PD Modification Application:

Zoning Hearing Master Date:

July 22, 2024

BOCC Land Use Meeting Date:

September 10, 2024

PD-MM 24-0300



Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Lifestyle Communities, LTD.

FLU Category: UMU-20 and CMU-12

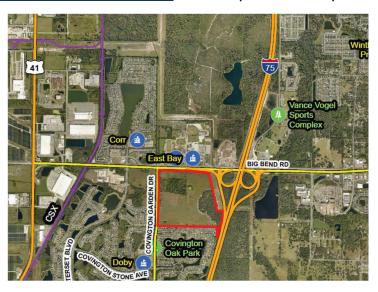
Service Area: Urban

Site Acreage: 137.09

Community South Shore Areawide Systems and

Plan Area: 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.

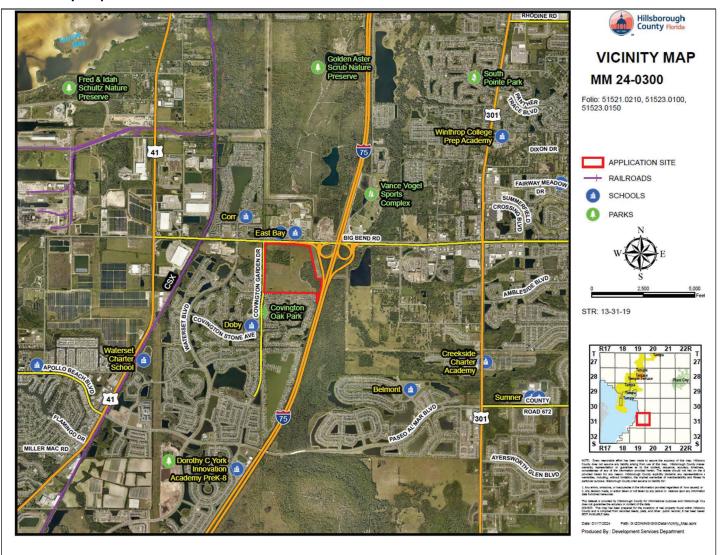
Additional Information				
PD Variations	None Requested as part of this application			
	LDC, Section 6.11.106.C.7.a: Parking Lot Design			
Waivers to the Land Development Code:	Remove condition that a maximum of four-fifths of the minimum parking spaces required by this Code shall be located in the functional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

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

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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



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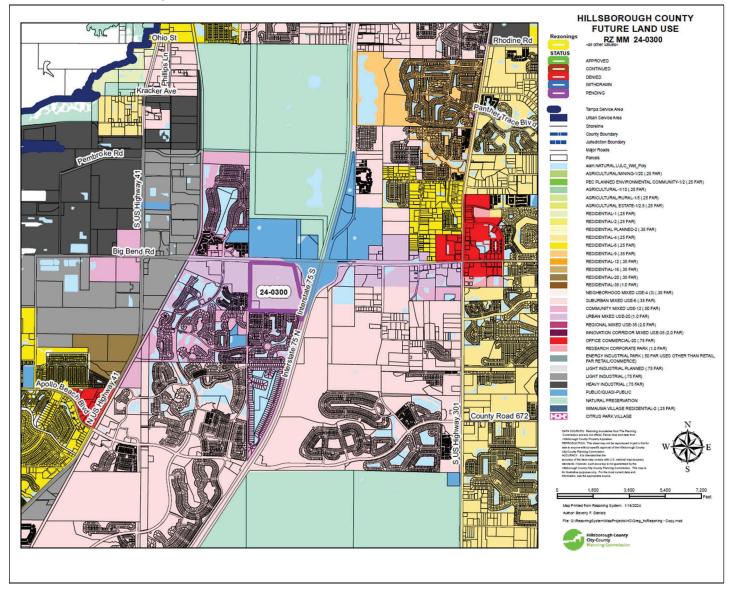
Context of Surrounding Area:

The property is located at the southwest corner of the Interstate-75 and Big Bend Road intersection. that varies in width from 348 feet to approximately 2,000 feet.

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2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



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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 commercia 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.

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2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



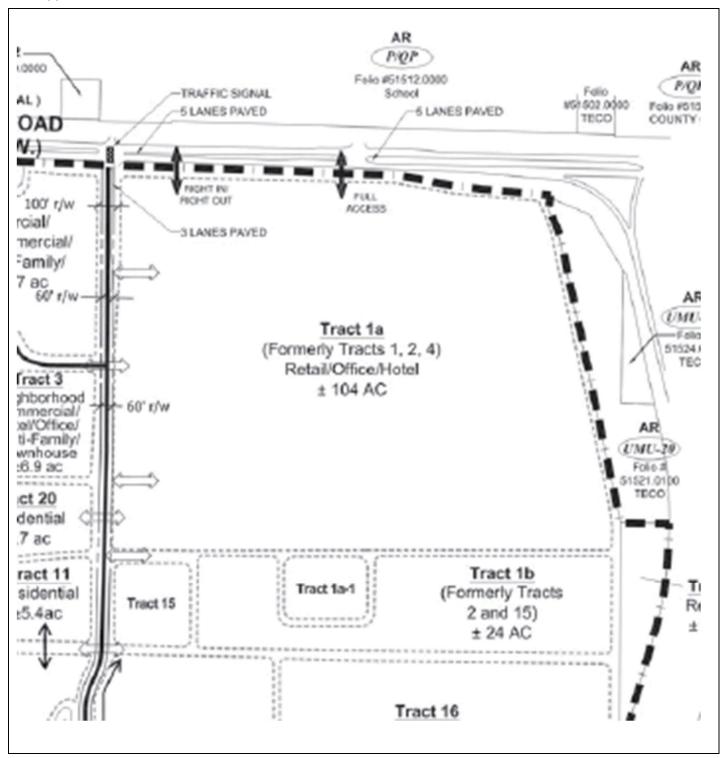
Adjacent Zonings and Uses					
Location	Zoning	Maximum Density/FAR. Permitted by Zoning District	Allowable Use:	Existing Use	
North	AR	1 DU per 5 GA/FAR: NA	Agriculture, Single-Family	Eisenhower Middle School, East Bay High School.	
South	PD 86-0154	3.2 DU per GA/FAR: NA	Residential	Residential, Single-Family	
Fact	AR	1 DU per 5 GA/FAR: NA	Agriculture, Single-Family	Undeveloped	
East	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	

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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)

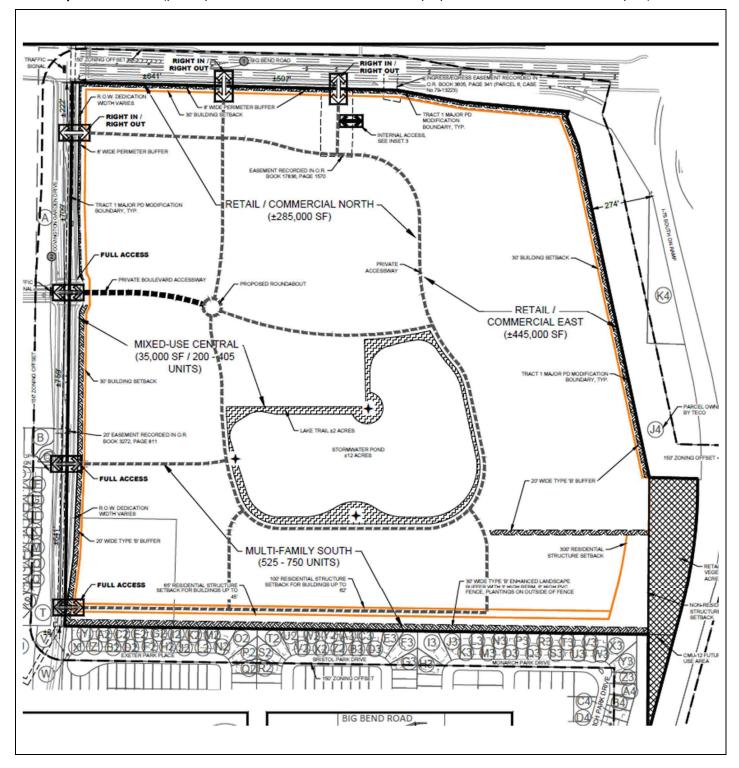


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2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable) – Modification Area Only					
Road Name	Classification	Current Conditions	Select Future Improvements		
Big Bend Rd.	County Arterial - Rural	4 Lanes ⊠ Substandard Road □ Sufficient ROW Width	 □ Corridor Preservation Plan ⋈ Site Access Improvements □ Substandard Road Improvements ⋈ Other – County CIP Project 		
Covington Garden Dr.	County Collector – Urban and Rural	2 Lanes ☑ Substandard Road ☑ Sufficient ROW Width	 □ Corridor Preservation Plan ⋈ Site Access Improvements ⋈ Substandard Road Improvements ⋈ Other – Developer Widening 		

Project Trip Generation (Modification Area Only) \square 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	Х	Vehicular & Pedestrian	None	Meets LDC	
South		None	None	Meets LDC	
East		None	None	Meets LDC	
West	Х	Vehicular & Pedestrian	None	Meets LDC	
Notes:					

Road Name/Nature of Request	Туре	Finding	
Dig Dand Dd / Assass F Throat Danth	Administrative Variance	Approvable	
Big Bend Rd./ Access F Throat Depth	Requested		
Covington Garden Dr./ Substandard Road	Design Exception Requested	Approvable	
Certain Internal Project Roadways/	Design Evention Designated	Annaciable	
Alternative Typical Section	Design Exception Requested	Approvable	
Notes:	•	·	

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4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY					
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments	
	⊠ Yes	☐ Yes	× Yes	illiormation/comments	
Environmental Protection Commission	□No	⊠ No	□No		
Environmental Services Division	⊠ Yes	☐ Yes	☐ Yes		
Environmental Services Division	□No	⊠ No	⊠ No		
Natural Resources	⊠ Yes	☐ Yes	⊠ Yes		
	□No	⊠ No	□ No		
Conservation & Environ. Lands Mgmt.	⊠ Yes	☐ Yes	☐ Yes		
	□ No	No No	⊠ No		
Check if Applicable:		Vater Wellfield Pro	tection Area		
⊠ Wetlands/Other Surface Waters	•	t Wildlife Habitat			
☐ Use of Environmentally Sensitive Land Credit		igh Hazard Area			
☐ Wellhead Protection Area	-	burban/Rural Scen	ic Corridor		
	-	☐ Adjacent to ELAPP property			
☐ Surface Water Resource Protection Area	Other		0	A.I.P.P I	
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments	
Transportation					
☐ Design Exc./Adm. Variance Requested	⊠ Yes	Yes	⊠ Yes		
☐ Off-site Improvements Provided	□No	│ ⊠ No	□No		
Service Area/ Water & Wastewater		_	_		
⊠Urban □ City of Tampa	⊠ Yes	□ Yes	□ Yes		
☐Rural ☐ City of Temple Terrace	□No	⊠ No	⊠ No		
Hillsborough County School Board					
Adequate	⊠ Yes	□ Yes	☐ Yes		
Adequate \square K-5 \square 6-8 \square 9-12 \square N/A Inadequate \square K-5 \square 6-8 \square 9-12 \square N/A	⊠ Yes □ No	☐ Yes ☐ No	☐ Yes ☐ No		
Adequate ☐ K-5 ☐ 6-8 ☐ 9-12 ☐ N/A Inadequate ☐ K-5 ☐ 6-8 ☐ 9-12 ☐ N/A Impact/Mobility Fees Development will be subject to Impact and/oproject.	□ No	□ No	□ No be determine		
Inadequate ☑ K-5 ☑ 6-8 ☐ 9-12 ☐ N/A Impact/Mobility Fees Development will be subject to Impact and/o	□ No	□ No	□ No	d upon further review of Additional Information/Comments	
Inadequate ☑ K-5 ☑ 6-8 ☐ 9-12 ☐ N/A Impact/Mobility Fees Development will be subject to Impact and/o project.	□ No or Mobility Fee Comments	□ No s, the amount will	□ No be determined Conditions	Additional	
Inadequate ☑ K-5 ☑ 6-8 ☐ 9-12 ☐ N/A Impact/Mobility Fees Development will be subject to Impact and/oproject. Comprehensive Plan:	□ No or Mobility Fee Comments	□ No s, the amount will	□ No be determined Conditions	Additional	
Inadequate ☑ K-5 ☑ 6-8 ☐ 9-12 ☐ N/A Impact/Mobility Fees Development will be subject to Impact and/oproject. Comprehensive Plan: Planning Commission	Or Mobility Fee	□ No s, the amount will Findings	□ No be determined Conditions Requested	Additional	

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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.

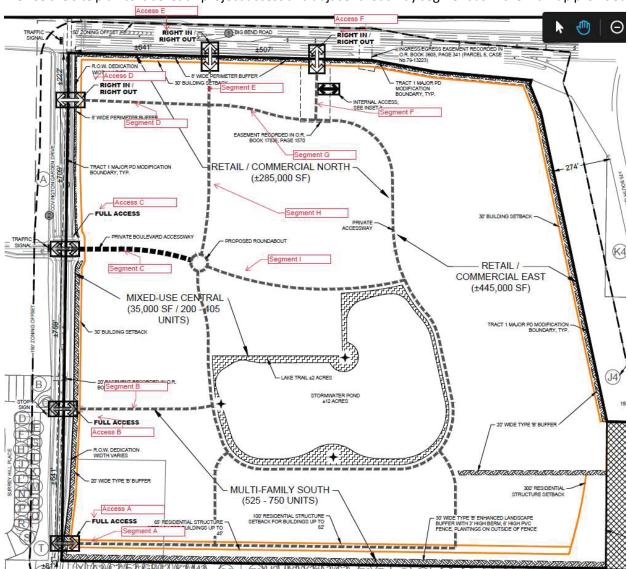
Based on the above considerations, staff recommends approval, subject to conditions.

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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.

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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 (1 0) 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.

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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.
- 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 la-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 la-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 Ia and Tract I 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

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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

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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 gatheringplaces 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 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.
 - <u>40.510.4</u> All structures in the villa duplex area shall be limited in height to three (3) stories or thirty-five (35) feet, whichever is less.
 - <u>40.610.5</u> 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

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

- 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 lb 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

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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 Concurrency 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 tum 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.

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20.2 The developer shall construct tum 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.
- 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 tum lane on Big Bend Rd at the Western North/South roadway. Construction of the traffic signal and second left tum 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.
- 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 tum lane on Big Bend Rd at Covington Garden Drive. Construction of the traffic signal and second left tum 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 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.
- 2423. 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.
- 2524. 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

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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.

- <u>2625.</u> 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.]
- 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:

27.126.1 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 <u>Vithin 150</u> 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
- <u>27.1.4</u> 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.
- The developer shall dedicate to the School Board upon request of the School Board, usable land for one 15.1acre 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.
- 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.
- 3029. 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.
- 3130. 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.
- 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.
- 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

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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.

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- 3433. 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.
- 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.
- 3635. 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.
- <u>3736.</u> 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).
- 3837. 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.
- <u>3938.</u> Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
- 4039. 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.

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40.1 Tract 1 Development Summary

Tract 1 Development Summary*						
Development Areas**	Acreage***	Building Square Feet*****	FAR****	<u>Hotel Rooms</u>	Residential Units****	<u>Density</u>
Retail/Commercial North	<u>34.25</u>	<u>285,000</u>	0.2	250 (100,000 Square	<u>0</u>	<u>0</u>
Retail/Commercial East	<u>35.5</u>	445,000	0.3	<u>Feet)</u>	<u>0</u>	<u>0</u>
Mixed Use Central	<u>14.64</u>	<u>35,000</u>	<u>0.1</u>	-	<u>405</u>	<u>27.7</u>
Multi-Family South	<u>33.89</u>	<u>0</u>	<u>0</u>	_	<u>525</u>	<u>15.5</u>
Residential Density	<u>48.53</u>	<u>N/A</u>	N/A	_	<u>930</u>	<u>19.2</u>
Commercial Intensity	<u>84.39</u>	<u>765,000</u>	0.21	<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.

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

^{**}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.

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

Minimum Front Yard Stoop or Porch: 3 feet from back of sidewalk

Minimum Front Yard Principal Structure: 10 feet from back of sidewalk

- 41.4 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.
- <u>41.5</u> 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.
 - <u>42.4</u> 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-restaurants, 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.,

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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

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- 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 at the time of vertical construction of the residential portion of the development.
- 43. Vehicular access to Tract 1 shall be restricted as follows.
 - 43.1 The project shall be 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 rightin/right-out turning movements.
 - 43.2 The project shall be 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 property owners 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 that includes vertical construction 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.

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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 eastbound 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 that includes vertical construction within the project, the developer shall pay to Hillsborough County the sum of \$1,095,911.99 \$584,384.85, which shall be used by the County for the design and construction of a westbound to eastbound U-turn Lane on Big Bend Rd. at the intersection of Covington Garden Dr. Additionally, at that time, the developer will also be responsible for preparing a structural analysis to determine whether the mast arm located on the northwest corner (i.e. upon which the U-turn signal head will be located) can accommodate the additional loading of the U-turn signal head. If it cannot, the developer will be responsible for the design, permitting and installation of a mast arm which can accommodate the additional sign head. Notwithstanding the above, if 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 that includes vertical construction, In such case, and 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).

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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.);
 - 41.148.3 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. Additionally:

<u>Any connection to Segment C shall meet the throat depth criteria in the Hillsborough County Land Development Code;</u>

No more than two connections shall be permitted (i.e. a maximum of one each along the north and south sides of Segment C): and

No connection shall be located within 245 feet of the roundabout.

