscape irrigation systems. The Developer shall be required to utilize either shallow on-site wells, pumping from retention areas, or acceptance of non-potable water for open space and landscape irrigation.

(b) The Developer or its assigns shall participate to the maximum extent possible in any County program whereby recovered water is utilized for irrigation and other appropriate recovered water uses, provided, however, that the Developer shall not be required to bear any expense for the conveyance system required to transport such recovered water

to the development site. This provision shall not be construed as a waiver of any wastewater capacity fees applicable to the development.

6. Service Adequacy.

In the event any public facility or service is inadequate to serve an entire phase but is adequate to serve one or more buildings within such phase, then detailed site plan approval and/or building permit approval shall not be withheld solely on the basis of such inadequacy if there are no other bases for disapproval and it is verified that such service is available for such building or buildings that are the subject of such detailed site plan or building permit, as the case may be.

M. Open Space

1. The Developer or its assigns shall be responsible for the maintenance of all open space recreational areas and landscaped areas within each phase of the development.
2. The Developer or its assigns shall be responsible for maintenance of the linear park.

N. Internal Roadways and Parking Lots.

1. The Developer or its assigns shall maintain the internal roadway system.
2. The Developer shall implement a street cleaning program for the roadway areas within the development, pursuant to the Area-Wide Water Quality Management Plan for the Tampa Bay Region, {1978}.
3. The Developer or its assigns shall undertake parking lot sweeping as a routine maintenance function.

STATE OF FLORIDA

COUNTY OF HILLSBOROUGH

I, CINDY STUART, Hillsborough County Clerk for the Circuit Court and Comptroller and Ex-officio Clerk of the Board of County Commissioners of Hillsborough County, Florida, do hereby certify that the above and foregoing is a true and correct copy of a Resolution adopted by the Board at its _____, meeting as same appears of record in Minute Book _____ of the Public Records of Hillsborough County, Florida.

WITNESS my hand and official seal this ___ day of _____, 2024.

ATTEST: CINDY STUART, CLERK

By: _____

Deputy Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

BY: _____

Nancy Y. Takemori

Senior Assistant County Attorney

EXHIBIT A

Original Legal Description

[On file with on file with Resolution 85-0148]

EXHIBIT B

Current Legal Description

LEGAL DESCRIPTION: SABAL CENTER

FOR A POINT OF REFERENCE, COMMENCE AT THE NORTHWEST CORNER OF SECTION 8, TOWNSHIP 29 SOUTH, RANGE 20 EAST, HILLSBOROUGH COUNTY, FLORIDA; RUN THENCE SOUTH 89°59'04" EAST, ALONG THE NORTH BOUNDARY OF SAID SECTION 8, A DISTANCE OF 75.00 FEET; THENCE SOUTH 00°00'46" WEST, A DISTANCE OF 190.01 FEET FOR THE POINT OF BEGINNING; SAID POINT BEING ON THE EASTERLY RIGHT-OF-WAY LINE OF FALKENBURG ROAD; CONTINUE THENCE SOUTH 00°00'46" WEST, ALONG THE EASTERLY RIGHT-OF-WAY LINE OF FALKENBURG ROAD, A DISTANCE OF 2519.98 FEET TO THE NORTHWEST CORNER OF A PARCEL OF LAND AS DESCRIBED IN O.R. BOOK 5144, PAGE 1758 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID PARCEL THE FOLLOWING THREE (3) COURSES:

1) SOUTH 89°59'14" EAST, 235.00 FEET

2) SOUTH 00°00'46" WEST, 257.35 FEET

3) SOUTH 84°30'28" WEST, 236.08 FEET

TO A POINT ON THE EASTERLY RIGHT-OF-WAY OF FALKENBURG ROAD; THENCE SOUTH 00°00'46" EAST ALONG THE EASTERLY RIGHT-OF-WAY LINE OF FALKENBURG ROAD A DISTANCE OF 99.31 FEET; THENCE SOUTH 47°18'48"