- 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.
- 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 EF.
- 4249. 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 in the following locations: 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.

Along the first 250 feet of Segment A.

Along Segment B, except that parking may be provided outside of the throat depth if determined to be acceptable by the County Engineer during the site/construction plan review process.

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Alonge the entirety of Segments C, D, E, F, or G; and

Within 250 feet of the proposed roundabout.

4350. 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, nor to exceed 916 net new external a.m. peak hour trips and 2,290 net new external p.m. peak hour trips. Additionally:

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In calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE Trip Generation Manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine trip generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap. Given the wide range of potential uses, and since the transportation analysis submitted for purposes of the zoning does not necessarily represent a worst-case scenario of potential trip generation impacts for any individual use or group of uses, the utilization of certain land use codes within the zoning level analysis shall have no bearing on the appropriateness of the codes ultimately chosen to study project impacts at the time of plat/site/construction plan review, including whether uses can ultimately be authorized consistent with the above trip caps.

- 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.
- 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.

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56. Parking shall be provided in accordance with the Land Development Code unless otherwise specified herein:

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.

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- 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.
- 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.
 - 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 57.2.
 - 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.
 - <u>Each building shall utilize a pallet of architectural elements such as front stoops, porches, terraces, bay</u> windows, and second-floor balconies that address the accessways.
 - 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.

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- 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.
- 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:

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

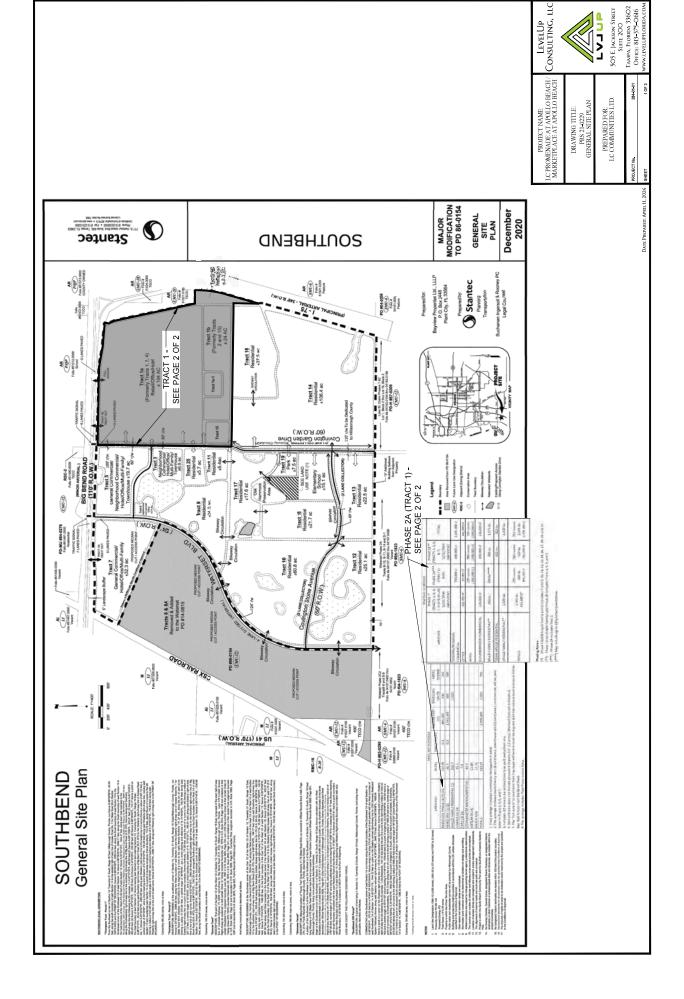
J. Brian Grady

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.

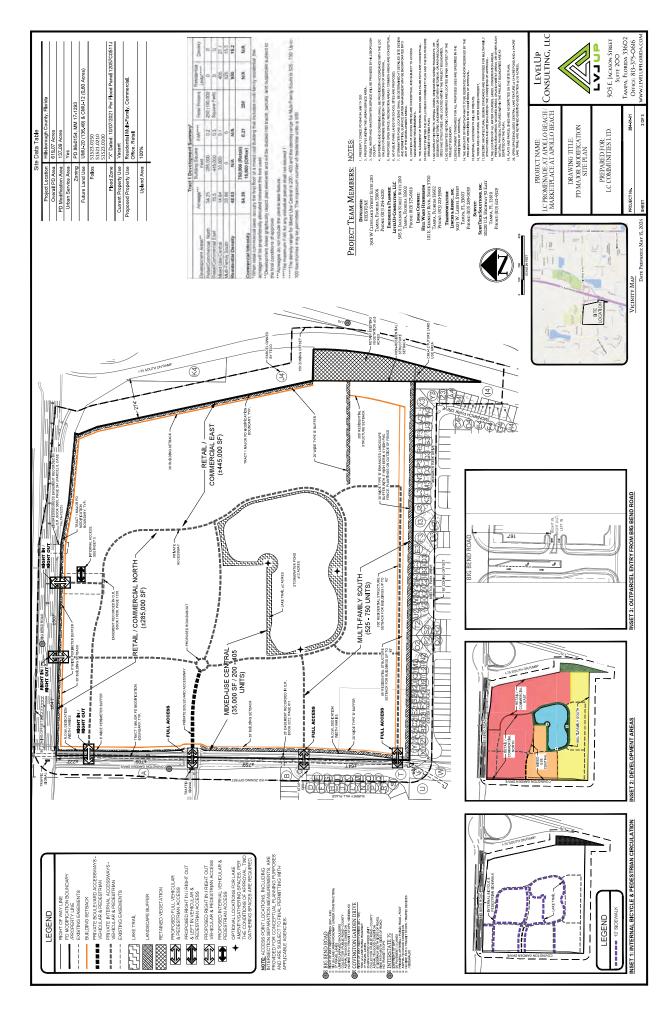
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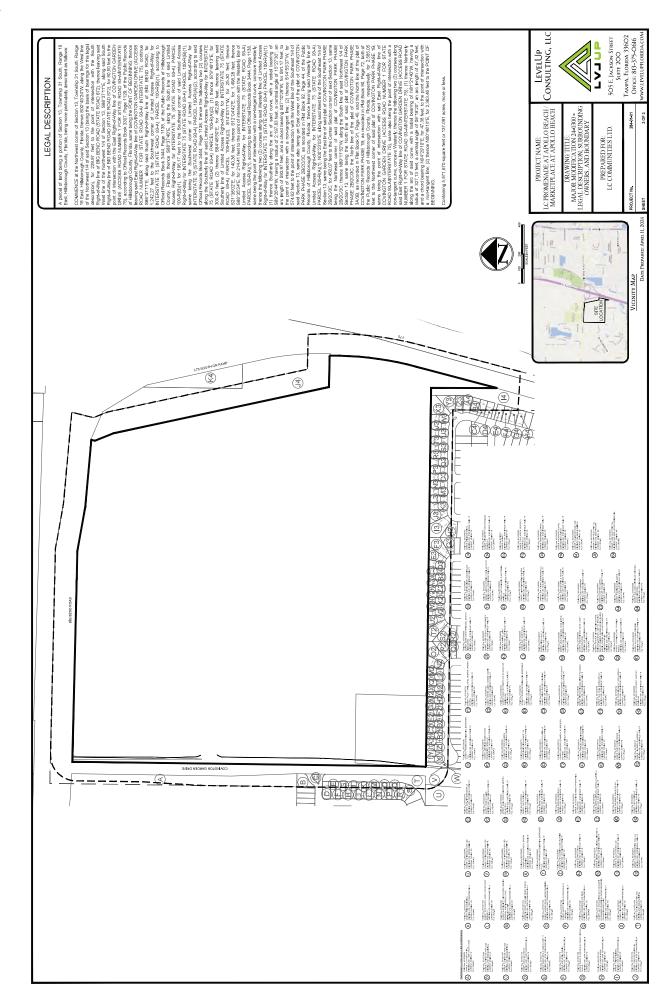
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

APPLICATION NUMBER:	MM 24-0300	
ZHM HEARING DATE:	JULY 22, 2024	
BOCC LUM MEETING DATE:	SEPTEMBER 10, 2024	CASE REVIEWER: SAM BALL
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8.0 SITE PLANS (FULL)		
0.0 SITE FLAINS (FULL)		
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8.1 Approved Site Plan	(Full)	



APPLICATION NUMBER:	MM 24-0300	
ZHM HEARING DATE:	JULY 22, 2024	
BOCC LUM MEETING DATE:	SEPTEMBER 10, 2024	CASE REVIEWER: SAM BALL
8.0 SITE PLANS (FULL)		
8.2 Proposed Site Plan (Full)		
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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 <u>Revised: 07/18/2024</u> <u>Revised: 7/22/2024</u>

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.
X	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 Bayyiew 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 sfMinimum Lot Width:40 feetMinimum Front Yard:20 feetMinimum Side Yard:5 feetMinimum Rear Yard:20 feetMaximum Lot Coverage:50%

Maximum Height: 35 feet

Townhouse:

Minimum Lot Size:1,800 sfMinimum Lot Width:20 feetMinimum 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 (1 0) 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 sfMinimum Lot Width:33 feetMinimum Front Yard:20 feetMinimum Side Yard:5 feetMinimum Rear Yard:20 feetMaximum 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 mithin Tract 1.

[Staff discussed this issue with the Zoning Administrator who stated that, due to the way the conditions are crafted, there is essentially a "firewall" between Tract 1 and other areas of the project. As such, the density transfer provisions of the PD would not be applicable or usable within Tract 1, and so the above language is unnecessary. Given this, staff is concurring with the applicant's request to delete the language which staff proposed to be added. __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, which is why ensuring that no additional entitlements can be placed within Tract 1, except through a zoning modification process, is of critical importance.]

- 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 la 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 Ia and Tract I 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.

- 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.
- 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 AII 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.
- 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 lb 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.
 - 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.
 - 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, and after consulting with the Zoning Administrator, while staff agrees that it was likely a serivener's error that led to that portion of the condition being attached to the subject PD (given past zoning history and the portion of this condition which refers to the project's US 41 remained in this PD in error, and so staff will strike that portion of the condition. Staff notes that this language was appropriate when those Tracts labeled as 8 and 8A were located within this PD (since the access to US 41 occurs partially within those tracts); however, past zoning action removed those tracts from the subject PD and placed them within the Waterset PD, and so that portion of the condition is no longer appropriate (or enforceable, due to a lack of access to this project to/from US 41). Lack of any access from the subject PD to US 41), staff cannot effectuate such change without explicit direction from the Zoning Administrator. With respect to the remaining portion of the condition, staff has copied that portion of the condition over to that section of the report also applicable to Tract 1, so as to retain the status quo with respect to such requirement].

- 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].

[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 tum lane on Big Bend Rd @ Western North/South Roadway_[THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
- 19.2 Eastbound right tum 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. ITHIS 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.
 - 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 tum lane on Big Bend Rd at the Western North/South roadway. Construction of the traffic signal and second left tum 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 1 00 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 15.1acre 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 be 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 <u>be</u> 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.
 - O All access connections shall be subject to future turning movement restrictions or other modifications as necessary to address future safety/operational issues, if any.
 - O 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 property owner(s) 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.

[Staff discussed the issue with the County Engineer, who confirmed that the existing proposed language requiring the property owner to "...undertake any measure necessary to correct the issue...." is inclusive of the possibility that closure of the access may be required, regardless of whether it specifically being called out as a potential measure. Based on the above, staff does not object to the applicant's requested removal of the above proposed language. Additionally, staff noted that the proposed language stated "developer" rather "property owner(s)". Staff has proposed this correct to the latter more precise language, since developer(s) may or may not have an ownership interest in the project post-construction.]

 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 <u>that includes vertical construction</u> within Tract 1, the developer shall construct the following improvements:
 - O 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.
 - o 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.).
 - O 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.
 - o 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).
 - o The developer shall construct a northbound to eastbound right turn lane on Covington Gaden Dr. at project Access C.
 - o The developer shall construct a northbound to eastbound right turn lane on Covington Garden Dr. at project Access D.
 - The developer shall construct west<u>east</u>bound 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.
 - O 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.

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 that includes vertical construction, and—In such ease, 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).

IStaff had multiple meetings to discuss the applicant's proposed changes with Public Works and the County Engineer. Public Works accepted the proposed changes, subject to the additional language proposed hereinabove. To the timing of when the change to the percentage buildout requirement was received, staff did not have time to consult with Public Works on that change. Regardless, staff reviewed the issue with the County Engineer who agreed the change could not be supported at this time.]

- 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 Graden Dr.);
 - O 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 Additionally:
 - Any connection to Segment C shall meet the throat depth criteria in the Hillsborough County Land Development Code;
 - No more than two (2) connections shall be permitted (i.e. a maximum of one (1) each along the north and south sides of Segment C); and,
 - No connection shall located within 245 feet of the roundabout.
 - 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.
 - O 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 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 .

- 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 in the following locations: 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.
 - Along the first 250 feet of Segment A;
 - Along the entirety of Segment B, except that parking may be provided outside of the throat depth if determined to be acceptable by the County Engineer during the site/construction plan review process;
 - Along the entirety of Segments C, D, E, F or G; and,
 - O Within 250 feet of the proposed roundabout.
- 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, nor to exceed 916 net new external a.m. peak hour trips and 2,290 net new external p.m. peak hour trips. Additionally:
 - Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within Tract 1. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no Project Identification number exists, and copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips available remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
 - o In calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE Trip Generation Manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine trip generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap. Given the wide range of potential uses, and since the transportation analysis submitted for purposes of the zoning does not necessarily represent a worst-case scenario of potential trip generation impacts for any individual use or group of uses, the utilization of certain land use codes within the zoning level analysis shall have no bearing on the appropriateness of the codes ultimately chosen to study project impacts at the time of plat/site/construction plan review, including whether uses can ultimately be authorized consistent with the above trip caps.

[Transportation Review Section staff is proposing to add this language, as net new impacts were erroneously left out of the proposed condition, as well as a requirement to study this issue with each increment of development.]

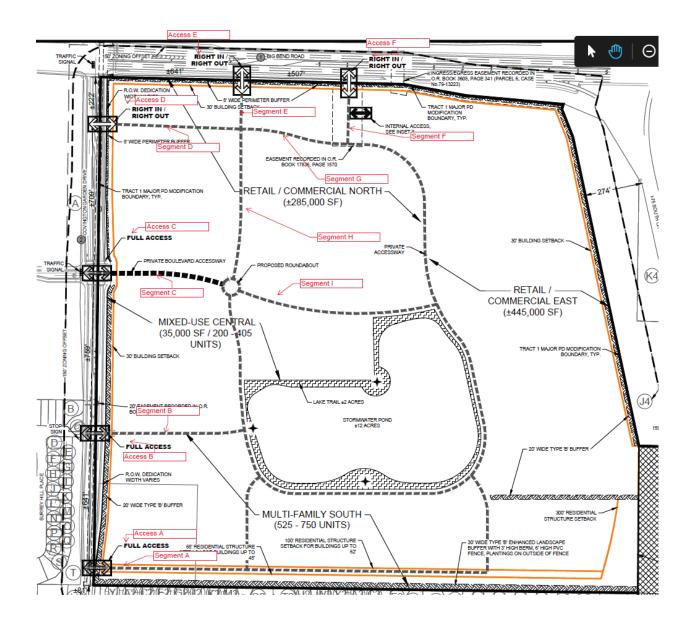
- None of the private internal transportation facilities shown on the PD site plan shall be gated, with the exception of Segment A and those accessways located south of the facility which runs along the +/- 12 ac. stormwater pond (i.e. the ring "road") and which are located within the Multi-family South 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. Where wider sidewalks and grass strips are required pursuant to Condition X, above, the developer may still utilize on-street parking; however, the design requirements contained within that Condition shall supersede those contained herein the above referenced Design Exception.
- 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.
- 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 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.

Other Conditions

- Prior to PD certification, the developer shall revise the site plan as follows:
 - O 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."
 - o Delete note 9. Staff has proposed a PD condition addressing this issue.
 - o 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	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	0	0		
Retail/Commercial East	35.5	445,000	0.3	Square Feet)	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.

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

^{**}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.

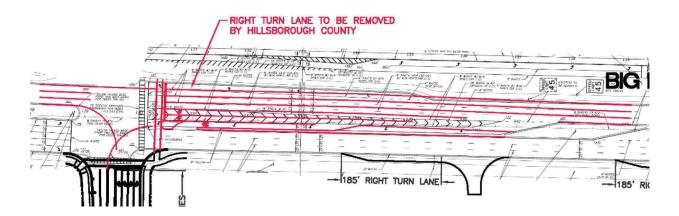
^{****}The maximum FAR for any individual parcel shall not exceed 1.

^{*****}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.

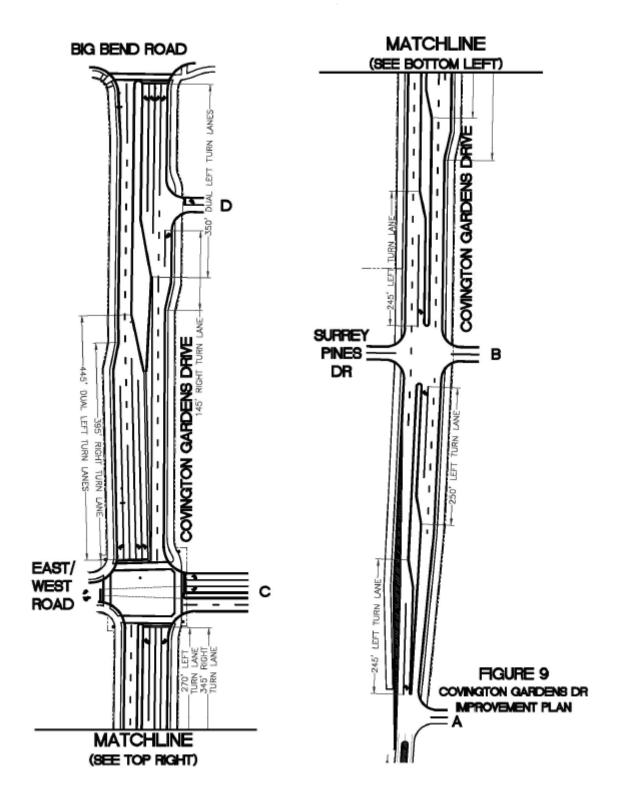
System (SIS) Connector Facility. Florida Statutes Chapter 339.61 indicates the SIS system is "...composed of facilities and services of statewide and interregional significance, will efficiently serve the mobility needs of Florida's citizens, businesses, and visitors and will help Florida become a worldwide 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 exanimation 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.

Staff notes that the applicant has proposed a change to proposed condition 42.4, which is not supported by staff. The condition reads "Development within Mixed-Use Central shall include multi-family residential uses as defined herein as well as commercial uses subject to the development standards fo the CN zoning district, per the Land Development Code." Staff notes the applicant is proposing to change shall to may. This would have the effect of allowing multi-family residential to not be constructed, which would decrease the internal capture assumptions which were a critical component of the transportation analysis.

Similarly, the applicant has requested a change to condition 42.10 which states "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 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." The applicant is proposing to strike "or both". This is not supportable. Staff notes that the inset graphic shown on the PD site plan shows certain facilities with such pathway along both sides of certain facilities. The proposed change would be inconsistent with the inset requirements.

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 <u>Trip Generation Manual</u>.

Land Use/Size	24 Hour Two-	Total I Hour T	
Land Use/Size	Way Volume	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
Te	otal: 37,640	1,445	3,655

Proposed Tract 1 Uses:

Land Use/Size	24 Hour Two-	Total Peak Hour Trips	
	Way Volume	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-	Total Peak Hour Trips	
	Way Volume	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	То	LOS Standard	Peak Hour Directional LOS
Big Bend Rd.	I-75 N Ramp	US 301	D	С

Source: Hillsborough County 2020 Level of Service Report.



Big Bend Road Widening - US 41 to Covington Gardens Drive and Simmons Loop to US Hwy 301 **Capital Improvement Program Project Fact Sheet** Project Number: 69647000

Quick Facts

· Community Area: Multiple

· Project Type: Roadway Corridor **Improvements**

· Current Project Phase: Design Commissioner District: District 3

Estimated Project Schedule

- Project Development (Planning) Completion Mid 2021
- Design/Land Acquisition Completion Mid 2024
- Procurement Completion Mid 2024
- Construction Completion Early 2026

Planning Design Procurement Construction

Project Cost Estimate

• Total: \$46,000,000 Planning: \$1,860,209

 Design and Land: \$5,582,289 Construction: \$38,557,502

Funding Source

May include: Impact Fees, Grants, Mobility Fees, Financing, and Bond

Project Description

 Corridor improvement for Big Bend Rd from US 41 to Covington Gardens Dr and from Simmons Loop to US 301 from a 4-lane divided road to a 6-lane divided road with enhanced bike, pedestrian and bus facilities.

Current Phase

Study

 Enhance pedestrian safety features, including wide sidewalks and enhanced crosswalks and signals. Stormwater drainage will also be improved.

Project Objectives

- · Better accommodate growth and traffic volume.
- Increase the overall mobility along Big Bend Road, while maximizing safety along the corridor.



every reasonable effort has been made to assure the accurate ED WITHOUT WARRANTY OF ANY KIND, either expresser es of merchantability and fitness for a particular purpose

Questions?

Manuel Santos **Project Manager** (813) 635-5400

Data Date: June 2024 Note: The cost and schedule data shown here are the County's current best

estimates and are subject to change. Changes (if any) are updated once a



Big Bend / I-75 Interchange Improvements Capital Improvement Program Project Fact Sheet Project Number: 69657000

Current Phase

Study

Quick Facts

· Community Area: Gibsonton

Project Type: Roadway Corridor

Improvements

Current Project Phase: Construction

Commissioner District: District 3

Estimated Project Schedule

- Project Development (Planning) Completion Early 2020
- Design/Land Acquisition Completion N/A
- Procurement Completion N/A
- Construction Completion Mid 2025

Procurement Construction Planning Design

Project Cost Estimate

Total: \$97,000,000

Planning: \$0

 Design and Land: \$280,530 Construction: \$96,719,470

Funding Source

Joint design-build project with FDOT. Estimate includes \$12 million for wastewater facilities. May: Bonds, FDOT Grant, Financing, Utilities, and Impact Fees.

Project Description

- Big Bend Rd from Covington Gardens Dr to Simmons Loop will be widened from a 4-lane to a 6-lane divided road with enhanced bike, pedestrian and bus facilities, with reconfiguration and improvements to the ramps. Improvements to be designed and constructed by Florida Department of Transportation (FDOT).
- Other improvements include reconstruction of the bridges on Old Big Bend Rd and Big Bend Rd, signal improvements at Covington Gardens Dr and Simmons Loop, and increasing stormwater drainage.

Project Objectives

- Increase the overall mobility along Big Bend Rd and I-75, while maximizing safety along the corridor.
- Better accommodate growth and traffic volume.



es of merchantability and fitness for a particular purpose

Questions?

Manuel Santos **Project Manager** (813) 635-5400

Data Date: June 2024

Note: The cost and schedule data shown here are the County's current best estimates and are subject to change. Changes (if any) are updated once a

Ratliff, James

From: Gonzalez, Sandra

Sent: Wednesday, July 17, 2024 4:00 PM

To: Ratliff, James

Cc: Carnley, Danny; Williams, Michael; Santos, Manuel

Subject: RE: 24-0300/ Big Bend at Covington Cost and Condition Revisions

Attachments: 69647000_EE_Big_Bend_from_41_to Cov_Grdn_Additional_Covington garden improvement_

7-17-2024_final.xlsm

Hello James,

Thank you so much for your time earlier today and for the opportunity to review. Just a minor addition on the paragraph below which I have made in *green italics*.

10. Prior to construction plan approval for the first increment of development within the project, the developer shall pay to Hillsborough County the sum of \$584,384.85, which shall be used by the County for the design and construction of a westbound to eastbound U-turn Lane on Big Bend Rd. at the intersection of Covington Garden Dr. Additionally, at that time, the developer will also be responsible for preparing a structural analysis to determine whether the mast arm located on the northwest corner (i.e. upon which the U-turn signal head will be located) can accommodate the additional loading of the U-turn signal head. If it cannot, the developer will be responsible for design, permitting and installation of a mast arm which can accommodate the additional signal head. Notwithstanding the above, if the developer does not make the above-described payment or conduct the above required analysis 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 (including any new mast arm which may be needed), 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).

The information above and attached is the official Public Work's position and can be communicated to the applicant.

Let me know if we can further assist and as always, thank you so much for your help and support, it is greatly appreciated. Have a great evening!

Best regards,

Sandra G.

Sandra González, P.E.

Design Manager

Technical Services Division
Engineering & Operations Department
Public Works Administration

E: GonzalezSa@HCFL.gov

P: (813) 307-1749

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Hillsborough County Florida

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

From: Ratliff, James <RatliffJa@hcfl.gov> Sent: Wednesday, July 17, 2024 3:35 PM To: Gonzalez, Sandra <GonzalezSa@hcfl.gov>

Cc: Carnley, Danny < Daniel. Carnley@wsp.com>; Williams, Michael < Williams M@hcfl.gov>

Subject: 24-0300/ Big Bend at Covington Cost and Condition Revisions

Attached are the revisions to the costs per our call. Please confirm this and the below condition and attached spreadsheet reflects what Public Work's position, and I can communicate same to the applicant.

10. Prior to construction plan approval for the first increment of development within the project, the developer shall pay to Hillsborough County the sum of \$584,384.85, 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. Additionally, at that time, the developer will also be responsible for preparing a structural analysis to determine whether the mast arm located on the northwest corner (i.e. upon which the U-turn signal head will be located) can accommodate the additional loading of the U-turn signal head. If it cannot, the developer will be responsible for design, permitting and installation of a mast arm which can accommodate the additional signal head. Notwithstanding the above, if the developer does not make the above-described payment or conduct the above required analysis 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 (including any new mast arm which may be needed), 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).

Thank you,

James Ratliff, AICP, PTP (he/him/his)

Principal Planner

Development Services Department, Transportation Review Section

E: ratliffja@hcfl.gov

P: (813) 307-1924

601 E. Kennedy Blvd., Tampa, FL 33602

HCFL.gov

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Hillsborough County Florida

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

<u>Also note:</u> So that we can assist you more efficiently, <u>please ensure</u> that the subject line of all email correspondence includes the Project Information (PI) Number or Zoning Case File (PD, RZ, PRS, MM, SU, or VAR) Number, where applicable.

ENGINEER'S ESTIMATE FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 7

FINANCIAL PROJECT ID #:						
PROJECT DESCRIPTION: CIP # 69647000 Big Bend Rd from US 41 to Covington Garden Dr						
PAY ITEM SPEC YEAR:	January 2024					
SUBMITTAL TYPE:	Phase III Estimate					
COUNTY:	Hillsborough					
DATE:	July 3, 2024					
ENGINEERING CONSULTANT FIRM:	WSP USA Inc.					
CONTACT NAME:	Tamishe Rodriguez					
PHONE NUMBER:	(813) 520-4321					
FILE VERSION:	EE_12.08.22_Rev34					
PAGE NUMBER:	1 of 6					

COMPONENT GROUPS

PROJECT G	RAND TOTAL	\$584,384.85
Design Costs and Coordination		\$75,000.00
	SUB-TOTAL	\$509,384.85
PU (Project Unknowns)	15%	\$66,441.50
	SUB-TOTAL	\$442,943.35
(101-1) MOB (Mobilization)	10%	\$40,267.58
	SUB-TOTAL	\$402,675.77
(102-1) MOT (Maintenance of Traffic)	10%	\$36,606.89
COMPONE	NT SUB-TOTAL	\$366,068.88
1000 - INVALID & OTHER ITEMS	NOT USED	
900 - MASS TRANSIT	NOT USED	
800 - ARCHITECTURAL	NOT USED	
700 - UTILITIES	NOT USED	
600 - LANDSCAPE / PERIPHERALS	NOT USED	
550 - ITS	NOT USED	
500 - SIGNALIZATION		\$56,990.14
400 - LIGHTING	NOT USED	. ,
300 - SIGNING & PAVEMENT MARKINGS		\$30,000.00
200 - ROADWAY		\$279,078.74
100 - STRUCTURES	NOT USED	

NOTES:			

ENGINEER'S ESTIMATE FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 7

FINANCIAL PROJECT ID:	
FILE VERSION:	EE_12.08.22_Rev34
PAGE NUMBER:	2 of 6

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0101 1	MOBILIZATION		10%	See Sum	nmary Sheet
0102 1	MAINTENANCE OF TRAFFIC		10%	See Sum	nmary Sheet
0999 25		LS	1	\$150	,000.00
	EROSION CONTROL MAINTENANCE	LS	1	\$2,000.00	\$2,000.00
0110 1 1	CLEARING & GRUBBING	AC	0.31	\$46,904.22	\$14,540.31
0110 4 10	REMOVAL OF EXIST CONC	SY	400	\$61.33	\$24,532.00
0160 4	TYPE B STABILIZATION	SY	89	\$15.39	\$1,368.00
0285715	OPTIONAL BASE,BASE GROUP 15	SY	89	\$146.87	\$13,071.43
0327 70 6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	SY	6522	\$4.30	\$28,044.60
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	14.7	\$153.56	\$2,255.03
0337 783	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	TN	545.4	\$181.70	\$99,100.54
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	650	\$41.29	\$26,838.50
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	400	\$49.31	\$19,724.00
0520 70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	SY	46	\$167.79	\$7,684.78
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	444	\$82.43	\$36,635.56
0527 2	DETECTABLE WARNINGS	SF	33	\$44.35	\$1,463.55
0570 1 2	PERFORMANCE TURF, SOD	SY	355.6	\$5.12	\$1,820.44
			COMPONENT	TOTAL	\$279,078.74

ENGINEER'S ESTIMATE FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 7

FINANCIAL PROJECT ID:	
FILE VERSION:	
PAGE NUMBER:	5 of 6

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
630-2-11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	LF	270	20.98	5.664.60
630-2-12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	110	40.30	4,433.00
	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH &		-		,
632-7-1	INSTALL	PI	1	3,964.04	3,964.04
632-7-6	SIGNAL CABLE, REMOVE- INTERSECTION	PI	1	2,663.93	2,663.93
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	11	1,643.71	18,080.81
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	2	2,797.79	5,595.58
649-21-21	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 78'	EA		104,381.02	
040.00.0	STEEL MAST ARM ASSEMBLY, REMOVE, SHALLOW FOUNDATION- BOLT		4	5 050 57	E 050 57
649-26-3	ON ATTACHMENT VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 1	EA	1	5,858.57	5,858.57
650-1-11	SECTION, 1 WAY	AS		1,474.45	
030-1-11	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3	7.0		1,474.43	
650-1-14	SECTION, 1 WAY	AS	1	1,709.52	1,709.52
653-1-11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS	2	1,031.29	2,062.58
000 1 11	VEHICLE DETECTION SYSTEM-MICROWAVE, RELOCATE, ABOVE GROUND	7.0		1,001.20	2,002.00
660-3-42	EQUPMENT	EA	1	2,250.00	2,250.00
665-1-11	PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD	EA	2	359.97	719.94
700-5-50	INTERNALLY ILLUMINATED SIGN, RELOCATE	EA	1	3,987.57	3,987.57
			-	0,000.101	-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
					
			COMPONENT	TOTAL	\$56,990.14

INSTRUCTIONS

- 1) Macros MUST be enabled on the local computer from which you run this program. Access Macro options from the Tools>Options>Security drop-down menu settings. Please review Engineer's Estimates Procedures memo for further details.
- 2) Begin a new project or edit an existing project by inputing project data on the "Main Menu" user form which is activated when a project file is first opened or can be accessed at any time from the "Main Menu" button on the Summary Sheet.
- 3) Save completed worksheet file using the "Save File" Command Button on the Summary Sheet. Ths function will save the file in the folder from which it was originally opened, using the following format: Estimate Type_XXXXXXXXXXXIs; where "Estimate Type is the Type of Estimate Selected and shown on the Summary Sheet, and XXXXXXXXXX is the 11-digit FPID Number of the project as shwn on the Summary Sheet.
- 4) To print completed sheets either use the "Print Preview Sheets" Command Button on the Summary Sheet or simply select the "Tabs" (Sheets) for the categories which are used and print them. A completed estimate should always include the Summary Sheet and at least one Component Sheet.
- 5) Please report any issues or problems with is Engineer's Cost Estimate file to the following:

Demetrio Arencibia, PS&E Engineer

email: demetrio.arencibia@dot.state.fl.us

Plans, Specifications & Estimates (PS&E)

Florida Department of Transportation District 7 phone: (813) 975-6434

11201 N. McKinley Drive

fax: (813) 975-6724

Tampa, FL 33612

100-102 M 103 T 104-108 E 109 F	Subject/Group MOT Femporary Structures Erosion Control & Environmental Field Office
100-102 M 103 T 104-108 E 109 F	MOT Femporary Structures Frosion Control & Environmental
103 T 104-108 E 109 F	Femporary Structures Erosion Control & Environmental
104-108 E	Erosion Control & Environmental
109 F	
	Field Office
110-199 E	
	arthwork
	Base Courses
300-399, P	except 346-347 Surface Courses, Concrete Pavement
346-347 C	Concrete
400-499, e	except 425-449 Structures
425-449 D	Orainage Structures
500-515 Ir	ncidental Construction- Structures
516-550 Ir	ncidental Construction- Roadway Items
551-569 Ir	ncidental Construction- Structural Paint
570-599 Ir	ncidental Construction- Landscaping
600-699 T	Fraffic Control Devices (Signals)
700-714 T	Fraffic Control
715 T	Fraffic Control- Lighting
	ncidental Construction- Other
	ncidental Construction- Traffic Monitoring TMS)
750-799 Ir	ncidental Construction- Architectural
800-899 N	Mass Transit (Railroad)
1000-1999 U	Jtilities

Variable Ranges

MOT 5-10% depending on difficulty and complexity

MOB 10%

Initial contingency:

\$0 - \$1,000,000 use 5% of Contract

\$1,000,001 - \$5,000,000 use \$50,000 Maximum \$5,000,001 - \$15,000,000 use 1% of Contract

greater then \$15,000,000 use \$150,000

By Florida Statutes Initial Contingency can never be more then \$150,000

LIND		SUB (SUBMITTAL TYPE)	PU	MOT	MOB	P.	SPEC YEAR	Component Groups	Current Date
AC	Acre		15%	%0	%0	15%	January 2024	100 - STRUCTURES	07/22/2024 16:46
AS	Assembly	PD&E Estimate	10%	1%		10%	July 2022	200 - ROADWAY	
BU	Bushel	Work Program Estimate	2%	2%		2%	January 2023	300 - SIGNING & PAVEMENT MARKINGS	
R	Cubic Foot	Preliminary Design Estimate	%0	3%	3%	%0	July 2023	400 - LIGHTING	
8		Phase I Estimate		4%	4%			500 - SIGNALIZATION	
S		Phase II Estimate		2%	2%			550 - ITS	
DA		Phase III Estimate		%9	%9			600 - LANDSCAPE & PERIPHERALS	
DD		Phase IV Estimate		%2	%2			700 - UTILITIES	
EA		Final Estimate		8%	8%			800 - ARCHITECTURAL	
ED		Engineers Estimate (Other)		20%	20%			900 - MASS TRANSIT & OTHER	
GA	Gallon	Plans to District Specifications		10%	10%				
ЭŞ	Gross Kilometer	Completed Plans to District Specs							
GM	Gross Mile								
H									
H									
KG									
귘									
Υ	Foot								
ГB									
LF	Linear Foot								
ГО	Location								
ST									
ΓΩ	Luminaire								
M	Meter								
M2	Square Meter								
M3	Cubic Meter								
MB	Board Measure/ Thousand Feet								
MG	Thousand Gallons								
MH	Man-Hour								
M	Mile								
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County	Hillsborough
Current Revision	EE_12.08.22_Rev34

Rev34 Hillsborough
Pinellas
Pasco
Hernando
Citrus
District Wide

From: Williams, Michael

To: <u>Stephenson, Trent (Trent@levelupflorida.com)</u>; <u>Steven Henry</u>

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: <u>image002.png</u>

24-0300 DEReq 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 (<u>DeLeonE@hcfl.gov</u> 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 <u>PW-CEIntake@hcfl.gov</u>

Mike

Michael J. Williams, P.E.