EAST, ALONG THE EASTERLY RIGHT-OF-WAY LINE OF FALKENBURG ROAD, A DISTANCE OF 33.89 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF COUNTY ROAD 574; THENCE NORTH 85°22'02" EAST, ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF COUNTY ROAD 574, A DISTANCE OF 2562.54 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD 93-A (I-75), THENCE NORTH 00°04'35" EAST, ALONG THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD 93-A (I-75), A DISTANCE OF 47.69 FEET; THENCE NORTH 34°03'08" WEST, ALONG THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD 93-A (I-75), A DISTANCE OF 108.72 FEET; THENCE NORTH 00°04'35" EAST, ALONG THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD 93-A (I-75), A DISTANCE OF 224.99 FEET; THENCE NORTH 02°08'29" EAST, ALONG THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD 93-A (I-75), A DISTANCE OF 1027.36 FEET TO A POINT ON A CURVE TO THE LEFT HAVING A RADIUS OF 1051.92 FEET AND A TANGENT BEARING OF NORTH 01°04'10" WEST; THENCE ALONG THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD 93-A (I-75), A DISTANCE OF 781.72 FEET ALONG THE ARC OF SAID CURVE, THRU A CENTRAL ANGLE OF 42°34'42", A CHORD BEARING AND DISTANCE OF NORTH 22°21'31" WEST, 763.85 FEET TO THE P.T. OF SAID CURVE; THENCE NORTH 43°38'52" WEST, ALONG THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD 93-A (I-75), A DISTANCE OF 675.31 FEET TO THE P.C. OF A CURVE TO THE LEFT HAVING A RADIUS OF 336.00 FEET; THENCE ALONG THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD 93-A (I-75), A DISTANCE OF 249.37 FEET ALONG THE ARC OF SAID CURVE, THRU A CENTRAL ANGLE OF 42°31'22", A CHORD BEARING AND DISTANCE OF NORTH 64°54'33" WEST, 243.68 FEET TO A POINT OF SAID CURVE; THENCE NORTH 82°14'01" WEST, ALONG THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD 93-A (I-75), A DISTANCE OF 328.77 FEET TO A POINT OF THE EAST BOUNDARY OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 8; THENCE SOUTH 00°07'03" WEST, ALONG THE EAST BOUNDARY OF THE NORTHWEST 1/4 OF THE NORTHWEST 1 / 4 OF SAID SECTION 8, A DISTANCE OF 76.68 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF ACCESS ROAD "B", STATE ROAD 93-A (I-75); THENCE NORTH 82°07'38" WEST, ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID ACCESS ROAD "B", A DISTANCE OF 141.89 FEET; THENCE SOUTH 89°15'42" WEST, ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID ACCESS ROAD "B", A DISTANCE OF 380.03 FEET; THENCE NORTH 40°30'18" WEST, ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID ACCESS ROAD "B", A DISTANCE OF 115.43 FEET TO A POINT OF THE SOUTHERLY RIGHT-OF-WAY LINE OF DR. MARTIN LUTHER KING, JR. BLVD., (STATE ROAD S-574A FORMERLY KNOWN AS BUFFALO AVE.); THENCE NORTH 88°46'50" WEST, ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF DR. MARTIN LUTHER KING, JR. BLVD., A DISTANCE OF 345.08 FEET; THENCE NORTH 89°59'04" WEST, ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF DR. MARTIN LUTHER KING JR. BLVD., A DISTANCE OF 262.48 FEET TO THE P.C. OF A CURVE TO THE LEFT HAVING A RADIUS OF 50.00 FEET AND A CENTRAL ANGLE OF 90°00'10" WEST; THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF DR. MARTIN LUTHER KING JR. BLVD., 78.54 FEET ALONG THE ARC OF SAID CURVE A CHORD BEARING AND DISTANCE OF SOUTH 45°00'51" WEST, 70.71 FEET TO THE P.T. OF SAID CURVE AND THE POINT OF BEGINNING. ALL LYING AND BEING IN SECTION 8, TOWNSHIP 29 SOUTH, RANGE 20 EAST, HILLSBOROUGH COUNTY, FLORIDA, AND CONTAINING 153.615 ACRES, MORE OR LESS.