Director, Development Review County Engineer

Development Services Department

P: (813) 307-1851
M: (813) 614-2190
E: <u>Williamsm@HCFL.gov</u>
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

<u>Facebook</u> | <u>Twitter</u> | <u>YouTube</u> | <u>LinkedIn</u> | <u>HCFL Stay Safe</u>

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



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@hcpafl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	 □ Section 6.04.02.B. Administrative Variance ☑ Technical Manual Design Exception Request □ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) □ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) 						
Submittal Type (check one)	☐ New Request ☐ Additional Information						
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☐ 1. Substandard Road, Covington Gardens Dr. ☐ 4. ☐ 5. ☐ 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 full frequest is specific to a discrete phase, please also	uture communications and submittals of additional/revised information relating to this variance. list that phase.						
Folio Number(s) 051521.0210 & Important: List all folios related to the project, up	051523.0100 Check This Box If There Are More Than Five Folio Numbers to 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 l	by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, 789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789;						
Name of Person Submitting Request	Steven J. Henry, P.E.						
Important: For Design Exception (DE) Requests, the DE request letter must be signed and sealed.	person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The						
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						
	nter the application number preceded by the case type prefix, otherwise type "N/A" or "Not MM for major modifications, PRS for minor modifications/personal appearances.						
Related Project Identification Number (Site/Subdivision Application Number)	N/A						

Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".

Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision

05/2020



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 8133 287 0674 Telefax www.Lincks.com Website TABLE 1

TRIP GENERATION

New External Daily Trip Ends	26,174	4,031	824	31,029	20,045	5,507	701	1,855	182	28,290	2,739
Passerby Trip Ends (3)	5,131	0	01	5,131	5,131	0	0	0	Ol	5,131	0
Internal Capture (2)	699	929	135	1,480	270	87	11	143	41	552	928
Daily Trip Ends (1)	31,974	4,707	959	37,640	25,446	5,594	712	1,998	223	33,973	3,667
Size	1,000,000 SF	500,000 SF	120 Rooms	Sub-Total	750,000 SF	830 DU's	100 DU's	250 Rooms	15,000 SF	Sub-Total	Difference
E II	820	710	310		820	220	215	310	710		
Land Use	Retail	Office	Hotel		Retail	Multi-Family	Townhomes	Hotel	Office		
Scenario	Approved				Proposed						

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

(2) Source: NCHRP 684 - See Appendix.

(3) Source: ITE <u>Trip Generation Manual</u>, 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

ESTIMATED AM PEAK HOUR TRIP GENERATION TABLE 2

_ <u>_</u>	5	Total	546	620	48	1,214	456	275	46	110	29	916	298
New External	Trip Ends	Ont	203	58	18	279	175	210	34	44	ကျ	466	<187>
Ne A		듸	343	299	30	935	281	65	12	99	26	450	485
	3)	Total	129	0	Ol	129	107	0	0	0	0	107	22
Passerhy	Trip Ends (3)	Ont	48	0	0	48	41	0	0	0	01	41	7
	Т	듸	18	0	0	81	99	0	0	0	0	99	15
	e (2)	Total	49	48	121	102	13	2	0	80	41	30	72
	Internal Capture (2)	Ort	24	22	12	51	က	က	, 0	80	← I	15	36
	Intern	듸	25	26	0	51	10	7	0	0	ကျ	15	36
¥		Total	724	899	53	1,445	929	280	46	118	33	1,053	392
AM Peak Hour	Trip Ends (1)	Ont	275	80	23	378	219	213	34	52	4	522	<144>
AM	Ţ	듸	449	288	30	1,067	357	29	12	99	29	531	536
		Size	1,000,000 SF	500,000 SF	120 Rooms	Sub-Total	750,000 SF	830 DU's	100 DU's	250 Rooms	15,000 SF	Sub-Total	Difference
	밑		820	710	310		820	220	215	310	710		
		Land Use	Retail	Office	Hotel		Retail	Multi-Family	Townhomes	Hotel	Office		
		Scenario	Approved				Proposed						

(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 > 129 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 4

TABLE 3

ESTIMATED PM PEAK HOUR TRIP GENERATION

E	ını		Total	2,354	496	51	2,901	1,792	301	46	126	25	2,290	611
New External	PM Peak Hour	Trip Ends	Out	1,257	420	25	1,702	925	111	19	65	21	1,141	561
N	PN		듸	1,097	92	<u> 56</u>	1,199	867	190	27	61	41	1,149	20
		3)	Total	462	0	OI	462	420	0	0	0	OI	420	42
	Passerby	Trip Ends (3)	Out	247	0	Ol	247	217	0	0	0	Ol	217	30
		Ļ	듸	215	0	Ol	215	203	0	0	0	Ol	203	12
		e (2)	Total	146	136	10	292	196	92	10	31	രി	322	<30>
		Internal Capture (2)	Ont	36	105	121	146	110	28	4	12	7	161	<15>
		Intern	듸	110	31	121	146	98	48	9	19	2	161	<15>
	'n	(Total	2,962	632	61	3,655	2,408	377	99	157	34	3,032	623
	PM Peak Hour	Trip Ends (1)	Ont	1,540	525	30	2,095	1,252	139	23	77	28	1,519	929
	PN	Ļ	듸	1,422	107	31	1,560	1,156	238	33	80	9	1,513	47
			Size	1,000,000 SF	500,000 SF	120 Rooms	Sub-Total	750,000 SF	830 DU's	100 DU's	250 Rooms	15,000 SF	Sub-Total	Difference
		믵	COC	820	710	310		820	220	215	310	710		
			Land Use	Retail	Office	Hotel		Retail	Multi-Family	Townhomes	Hotel	Office		
			Scenario	Approved				Proposed						

⁽¹⁾ Source: ITE <u>Trip Generation Manual</u>, 11th Edition, 2021.
(2) Source: Internal Capture - NCHRP 684 - See Appendix.
(3) Source: ITE <u>Trip Generation Manual</u>, 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.

24-0300

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.

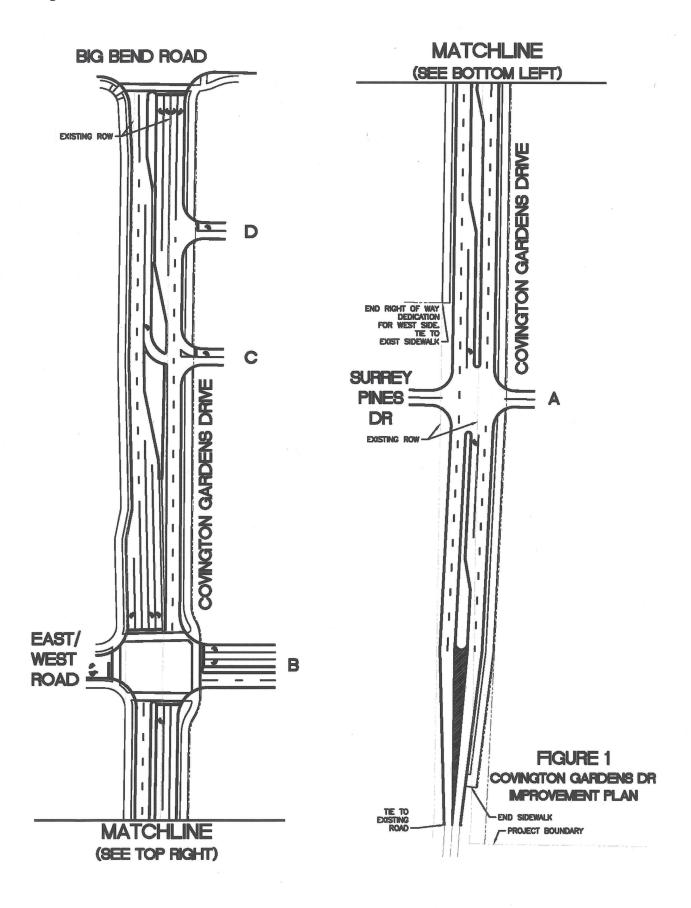
Please do not hesitate to contact us if you have any questions or require any additional information.

Mr. Mike Williams February 27, 2024 Page 6
Best Regards,
Steven J Henry President
Mncks & Associates, Inc. P.E. #51555
Based on the information provided by the applicant, this request is:
Disapproved
Approved
Approved with Conditions
f there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.

Michael J. Williams

Hillsborough County Engineer

Mr. Mike Williams February 27, 2024 Page 7



Mr. Mike Williams February 27, 2024 Page 8

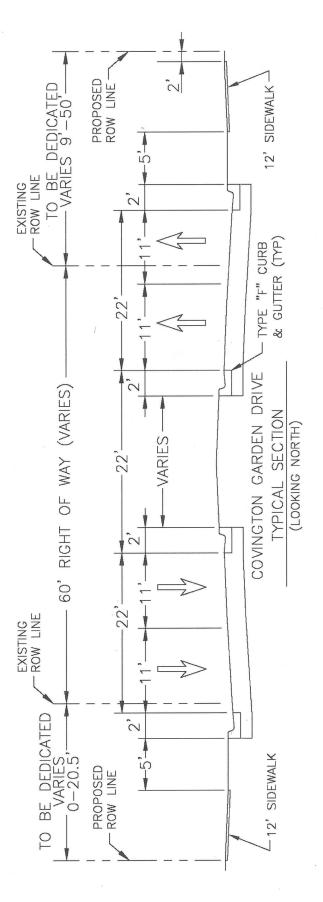


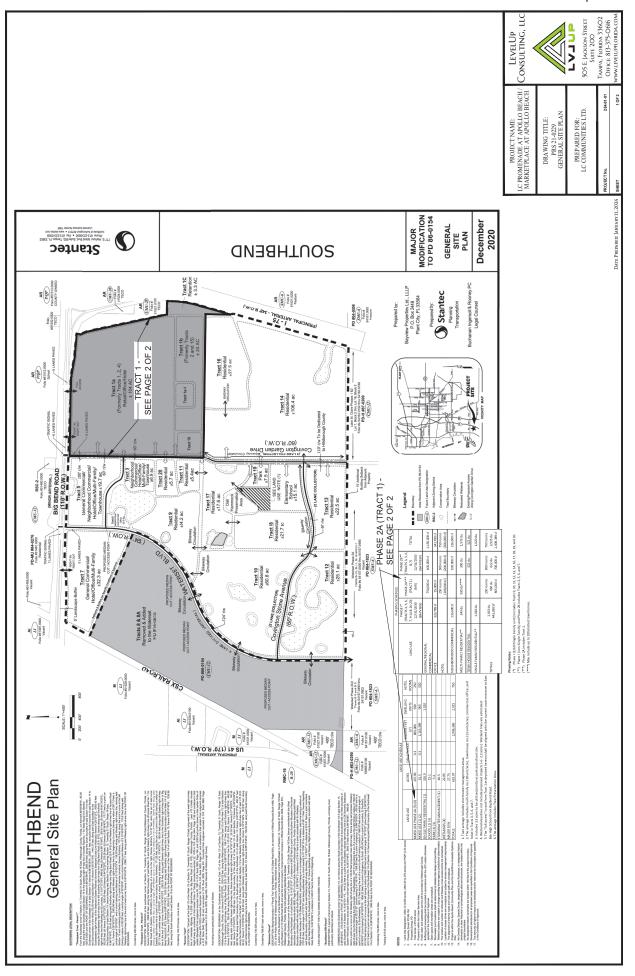
FIGURE 2
COVINGTON GARDENS DR
IMPROVEMENT PLAN

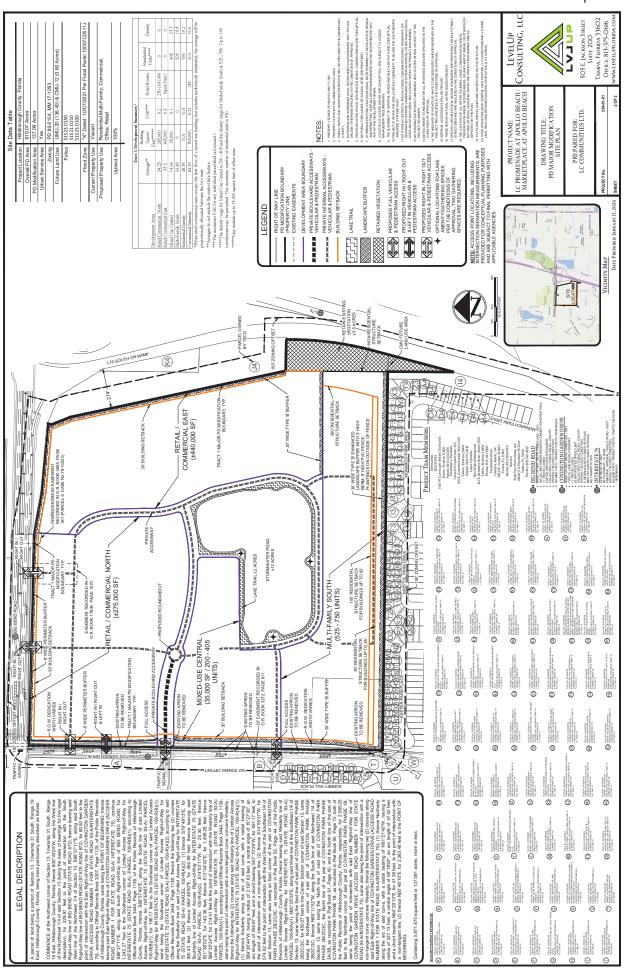
APPENDIX



PD PLAN





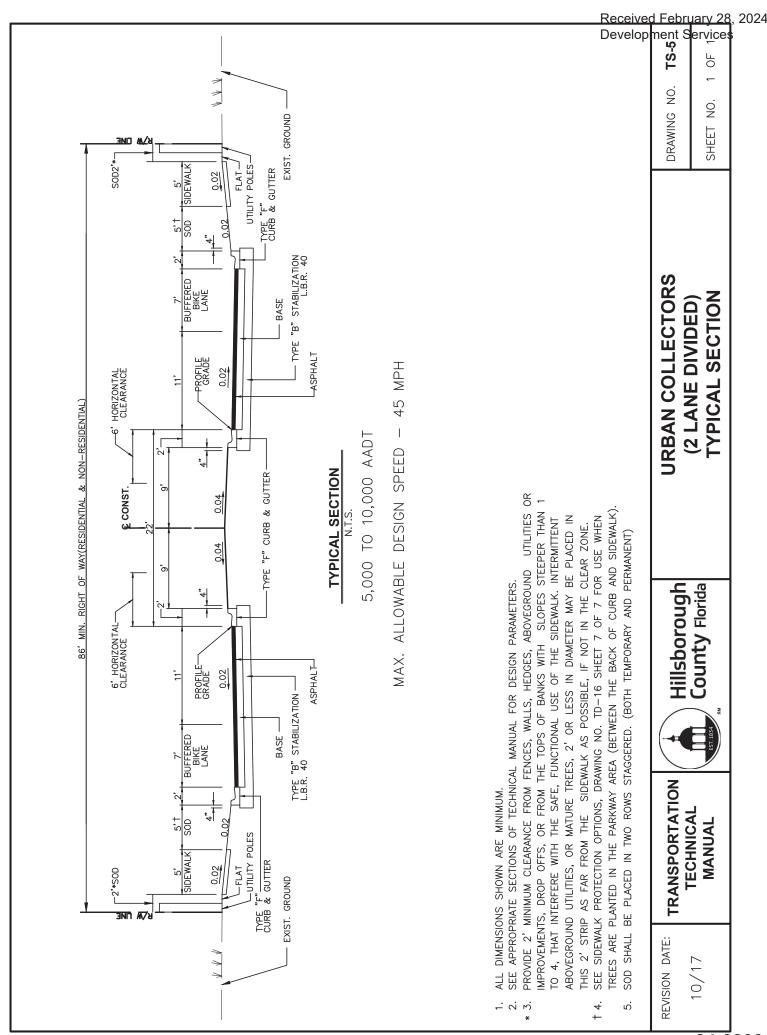


		Received February 28, 2024 Development Services
		Development Services
	HILLSBOROUGH COUNTY ROADWAYS	
	FUNCTIONAL CLASSIFICATION MAP	
/ ^		
	LINCKS & ASSOCIATES, INC.	

Received February 28, 2024 Development Services FUNCTIONAL CLASSIFICATION Infrastructure & Development Services HILLSBOROUGH COUNTY PART 3 TO THE STATE SOLVINGED DEFORMED DEFORMED TO STREET STANDARD TO STATE STATE SOLVINGED DEFORMED TO STANDARD SHAPEN STANDARD STATE SOLVINGED STANDARD ST Urban Service Area Boundary Hillsborough County, Florida ROADWAYS State, Principal Arterial Hillsborough, Collector Hillsborough, Arterial Locator Map Functional Classifications Legend Authority, Classification State, Arterial 75 R 19 E R 19 E COUNTY S 78 J **24-03**00

TS-5







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@hcpafl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

complete this form.					
Request Type (check one)	 ✓ Section 6.04.02.B. Administrative Variance ☐ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) 				
Submittal Type (check one)	☐ New Request ☐ Additional Information				
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	x 1. MM 24-0300 □4. □2. □5. □3. □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 of 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 full frequest is specific to a discrete phase, please also	iture communications and submittals of additional/revised information relating to this variance. list that phase.				
Folio Number(s) 51521.0210, 515	23.0100, & 51523.0150				
Tono reamber(3)	Check This Box If There Are More Than Five Folio Numbers				
numbers must be provided in the format provided l	to a maximum of five. If there are additional folios, check the box to indicate such. Folio by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, 789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789;				
Name of Person Submitting Request	R. Trent Stephenson, P.E.				
Important: For Design Exception (DE) Requests, the DE request letter must be signed and sealed.	person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The				
Current Property Zoning Designation	PD 86-0154				
Designation. Typing "N/A" or "Unknown" will result to County Zoning Atlas, which is available at https://me	mily Conventional — 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) in your application being returned. This information may be obtained via the Official Hillsborough aps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, for Development Services at (813) 272-5600 Option 3.				
Pending Zoning Application Number	MM 24-0300				
	nter the application number preceded by the case type prefix, otherwise type "N/A" or "Not 14M 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".

1 of 1

05/2020



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

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

7/4/

Trent Stephenson, R.E.

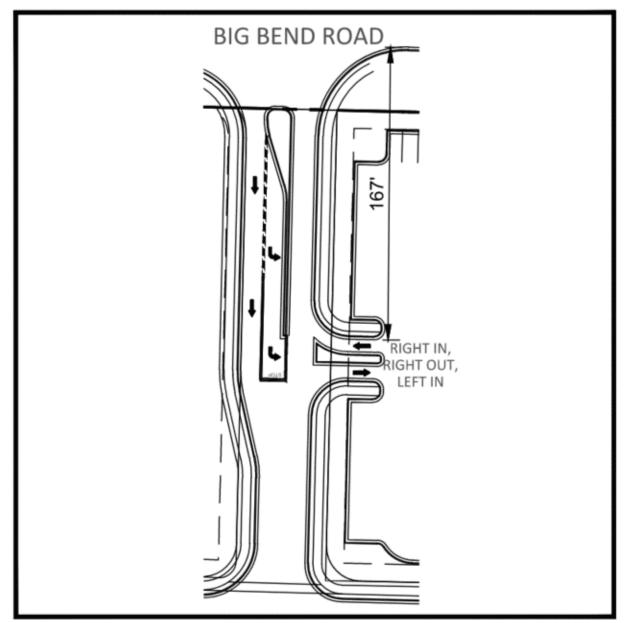
Florida License Number 595 74

trent@levelupflorida.com

Based on the information provided by the applic	ant, this request is:
Disapproved	
Approved	
Approved with Conditions	
If there are any further questions or you need classified L. Tirado, P.E. (813) 276-8634, TiradoS@l	* •
	Sincerely,
	Michael J. Williams Hillsborough County Engineer

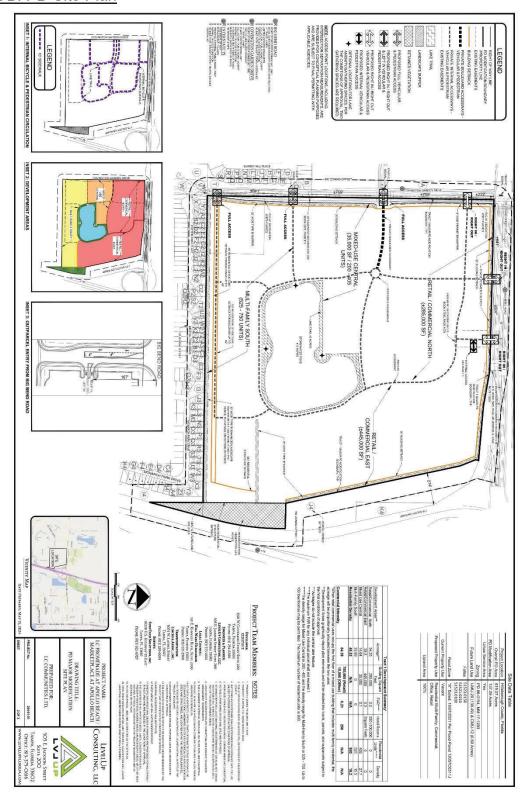
Notice: Consistent with Section 6.04.02.B8 of the LDC, the results of this variance application may be appealed, as further described in Section 10.05.01 of the LDC, to the Land Use Hearing Officer within 30 calendar days of the date of the above action.

Exhibit A: Proposed Outparcel Entry from Big Bend Road



INSET 3: OUTPARCEL ENTRY FROM BIG BEND ROAD

Exhibit B: PD Site Plan





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 <u>padroni@hcpafl.gov</u> or via telephone at (813) 307-1709 if you have questions about how to complete this form.

complete this form:					
Request Type (check one)	 Section 6.04.02.B. Administrative Variance ▼ Technical Manual Design Exception Request □ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) □ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) 				
Submittal Type (check one)	☐ New Request ☐ Additional Information				
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	★1. MM 24-0300 4. 2. 5. 3. 6.				
submittal number/name to each separate request number previously identified. It is critical that the ap	lests (whether of the same or different type), please use the above fields to assign a unique Previous submittals relating to the same project/phase shall be listed using the name and uplicant reference this unique name in the request letter and subsequent filings/correspondence. I information related to a previously submitted request, then the applicant would check the				
Project Name/ Phase LC Promenade at	Apollo Beach/Marketplace at Apollo Beach				
Important: The name selected must be used on all fu If request is specific to a discrete phase, please also	iture communications and submittals of additional/revised information relating to this variance. list that phase.				
51521.0210, 515	23.0100, & 51523.0150				
Tono reamber(3)	☐ Check This Box If There Are More Than Five Folio Numbers				
numbers must be provided in the format provided b	to a maximum of five. If there are additional folios, check the box to indicate such. Folioby the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, 789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789;				
Name of Person Submitting Request	R. Trent Stephenson, P.E.				
Important: For Design Exception (DE) Requests, the DE request letter must be signed and sealed.	person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The				
Current Property Zoning Designation	PD 86-0154				
Designation. Typing "N/A" or "Unknown" will result i County Zoning Atlas, which is available at https://mc	mily Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) in your application being returned. This information may be obtained via the Official Hillsborough aps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, for Development Services at (813) 272-5600 Option 3.				
Pending Zoning Application Number	MM 24-0300				
	nter the application number preceded by the case type prefix, otherwise type "N/A" or "Not 100 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). Onstreet 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.

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, Li

Trent Stephenson, Ry Florida License Number

trent@levelupflorida.c6t

Based on the information provided by the	applicant, this request is:
Disapproved	
Approved	
Approved with Conditio	ns
If there are any further questions or you no Sheida L. Tirado, P.E. (813) 276-8634, Tirad	· •
	Sincerely,
	Michael J. Williams Hillsborough County Engineer

Exhibit A: Drawing TND-3

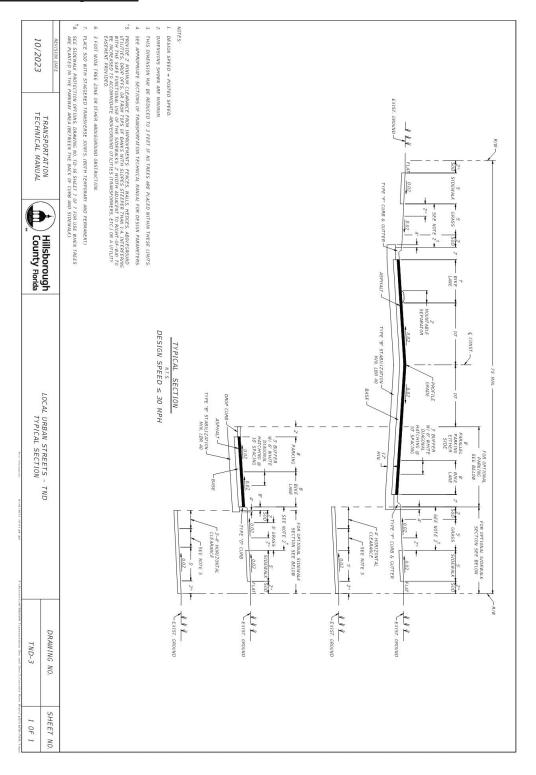


Exhibit B: Proposed 56' Private R-O-W Section with On-Street Parking

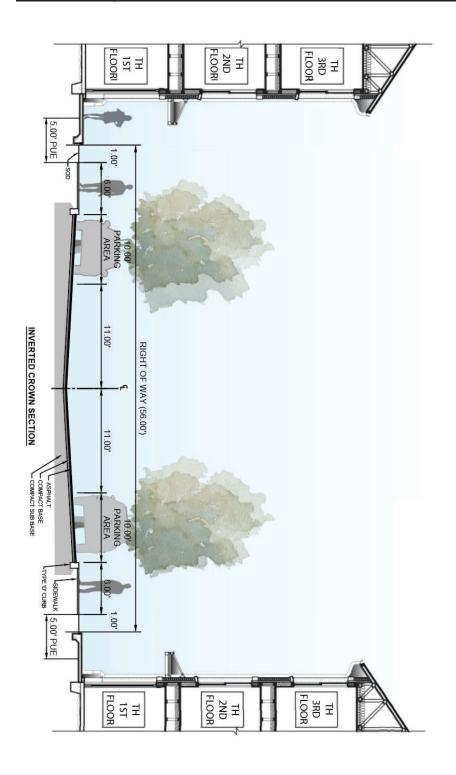
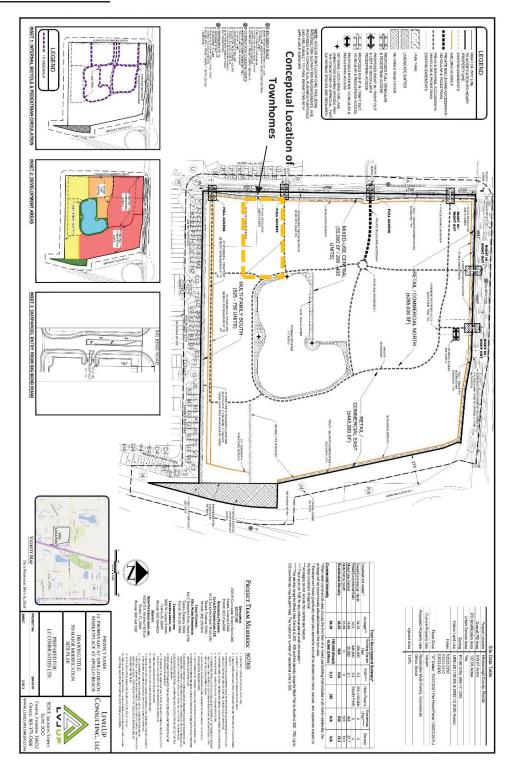


Exhibit C: PD Site Plan



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 ⊠Substandard Road □Sufficient ROW Width	 □ Corridor Preservation Plan ⋈ Site Access Improvements □ Substandard Road Improvements ⋈ Other – County CIP Project 					
Covington Garden Dr.	County Collector – Urban and Rural	2 Lanes ⊠ Substandard Road ⊠ Sufficient ROW Width	 □ Corridor Preservation Plan □ Site Access Improvements □ Substandard Road Improvements □ Other – Developer Widening 					
	Choose an item.	Choose an item. Lanes ☐ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other					
	Choose an item.	Choose an item. Lanes □Substandard Road □Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other					

Project Trip Generation (Modification Area Only) □ Not applicable for this request							
Average Annual Daily Trips A.M. Peak Hour Trips P.M. Peak Hour Tr							
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	Х	Vehicular & Pedestrian	None	Meets LDC			
Notes:							

Design Exception/Administrative Variance □ Not applicable for this request					
Road Name/Nature of Request	Туре	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	
☑ Design Exception/Adm. Variance Requested☑ Off-Site Improvements Provided	☐ Yes ☐ N/A ⊠ No	⊠ Yes □ No		

COUNTY OF HILLSBOROUGH

RECOMMENDATION OF THE LAND USE HEARING OFFICER

APPLICATION NUMBER: MM 24-0300

DATE OF HEARING: July 22, 2024

APPLICANT: Lifestyle Communities, LTD

PETITION REQUEST: The Major Modification request is to

modify PD 86-0154 to reconfigure the site plan, decrease the amount of commercial and office land uses and

add up to 930 dwelling units

LOCATION: Southeast corner of Big Bend Road and

Covington Garden Drive

SIZE OF PROPERTY: 137.09 acres, m.o.l.

EXISTING ZONING DISTRICT: PD 86-0154

FUTURE LAND USE CATEGORY: CMU-12 and UMU-20

SERVICE AREA: Urban

COMMUNITY PLAN: Apollo Beach

DEVELOPMENT REVIEW STAFF REPORT

*Note: Formatting issues prevented the entire Development Services
Department staff report from being copied into the Hearing Master's
Recommendation. Therefore, please refer to the Development Services
Department web site for the complete staff report.

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.

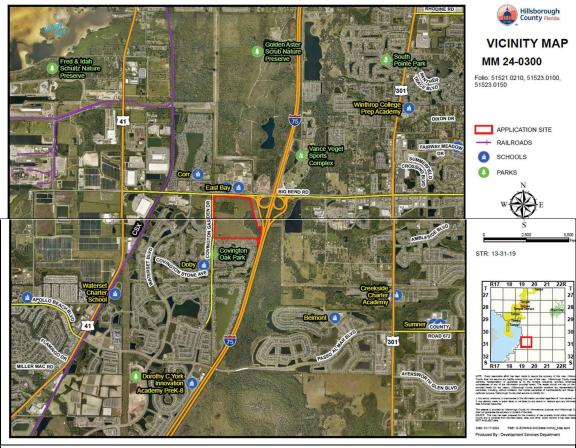
Development Services Recommendation: Approvable, subject to proposed conditions

Planning Commission Recommendation: Consistent

PD Variations: None Requested as part of this application

Waivers to the Land Development Code: 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.

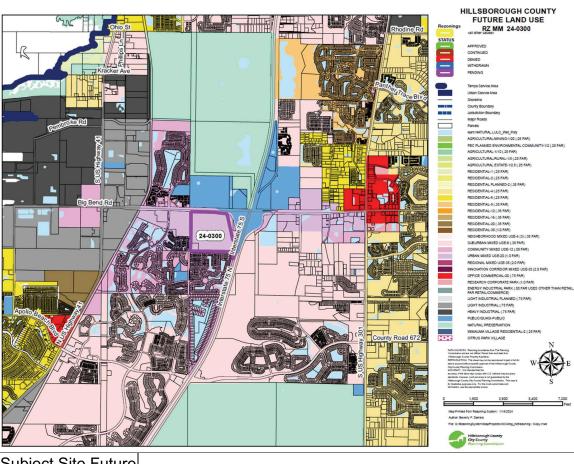
2.0 LAND USE MAP SET AND SUMMARY DATA 2.1 Vicinity Map



Context of Surrounding Area:

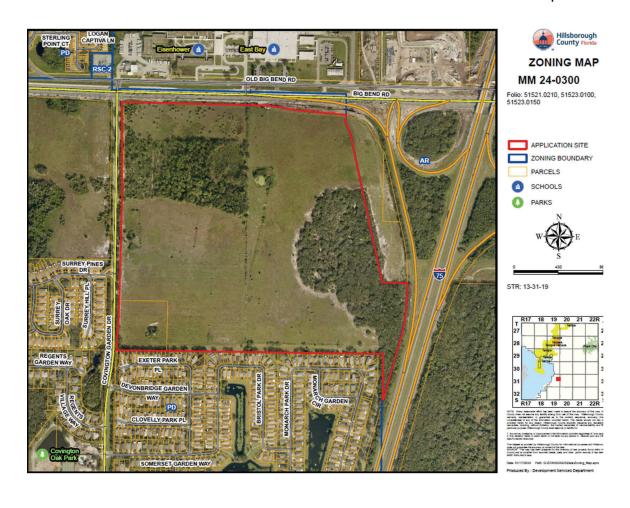
The property is located at the southwest corner of the Interstate-75 and Big Bend Road intersection. that varies in width from 348 feet to approximately 2,000 feet.