ALSO

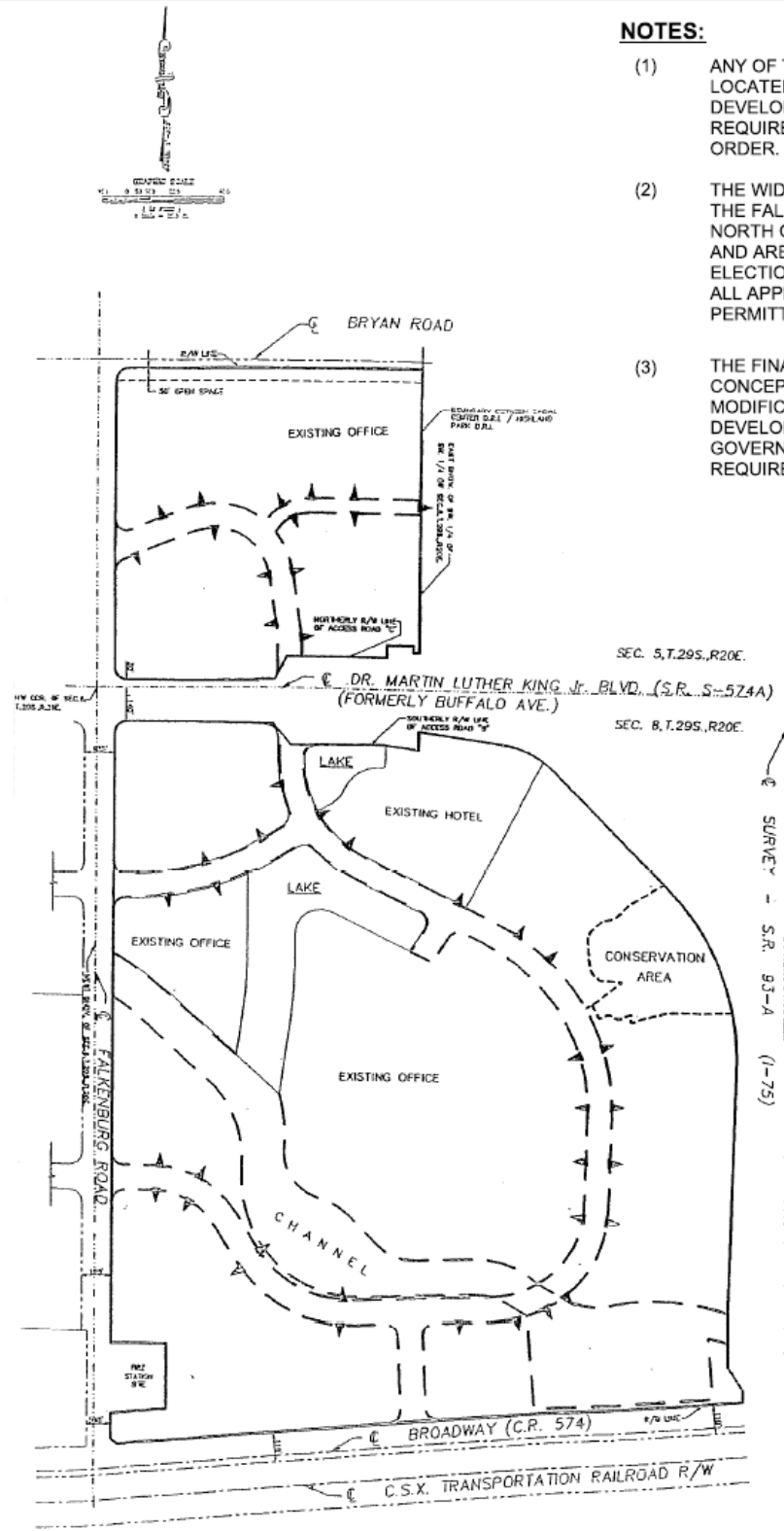
FOR A POINT OF REFERENCE, COMMENCE AT THE SOUTHWEST CORNER OF SECTION 5, TOWNSHIP 29 SOUTH, RANGE 20 EAST, HILLSBOROUGH COUNTY, FLORIDA; THENCE NORTH $0^{\circ}07'14''$ WEST, ALONG THE WEST BOUNDARY OF SAID SECTION 5, A DISTANCE OF 30.00 FEET; THENCE SOUTH $89^{\circ}59'04''$ EAST, A DISTANCE OF 124.88 FEET FOR THE POINT OF BEGINNING; SAID POINT BEING ON THE NORTHERLY RIGHT-OF-WAY LINE OF DR. MARTIN LUTHER KING JR. BLVD. (STATE ROAD S-574A, FORMERLY KNOWN AS BUFFALO AVE.); CONTINUE THENCE SOUTH $89^{\circ}59'04''$ EAST ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF DR. MARTIN LUTHER KING JR. BLVD., A DISTANCE OF 539.33 FEET TO A POINT ON THE EAST BOUNDARY OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 5; THENCE NORTH $0^{\circ}00'56''$ EAST ALONG THE EAST BOUNDARY OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 5, A DISTANCE OF 5.00 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF DR. MARTIN LUTHER KING JR. BLVD.; THENCE SOUTH $89^{\circ}59'04''$ EAST ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF DR. MARTIN LUTHER KING JR. BLVD., A DISTANCE OF 72.13 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF ACCESS ROAD "C", S.R. 93-A (I-75); THENCE NORTH $28^{\circ}22'17''$ EAST ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID ACCESS ROAD "C", A DISTANCE OF 107.90 FEET; THENCE NORTH $89^{\circ}53'36''$ EAST ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID ACCESS ROAD "C", A DISTANCE OF 409.89 FEET; THENCE NORTH $0^{\circ}16'12''$ WEST A DISTANCE OF 50.08 FEET; THENCE SOUTH $89^{\circ}59'04''$ EAST A DISTANCE OF 107.03 FEET; THENCE SOUTH $0^{\circ}12'06''$ EAST A DISTANCE OF 28.94 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF SAID ACCESS ROAD "C"; THENCE NORTH $89^{\circ}43'58''$ EAST ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID ACCESS ROAD "C", A DISTANCE OF 25.00 FEET TO A POINT ON THE EAST BOUNDARY OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 5; THENCE NORTH $0^{\circ}12'06''$ WEST ALONG THE EAST BOUNDARY OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 5, A DISTANCE OF 1147.53 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF BRYAN ROAD; THENCE SOUTH $89^{\circ}51'58''$ WEST ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF BRYAN ROAD, A DISTANCE OF 1203.05 FEET TO THE P.C. OF A CURVE TO THE LEFT HAVING A RADIUS OF 50.00 FEET AND A CENTRAL ANGLE OF $89^{\circ}59'12''$; THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF BRYAN ROAD, 78.53 FEET ALONG THE ARC OF SAID CURVE, A CHORD BEARING AND DISTANCE OF SOUTH $44^{\circ}52'22''$ WEST 70.70 FEET TO THE P.T. OF SAID CURVE, SAID POINT BEING ON THE EASTERLY RIGHT-OF-WAY LINE OF FALKENBURG ROAD; THENCE SOUTH $0^{\circ}07'14''$ EAST ALONG THE EASTERLY RIGHT-OF-WAY LINE OF FALKENBURG ROAD, A DISTANCE OF 1166.48 FEET TO THE P.C. OF A CURVE TO THE LEFT HAVING A RADIUS OF 50.00 FEET AND A CENTRAL ANGLE OF $89^{\circ}51'50''$; THENCE ALONG THE EASTERLY RIGHT-OF-WAY LINE OF FALKENBURG ROAD, A DISTANCE OF 78.42 FEET ALONG THE ARC OF SAID CURVE, A CHORD BEARING AND DISTANCE SOUTH $45^{\circ}03'09''$ EAST 70.63 FEET TO THE P.T. OF SAID CURVE AND THE POINT OF BEGINNING. ALL LYING AND BEING IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 5, TOWNSHIP 29 SOUTH, RANGE 20 EAST, HILLSBOROUGH COUNTY, FLORIDA AND CONTAINING 35.020 ACRES, MORE OR LESS.