2.0 LAND USE MAP SET AND SUMMARY DATA 2.2 Future Land Use Map



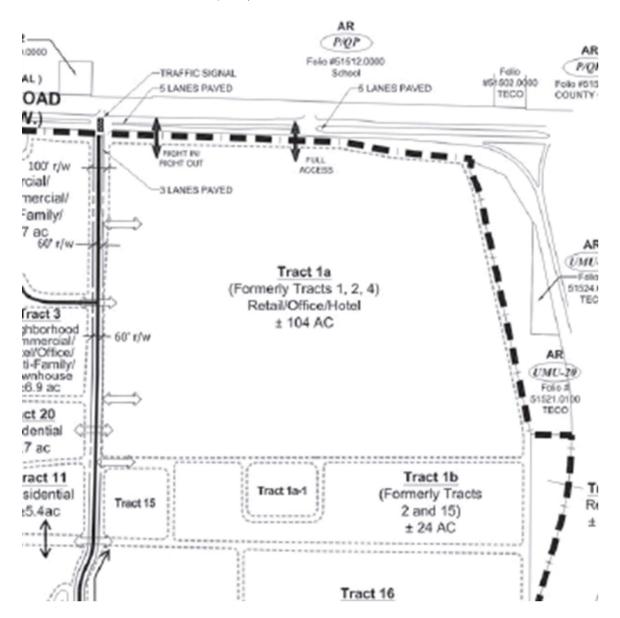
Subject Site Future Land Use Category	UMU-20 (Urban Mixed Use) CMU-12 (Community Mixed Use)
Maximum Density/FAR	UMU-20: 20 DU per GA/FAR: 1.0 CMU-12: 12 DU per GA/FAR: 0.5
Typical Uses	UMU-20: residential, regional scale commercia such as a mall, office and business park, research corporate park, light 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



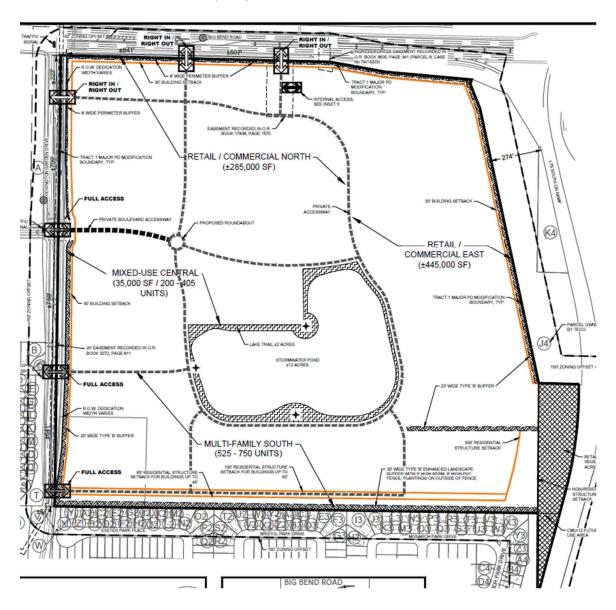
2.0 LAND USE MAP SET AND SUMMARY DATA

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



2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Classification
County Collector – Urban and Rural
Current Conditions
2 Lanes ⊠ Substandard Road ⊠ Sufficient ROW Width
□ Corridor Preservation Plan☑ Site Access Improvements□ Substandard Road Improvements ☑ Other – County CIP Project
County Arterial - Rural
4 Lanes ⊠Substandard Road □Sufficient ROW Width
□ Corridor Preservation Plan☑ Site Access Improvements☑ Substandard Road Improvements ☑ Other – Developer Widening
4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY
Service Area/ Water & Wastewater
⊠Urban □ City of Tampa □Rural □ City of Temple Terrace
Hillsborough County School Board
Adequate □ K-5 □6-8 ⊠9-12 □N/A Inadequate ⊠ K-5 ⊠6-8 □9-12 □N/A
Check if Applicable: ⊠ Wetlands/Other Surface Waters
☐ Use of Environmentally Sensitive Land Credit
 □ Wellhead Protection Area □ Surface Water Resource Protection Area

 □ Potable Water Wellfield Protection Area □ Significant Wildlife Habitat □ Coastal High Hazard Area □ Urban/Suburban/Rural Scenic Corridor □ Adjacent to ELAPP property
Additional Information/Comments
Public Facilities:
Transportation
☑ Design Exc./Adm. Variance Requested ☑ Off-site Improvements Provided
Impact/Mobility Fees
Development will be subject to Impact and/or Mobility Fees, the amount will be determined upon further review of project.
Planning Commission
☐ Meets Locational Criteria ☒N/A ☐ Locational Criteria Waiver Requested ☐ Minimum Density Met ☒ N/A
Comprehensive Plan:
☐ Inconsistent ☒ Consistent

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.

Zoning conditions were presented to the Zoning Hearing Master at the hearing and are hereby incorporated into the Zoning Hearing Master's recommendation.

SUMMARY OF HEARING

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on July 22, 2024. Ms. Michelle Heinrich of the Hillsborough County Development Services Department introduced the petition.

Ms. Kami Corbett testified on behalf of the applicant. Ms. Corbett introduced her development team and described the location of the property on Big Bend Road and Interstate-75. She stated that the request is for a Major Modification to a Planned Development that is currently approved for commercial and office.

Mr. Sam Starr 5776 Royal Lytham Court Dublin Ohio testified on behalf of the applicant. Mr. Starr detailed LC Communities and stated that the company is not a typical developer but rather the foundation to bringing people together through participation driven communities. He added that LC Communities has developed over 25 communities with 15,000 homes. He detailed the concept that is referred to as home and hospitality. The foundation of the community is a restaurant called The Goat which is located in every community they develop. Mr. Starr showed photos of The Goat in other locations and stated that it includes a Morning Ritual with coffee, bagels etc and is open to the public. It also has volleyball teams, pickleball, a pool with pool bar, outdoor dining which all serve to create a sense of place in the community. Mr. Starr showed graphics to detail the proposed community on the subject site. He detailed the proposed multifamily units, townhomes and amenities.

Mr. Stephen Sposato 505 East Jackson Street testified on behalf of the applicant regarding land use planning issues. Mr. Sposato stated that the Major Modification is an amendment to the South Bend DRI that will be reviewed as a Personal Appearance application. The proposed change subtracts commercial and office intensity and adds residential density. Mr. Sposato stated that the result is a mixed use development. He discussed the proposed site plan and showed graphics to detail the central lake amenity which is encircled with a walkway and two gathering spaces. The main access to the community will be on Covington Garden Drive with other accesses onto Big Bend Road. A waiver is requested regarding parking location. Mr. Sposato concluded his presentation by stating that the request is consistent with the Comprehensive Plan and the adjacent development.

Ms. Corbett concluded the applicant's presentation by stating that the request is for a unique community due to the townhome style of the residential units. She stated that she has 11 emails in full support that are unsolicited from people who found out about the project and are excited for it to come to the area.

Hearing Master Finch stated that she had reviewed the 11 emails in support and also saw 1 email in opposition. Ms. Corbett replied that there is substantial transition and buffer between the project and that citizen to the south and that she could provide additional information if that was required. Hearing Master Finch replied that would not be necessary.

Mr. Sam Ball of the Development Services Department, testified regarding the County staff report. Mr. Ball stated that the applicant is requesting a Major Modification to PD 86-0154 that would consolidate specified tracks into 1 tract and would decrease the maximum amount of general regional commercial and office uses and allow up to 930 dwelling units. He described the location of the property and stated that if the modification were approved, the maximum general regional commercial area would be reduced from one million square feet to 750,000 square feet. The maximum office area would be reduced from 49,120 square feet to 15,000 square feet. A maximum of 930 residential units consisting of multi-family residential of up to 100 platted townhome lots would be permitted. He described the location and setbacks for the multi-family as well as the required buffering and screening. A waiver is requested regarding the number of apartment parking spaces that are located in the front yard. Mr. Ball concluded his presentation by stating that staff support the request.

Hearing Master Finch asked Mr. Ball about the revised staff report with new transportation comments which show a decrease in the number of vehicular trips when compared to the approved project. Mr. Ball replied that Mr. Ratliff was attending the hearing virtually to speak to the transportation agency comments. Ms. Heinrich stated that Mr. Ratliff was not available but the changes in the comments were underlined.

Ms. Jillian Massey of the Planning Commission testified regarding the Planning

Commission staff report. Ms. Massey stated that the property is designated Urban Mixed Use-20 and Community Mixed Use-12 by the Future Land Use Map and is located within the Urban Service Area and the Apollo Beach Community Plan. She cited numerous policies that the request complies with and stated that the proposed community will complement the surrounding area. She concluded her presentation by stating and that the modification is consistent with the Apollo Beach Community Plan and the Comprehensive Plan.

Hearing Master Finch asked audience members if there were any proponents of the application. No one replied.

Hearing Master Finch asked audience members if there were any opponents of the application. No one replied.

County staff did not have additional comments.

Ms. Corbett testified during the rebuttal period that the transportation changes are technical in nature. Hearing Master Finch replied that there is a significant reduction to the vehicular trip generation.

Hearing Master Finch then concluded the hearing.

EVIDENCE SUBMITTED

Ms. Corbett submitted a thumb drive and a copy of her PowerPoint presentation into the record.

PREFACE

All matters that precede the Summary of Hearing section of this Decision are hereby incorporated into and shall constitute a part of the ensuing Findings of Fact and Conclusions of Law.

FINDINGS OF FACT

- The subject site is 137.09 acres in size and is zoned Planned Development (86-0154). The property is designated UMU-20 and CMU-12 by the Comprehensive Plan and located in the Urban Service Area and the Apollo Beach Community Planning Area.
- 2. The Planned Development (PD) is located in the Southbend Developments of Regional Impact (DRI) which is approved for 1,000,000 square feet of general/regional commercial and 490,120 square feet of office land uses.

- 3. The Major Modification request is to reduce the general/regional commercial from 1,000,000 square feet to 750,000 square feet, reduce the 490,120 square feet of office to 15,000 square feet of office land uses and to permit a maximum of 930 dwelling units which will consist of multifamily residential with up to 100 platted townhome lots.
- 4. No Planned Development variation is requested.
- 5. A waiver is requested to Land Development Code Section 6.11.106.C.7 which states that a maximum of four-fifths of the minimum parking spaces shall be located in the functional front yard and that all excess spaces be located in the functional side and rear yards. The applicant justifies the waiver by stating that the project is a comprehensive mixed use development with development areas that break up the massing of the of the structures. The style of development results in internal accessways that connect to the retail development and are visually broken up by the proposed central lake feature.

The waiver is justified by the proposed layout of the project with the central lake feature and internal accessways to the proposed retail resulting in a distribution of the parking areas that meets the intent of the requirement.

- 6. The Planning Commission supports the modification and found it consistent with the Apollo Beach Community Plan and the Comprehensive Plan.
- 7. Eleven letters of support were submitted to the County. No testimony in opposition was received at the Zoning Hearing Master hearing. One letter in opposition was submitted to the County by a resident of Covington Gardens. The citizen stated that her property currently fronts a cow field and will now be developed with the subject project which she believes will bring looters and crime to her neighborhood as well as negatively affecting traffic in the area.

It is emphasized that the subject property is currently approved for 1,000,000 square feet of general/regional commercial and 490,120 square feet of office land uses. The proposed Major Modification results in a reduction in non-residential intensity and therefore a reduction in the traffic generated by the project.

8. The proposed development creates a mixed use cohesive project with a large lake as the central focal point. The addition of up to 930 residential dwelling units provides much needed alternative housing types in the area.

- 9. The vehicular trips generated by the proposed project are less than what is currently approved.
- 10. The proposed modification to reduce the square footage of the approved general/regional commercial and office land uses while adding up to 930 residential dwelling units is consistent with the Comprehensive Plan and Land Development Code and compatible with the existing development pattern.

FINDINGS OF COMPLIANCE/NON-COMPLIANCE WITH THE HILLSBOROUGH COUNTY COMPREHENSIVE PLAN

The Major Modification request is in compliance with and does further the intent of the Goals, Objectives and the Policies of the Future of Hillsborough Comprehensive Plan.

CONCLUSIONS OF LAW

Based on the Findings of Fact cited above, there is substantial competent evidence to demonstrate that the requested Major Modification to the Planned Development zoning is in conformance with the applicable requirements of the Land Development Code and with applicable zoning and established principles of zoning law.

SUMMARY

The Planned Development (86-0154) is located in the Southbend DRI which is approved for 1,000,000 square feet of general/regional commercial and 490,120 square feet of office land uses.

The Major Modification request is to reduce the general/regional commercial from 1,000,000 square feet to 750,000 square feet, reduce the 490,120 square feet of office to 15,000 square feet of office land uses and to permit a maximum of 930 dwelling units which will consist of multi-family residential with up to 100 platted townhome lots.

No Planned Development variations are requested.

A waiver is requested to Land Development Code Section 6.11.106.C.7 which states that a maximum of four-fifths of the minimum parking spaces shall be located in the functional front yard and that all excess spaces be located in the functional side and rear yards. The applicant justifies the waiver by stating that the project is a comprehensive mixed use development with development areas that break up the massing of the of the structures. The style of development results in internal accessways that connect to the retail development and are

visually broken up by the proposed central lake feature. The waiver is justified by the proposed layout of the project with the central lake feature and internal accessways to the proposed retail resulting in a distribution of the parking areas that meets the intent of the requirement.

The Planning Commission supports the request and found the Major Modification consistent with the Apollo Beach Community Plan and the Comprehensive Plan.

Eleven letters of support were submitted to the County. No testimony in opposition was received at the Zoning Hearing Master hearing. One letter in opposition was submitted to the County by a resident of Covington Gardens. The citizen stated that her property currently fronts a cow field and will now be developed with the subject project which she believes will bring looters and crime to her neighborhood as well as negatively affecting traffic in the area.

It is emphasized that the subject property is currently approved for 1,000,000 square feet of general/regional commercial and 490,120 square feet of office land uses. The proposed Major Modification results in a reduction in non-residential intensity and therefore a reduction in the traffic generated by the project.

The proposed Major Modification reduces the amount of commercial and office land uses and permits multi-family housing including townhomes that serves to provide an alternative housing type in the area. The modification is consistent with the Comprehensive Plan and Land Development Code and compatible with the existing development pattern.

RECOMMENDATION

Based on the foregoing, this recommendation is for **APPROVAL** of the Major Modification to Planned Development 86-0154 as indicated by the Findings of Fact and Conclusions of Law stated above subject to the zoning conditions prepared by the Development Services Department.

August 12, 2024

Date

Susan M. Finch, AICP Land Use Hearing Officer

Sum M. Fine



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	Case Number: MM 24-0300	
Report Prepared: July 11, 2024	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.

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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

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:

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- 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

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F

6

ke Rd

Rhodine Rd

AGRICULTURAL ESTATE-1/2.5 (.25 FAR) AGRICULTURAL/RURAL-1/5 (.25 FAR) AGRICULTURAL-1/10 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR) RESIDENTIAL-4 (.25 FAR)

NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

RESEARCH CORPORATE PARK (1.0 FAR) OFFICE COMMERCIAL-20 (.75 FAR)

HEAVY INDUSTRIAL (.75 FAR) LIGHT INDUSTRIAL (.75 FAR)

N.S.Y. oles significant

County Road 672

SUS Highway 301









RESIDENTIAL-12 (.35 FAR) RESIDENTIAL-6 (.25 FAR) RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

S & S e Jej S Jej U ...

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Big Bend Rd 1

SUS Highway 41

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR) URBAN MIXED USE-20 (1.0 FAR)

INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)

ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)

LIGHT INDUSTRIAL PLANNED (.75 FAR)

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR) NATURAL PRESERVATION PUBLIC/QUASI-PUBLIC

CITRUS PARK VILLAGE

GENERAL SITE PLAN FOR CERTIFICATION



DEVELOPMENT SERVICES

PO Box 1110, Tampa, FL 33601-1110 (813) 272-5600

HILLSBOROUGH COUNTY DEVELOPMENT SERVICES DEPARTMENT

GENERAL SITE PLAN REVIEW/CERTIFICATION

BOARD OF COUNTY COMMISSIONERS

Donna Cameron Cepeda Harry Cohen Ken Hagan Pat Kemp Gwendolyn "Gwen" Myers Michael Owen Joshua Wostal

COUNTY ADMINISTRATOR

Bonnie M. Wise

COUNTY ATTORNEY

Christine M. Beck

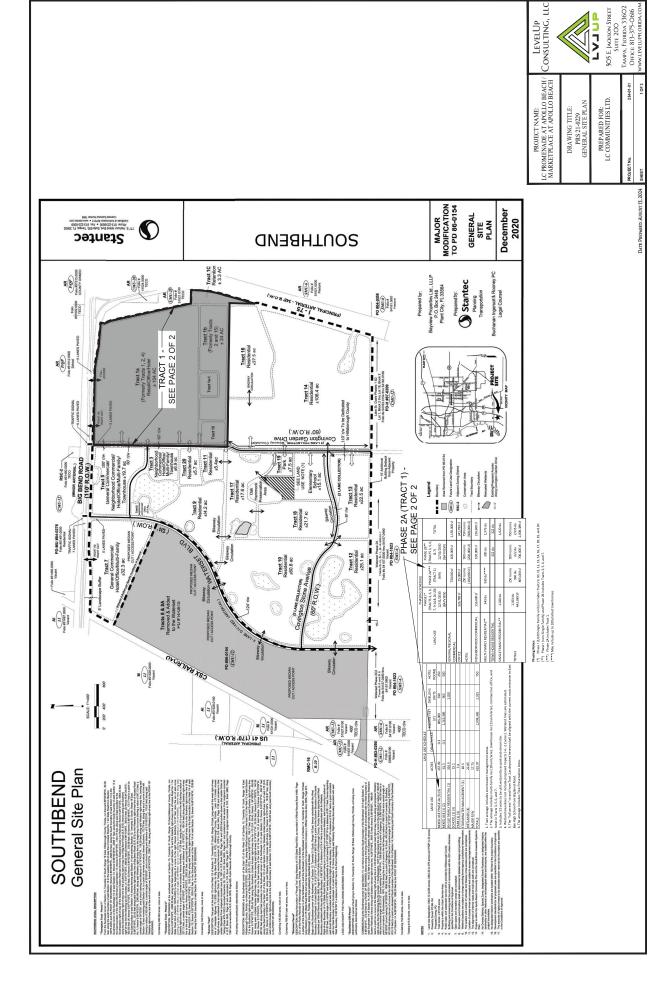
COUNTY INTERNAL AUDITOR

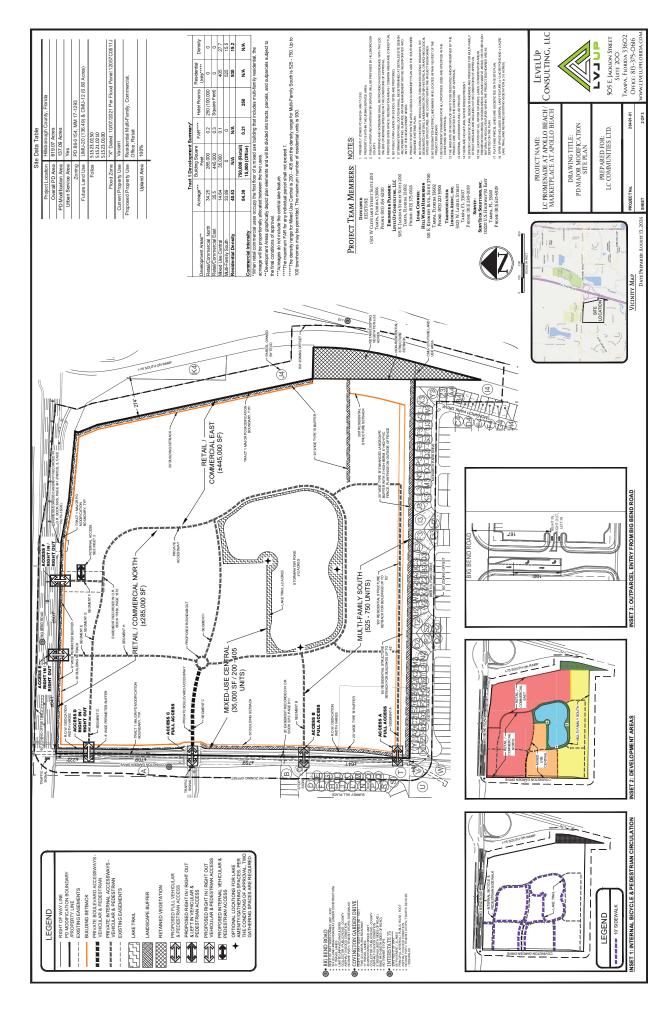
Peggy Caskey

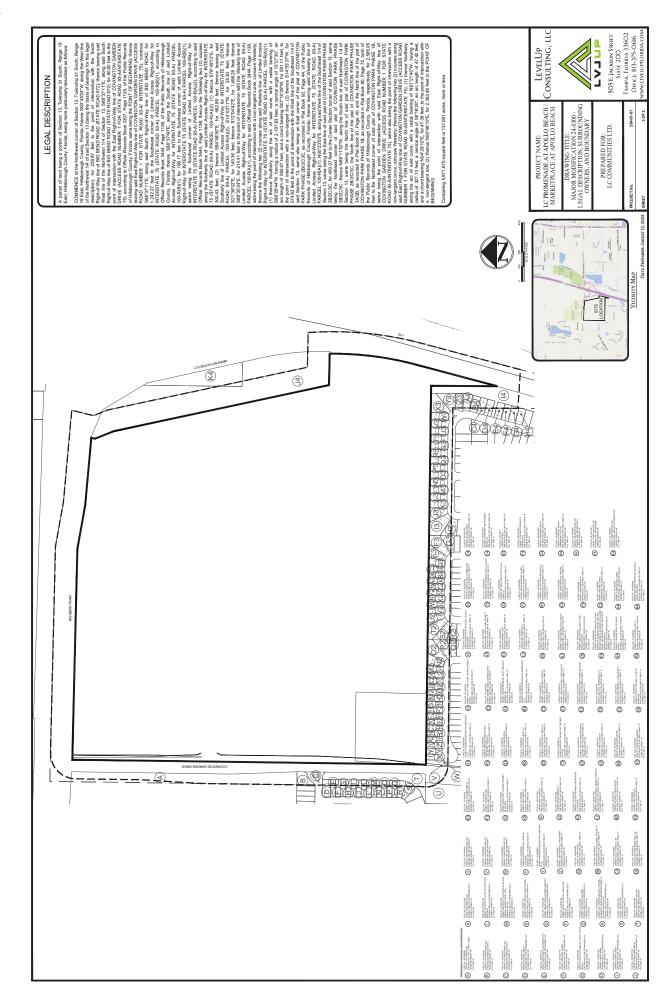
DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Project Name: LC Promenade ar	nd Marketplace at Apollo Beach PD
Zoning File: RZ PD 24-0300	Modification: None
Atlas Page: None	Submitted: 08/13/2024
To Planner for Review: 08/14/2024	Date Due: ASAP
Contact Person: Kami Corbett	Phone: kami.corbett@hwhlaw.com/813.227.8421
Right-Of-Way or Land Required for I	Dedication: Yes ✓ No
The Development Services Departm	ent HAS NO OBJECTION to this General Site Plan.
The Development Services Departm Site Plan for the following reasons:	ent RECOMMENDS DISAPPROVAL of this General
Reviewed by: Sam Ball	Date: 8-14-24
Date Agent/Owner notified of Disapp	roval:







AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Z	Zoning Technician, Development Services Department	DATE: 07/15/24
REVI	EWER: James Ratliff, AICP, PTP, Principal Planner	AGENCY/DEPT: Transportation
PLAN	NNING AREA/SECTOR: APB/ South	PETITION NO: MM 24-0300
	This agency has no comments.	
	This agency has no objection.	
X	This agency has no objection, subject to the listed or attache	ed 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 Bayyiew 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 tradeoffs 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 sfMinimum Lot Width:20 feetMinimum 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 (1 0) 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 sfMinimum Lot Width:33 feetMinimum Front Yard:20 feetMinimum Side Yard:5 feetMinimum Rear Yard:20 feetMaximum 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 la-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 la 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 Ia and Tract I 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.
- 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.

- 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 AII 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.
- 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 lb 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.
 - 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-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].

[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 tum 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 tum 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 <u>[THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]</u>
 - 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.
 - 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 tum lane on Big Bend Rd at the Western North/South roadway. Construction of the traffic signal and second left tum 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 1 00 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.
 - o 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:
 - O 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.
 - o 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.
 - o 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 Gaden 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.
- O 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.

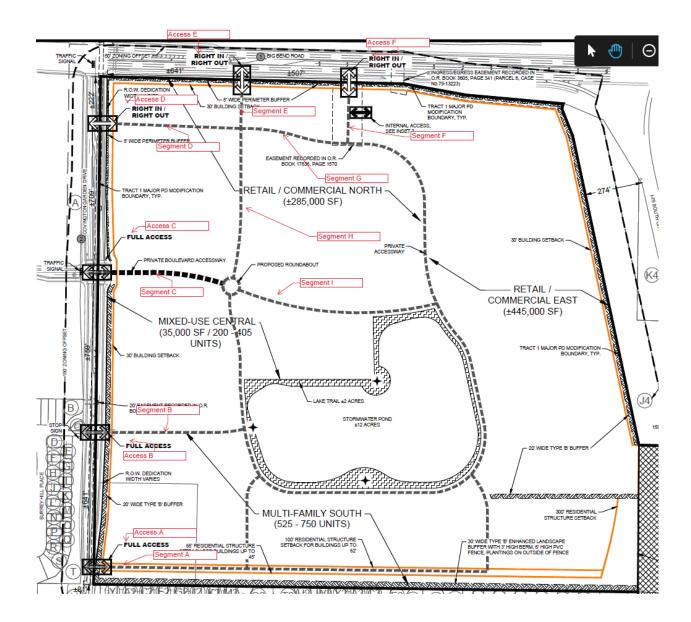
In the event the County has not moved forward with the above-described project by the time the subject PD has constructed 95% buildout of entitlements, then the County shall return the above-described payment without interest. Nothing herein this condition shall be construed as prohibiting the County 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 Graden 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.
- O 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 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."
 - o 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 F											
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	0	0				
Retail/Commercial East	35.5	445,000	0.3	Square Feet)	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.

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

^{**}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.

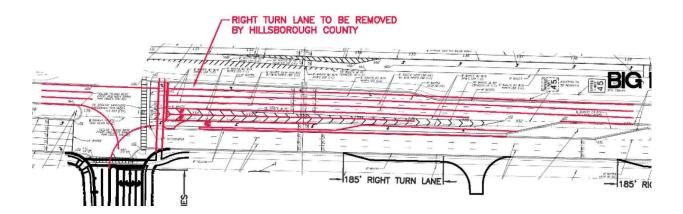
^{*****}The density range for Mixed Use Central is 200 - 405 and the density range for Multi-Family South is 525 - 750. Up to 100 townhomes may be permitted. The maximum number of residential units is 930.

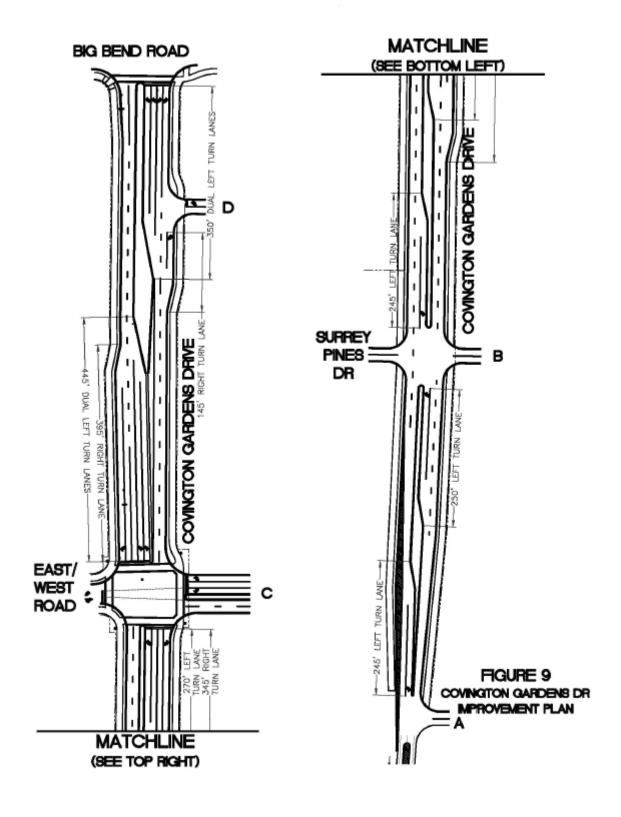
submitted a transportation analysis that was more comprehensive and detailed than is typically received. Multiple meetings were held with the applicant's consultant to develop an appropriate methodology for the analysis. Staff notes that the existing showed this area being served by four (4) access connections 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 exanimation 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.





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 <u>Trip Generation Manual</u>.

Existing Tract 1 Uses:

Land Use/Size	24 Hour Two-	Total 1 Hour 7	
	Way Volume	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
Tot	tal: 37,640	1,445	3,655

Proposed Tract 1 Uses:

Land Use/Size	24 Hour Two-	Total Peak Hour Trips		
	Way Volume	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-	Total Peak Hour Trips		
	Way Volume	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.

<u>DESIGN EXCEPTION #2 – INTERNAL PROJECT ROADWAYS</u>

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	То	LOS Standard	Peak Hour Directional LOS
Big Bend Rd.	I-75 N Ramp	US 301	D	С

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

Monday, July 15, 2024 4:10:46 PM Date:

image002.png Attachments:

24-0300 DEReg 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

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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 < Williams M@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

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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@hcpafl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	 ☐ Section 6.04.02.B. Administrative Variance ☑ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) 									
Submittal Type (check one)	☐ New Request ☐ Revised Request ☐ Additional Information									
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	□1. Substandard Road, Covington Gardens Dr. □4. □2. □5. □3. □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 an number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondently the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check a number of the previous submittal.										
Project Name/ Phase LC Promenade a	at Apollo Beach/Marketplace at Apollo Beach									
Important: The name selected must be used on all full frequest is specific to a discrete phase, please also	uture communications and submittals of additional/revised information relating to this variance. list that phase.									
Folio Number(s) 051521.0210 & Important: List all folios related to the project, up	051523.0100 Check This Box If There Are More Than Five Folio Numbers 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 l	by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, 789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789;									
Name of Person Submitting Request	Steven J. Henry, P.E.									
Important: For Design Exception (DE) Requests, the DE request letter must be signed and sealed.	person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The									
Current Property Zoning Designation										
Designation. Typing "N/A" or "Unknown" will result County Zoning Atlas, which is available at https://me	mily Conventional — 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) in your application being returned. This information may be obtained via the Official Hillsborough aps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, for Development Services at (813) 272-5600 Option 3.									
Pending Zoning Application Number	PD 24-0300									
	nter the application number preceded by the case type prefix, otherwise type "N/A" or "Not MM for major modifications, PRS for minor modifications/personal appearances.									
Related Project Identification Number (Site/Subdivision Application Number)	N/A									

Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".

Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision

05/2020



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 8133 287 0674 Telefax www.Lincks.com Website TABLE 1

TRIP GENERATION

New External Daily Trip Ends	26,174	4,031	824	31,029	20,045	5,507	701	1,855	182	28,290	2,739
Passerby Trip Ends (3)	5,131	0	01	5,131	5,131	0	0	0	Ol	5,131	0
Internal Capture (2)	699	929	135	1,480	270	87	11	143	41	552	928
Daily Trip Ends (1)	31,974	4,707	959	37,640	25,446	5,594	712	1,998	223	33,973	3,667
Size	1,000,000 SF	500,000 SF	120 Rooms	Sub-Total	750,000 SF	830 DU's	100 DU's	250 Rooms	15,000 SF	Sub-Total	Difference
	820	710	310		820	220	215	310	710		
Land Use	Retail	Office	Hotel		Retail	Multi-Family	Townhomes	Hotel	Office		
Scenario	Approved				Proposed						

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

(2) Source: NCHRP 684 - See Appendix.
(3) Source: ITE <u>Trip Generation Manual</u>, 11th Edition.

• Passerby Trip Ends Retail (1,000,000 SF) - 19%

(31,974 - 669) x 0.19 = 5,948 Retail (750,000 SF) - 19%

 $(25,446-270)\times0.19=4,783$ • Passerby traffic should not exceed 10% of the adjacent street traffic.

 $51,311(a) \times 0.10 = 5,131 < 5,948$

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

Passerby Trip adjusted to 4,783

ESTIMATED AM PEAK HOUR TRIP GENERATION TABLE 2

_ <u>_</u>	5	Total	546	620	48	1,214	456	275	46	110	29	916	298
New External	Trip Ends	Ont	203	58	18	279	175	210	34	44	ကျ	466	<187>
Ne A		듸	343	299	30	935	281	65	12	99	26	450	485
	3)	Total	129	0	Ol	129	107	0	0	0	0	107	22
Passerhy	Trip Ends (3)	Ont	48	0	0	48	41	0	0	0	01	41	7
ш.	T	듸	18	0	0	81	99	0	0	0	0	99	15
	e (2)	Total	49	48	121	102	13	2	0	80	41	30	72
	Internal Capture (2)	Ort	24	22	12	51	က	က	, 0	80	← I	15	36
	Intern	듸	25	26	0	51	10	7	0	0	ကျ	15	36
¥		Total	724	899	53	1,445	929	280	46	118	33	1,053	392
AM Peak Hour	Trip Ends (1)	Ont	275	80	23	378	219	213	34	52	4	522	<144>
AM	Ţ	듸	449	588	30	1,067	357	29	12	99	29	531	536
		Size	1,000,000 SF	500,000 SF	120 Rooms	Sub-Total	750,000 SF	830 DU's	100 DU's	250 Rooms	15,000 SF	Sub-Total	Difference
	밑		820	710	310		820	220	215	310	710		
		Land Use	Retail	Office	Hotel		Retail	Multi-Family	Townhomes	Hotel	Office		
		Scenario	Approved				Proposed						

(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 > 129 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 4

TABLE 3

ESTIMATED PM PEAK HOUR TRIP GENERATION

E	ını		Total	2,354	496	51	2,901	1,792	301	46	126	25	2,290	611	
New External	PM Peak Hour	Trip Ends	Out	1,257	420	25	1,702	925	111	19	65	21	1,141	561	
N	PN	₫.	듸	1,097	92	<u> 56</u>	1,199	867	190	27	61	41	1,149	20	
		3)	Total	462	0	OI	462	420	0	0	0	OI	420	42	
	Passerby	Trip Ends (3)	Out	247	0	Ol	247	217	0	0	0	Ol	217	30	
		Ļ	듸	215	0	Ol	215	203	0	0	0	Ol	203	12	
		e (2)	Total	146	136	10	292	196	92	10	31	രി	322	<30>	
) Internal Capture (2)	Ont	36	105	121	146	110	28	4	12	7	161	<15>	
				듸	110	31	121	146	98	48	9	19	2	161	<15>
	'n			Total	2,962	632	61	3,655	2,408	377	99	157	34	3,032	623
	PM Peak Hour	Trip Ends (1)	Ont	1,540	525	30	2,095	1,252	139	23	77	28	1,519	929	
	PN	Ļ	듸	1,422	107	31	1,560	1,156	238	33	80	9	1,513	47	
			Size	1,000,000 SF	500,000 SF	120 Rooms	Sub-Total	750,000 SF	830 DU's	100 DU's	250 Rooms	15,000 SF	Sub-Total	Difference	
		믵	COC	820	710	310		820	220	215	310	710			
			Land Use	Retail	Office	Hotel		Retail	Multi-Family	Townhomes	Hotel	Office			
			Scenario	Approved				Proposed							

⁽¹⁾ Source: ITE <u>Trip Generation Manual</u>, 11th Edition, 2021.
(2) Source: Internal Capture - NCHRP 684 - See Appendix.
(3) Source: ITE <u>Trip Generation Manual</u>, 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.