EXHIBIT C

MAP H

NOTES:

- (1) ANY OF THE APPROVED LAND USES MAY BE LOCATED IN ANY PART OF THE DEVELOPMENT, SUBJECT TO THE REQUIREMENTS OF THE D.R.I. DEVELOPMENT ORDER.
- (2) THE WIDTH AND LOCATION AND DESIGN OF THE FALKENBURG ROAD ACCESS POINT NORTH OF ML KING BLVD. ARE CONCEPTUAL AND ARE SUBJECT TO MODIFICATION AT THE ELECTION OF THE DEVELOPER, SUBJECT TO ALL APPLICABLE FDOT AND COUNTY PERMITTING REQUIREMENTS.
- (3) THE FINAL LOCATION OF THE CHANNEL IS CONCEPTUAL AND IS SUBJECT TO MODIFICATION AT THE ELECTION OF THE DEVELOPER, SUBJECT TO ALL APPLICABLE GOVERNMENTAL PERMITTING REQUIREMENTS.



FOLIOS eligible for Phase 1 trip limited entitlement land use exchange pursuant to Condition A.

FOLIOS: 65683.5010, 65683.5304, 65683.5302, 65683.5306, 65683.5310, 65683.5100, 68683.5062, 65683.5314, 65683.5316, 65683.5030, 65683.5312 and 65683.5318 (the parcels owned by Citigroup Technology Inc. as of October 4, 2023)

EXHIBIT "C"

SABAL CENTER
 Revised Map H
 April, 2024
 MASTER DEVELOPMENT PLAN