24-0300

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.

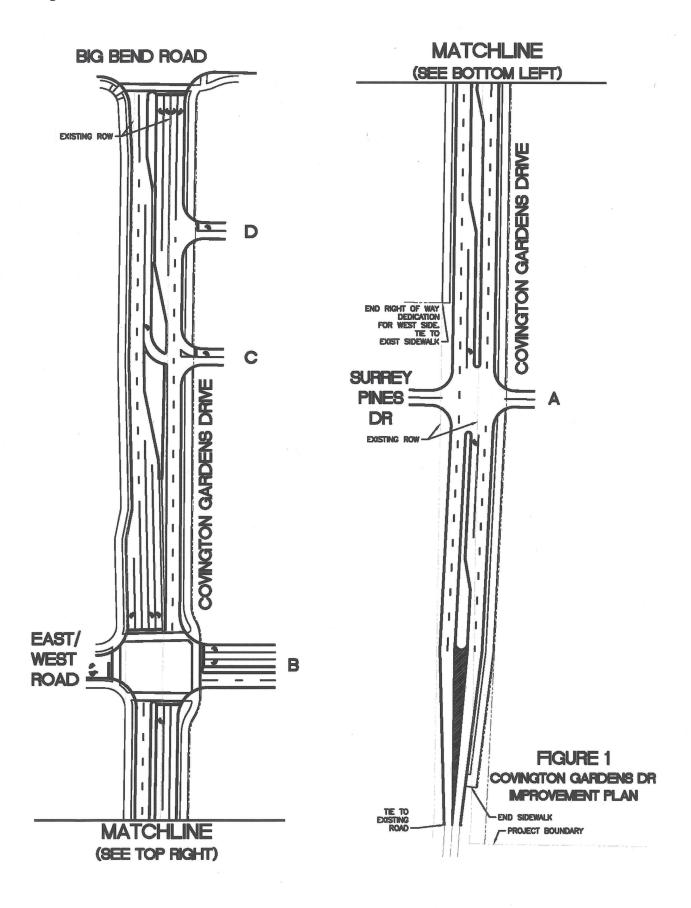
Please do not hesitate to contact us if you have any questions or require any additional information.

Mr. Mike Williams February 27, 2024 Page 6	A STEVENSOR
Best Regards,	
Steven J Henry President	
Lyncks & Associate P.E. #51555	es, Inc.
Based on the info	ormation provided by the applicant, this request is:
	Disapproved
	Approved
	Approved with Conditions
-	urther questions or you need clarification, please contact Sheida 13) 276-8364, TiradoS@hillsboroughcounty.org.
-	

Michael J. Williams

Hillsborough County Engineer

Mr. Mike Williams February 27, 2024 Page 7



Mr. Mike Williams February 27, 2024 Page 8

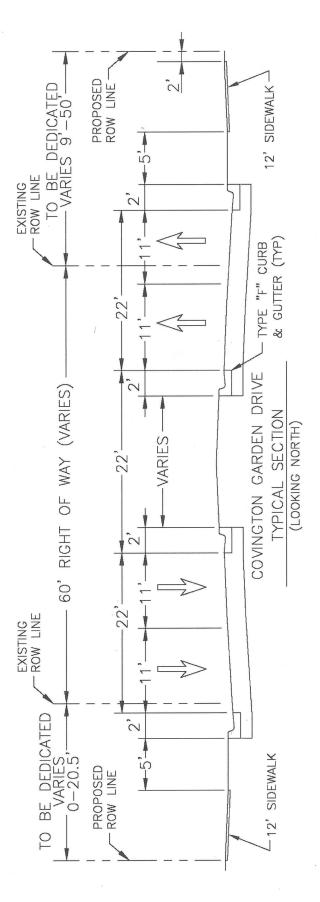


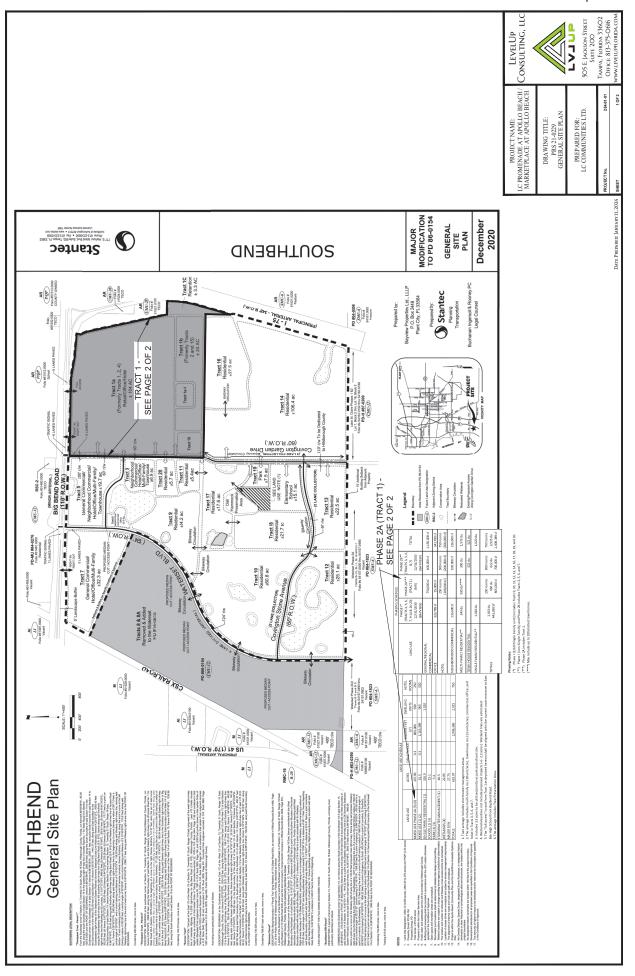
FIGURE 2
COVINGTON GARDENS DR
IMPROVEMENT PLAN

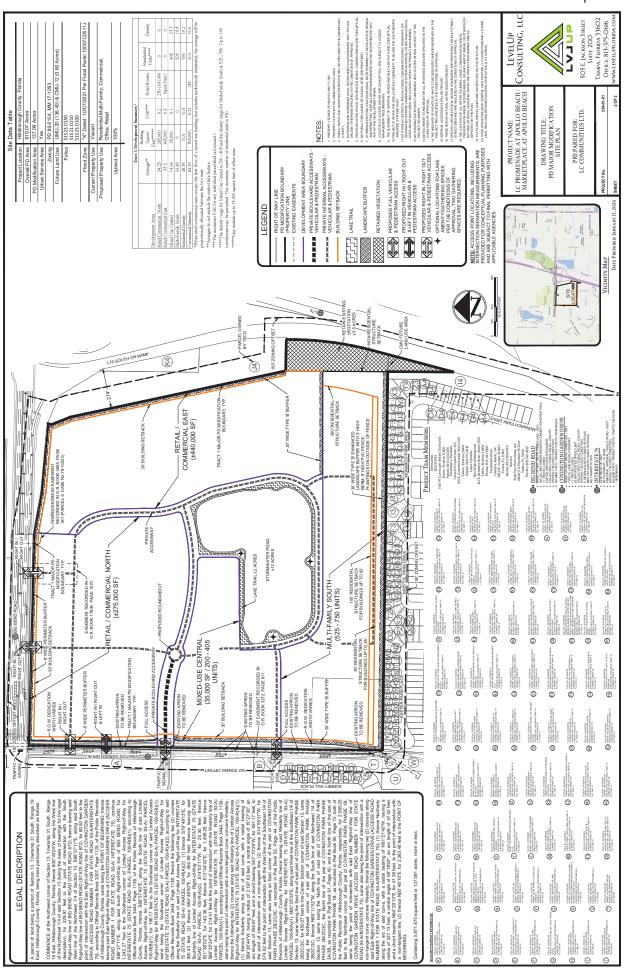
APPENDIX



PD PLAN





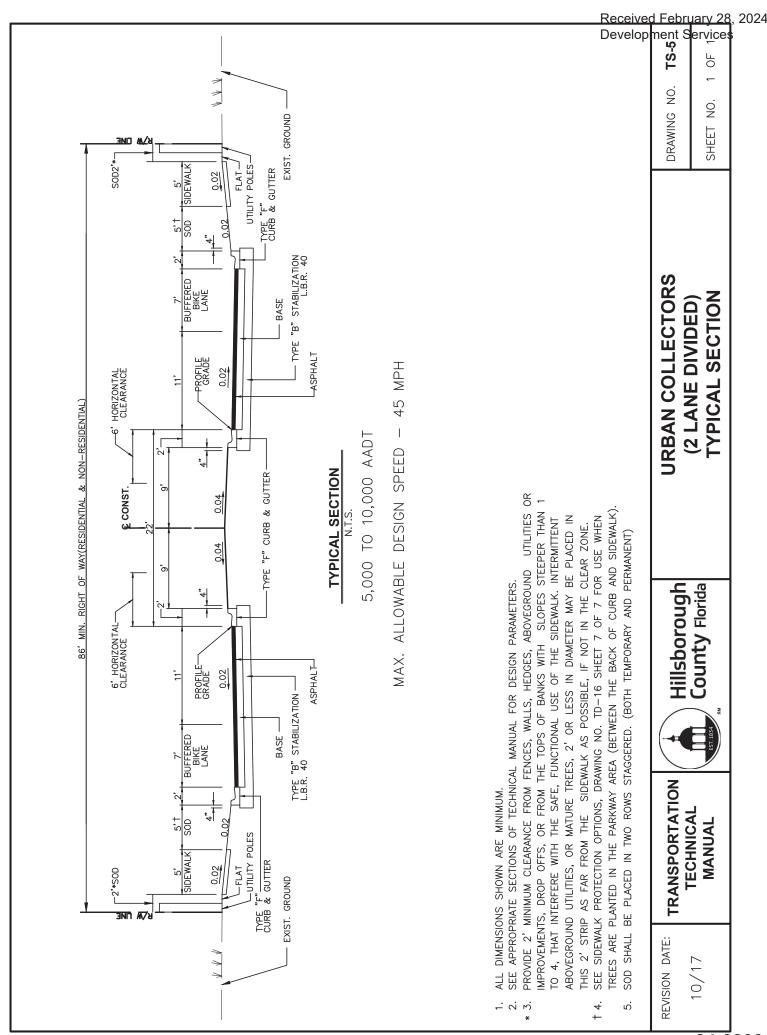


	Received February 28, 2024 Development Services
	Development Services
	w.
HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION MAP	
FUNCTIONAL CLASSIFICATION WAF	
LINCKS & ASSOCIATES, INC.	

Received February 28, 2024 Development Services FUNCTIONAL CLASSIFICATION Infrastructure & Development Services HILLSBOROUGH COUNTY PART 3 TO THE STATE SOLVINGED DEFORMED DEFORMED TO STREET STANDARD TO STATE STATE SOLVINGED DEFORMED TO STANDARD SHAPEN STANDARD STATE SOLVINGED STANDARD ST Urban Service Area Boundary Hillsborough County, Florida ROADWAYS State, Principal Arterial Hillsborough, Collector Hillsborough, Arterial Locator Map Functional Classifications Legend Authority, Classification State, Arterial 75 R 19 E R 19 E COUNTY S 78 J **24-03**00

TS-5







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@hcpafl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

complete this form.				
Request Type (check one)	 ✓ Section 6.04.02.B. Administrative Variance ☐ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) 			
Submittal Type (check one)	☐ New Request ☐ Additional Information			
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	x 1. MM 24-0300 □4. □2. □5. □3. □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 full frequest is specific to a discrete phase, please also	iture communications and submittals of additional/revised information relating to this variance. list that phase.			
Folio Number(s) 51521.0210, 51523.0100, & 51523.0150				
Tono reamber(3)	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".

1 of 1

05/2020



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

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

7/4/

Trent Stephenson, R.E.

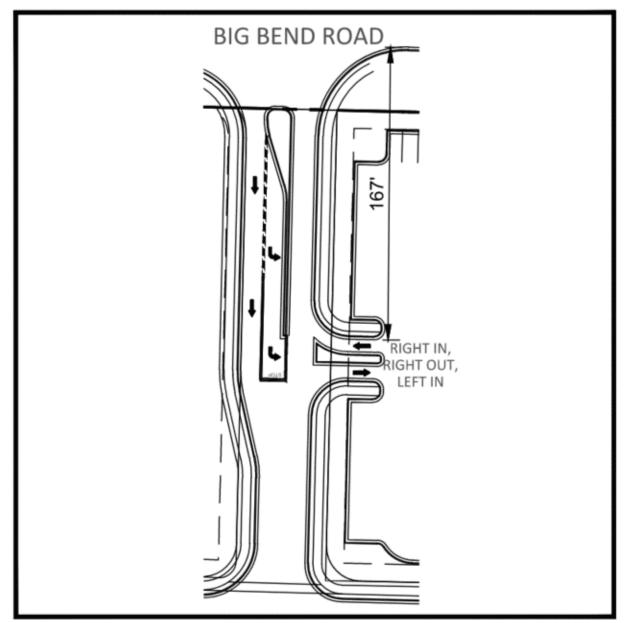
Florida License Number 595 74

trent@levelupflorida.com

Based on the information provided by the applic	ant, 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

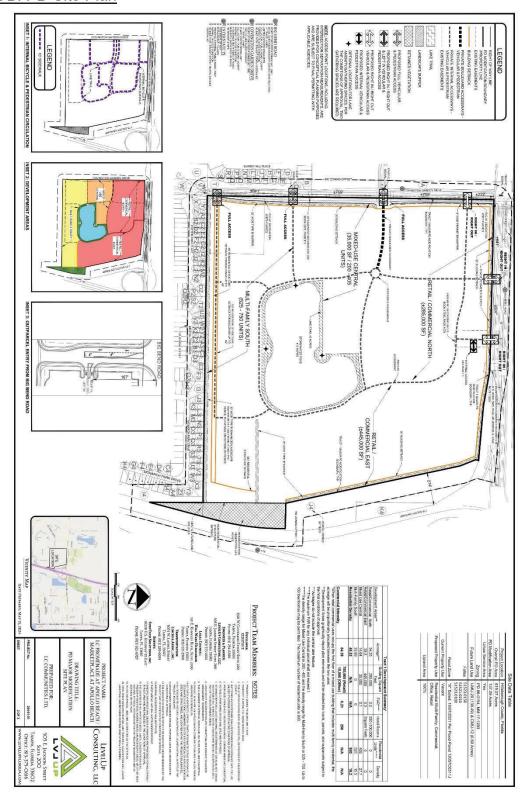
Notice: Consistent with Section 6.04.02.B8 of the LDC, the results of this variance application may be appealed, as further described in Section 10.05.01 of the LDC, to the Land Use Hearing Officer within 30 calendar days of the date of the above action.

Exhibit A: Proposed Outparcel Entry from Big Bend Road



INSET 3: OUTPARCEL ENTRY FROM BIG BEND ROAD

Exhibit B: PD Site Plan





Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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- 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 <u>padroni@hcpafl.gov</u> or via telephone at (813) 307-1709 if you have questions about how to complete this form.

complete this form:			
Request Type (check one)	 Section 6.04.02.B. Administrative Variance ★ Technical Manual Design Exception Request Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) 		
Submittal Type (check one)	☐ New Request ☐ Additional Information		
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	★1. MM 24-0300 4. 2. 5. 3. 6.		
submittal number/name to each separate request number previously identified. It is critical that the ap	lests (whether of the same or different type), please use the above fields to assign a unique Previous submittals relating to the same project/phase shall be listed using the name and uplicant reference this unique name in the request letter and subsequent filings/correspondence. I information related to a previously submitted request, then the applicant would check the		
Project Name/ Phase LC Promenade at	Apollo Beach/Marketplace at Apollo Beach		
Important: The name selected must be used on all fu If request is specific to a discrete phase, please also	iture communications and submittals of additional/revised information relating to this variance. list that phase.		
51521.0210, 515	23.0100, & 51523.0150		
Tono reamber(3)	☐ 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 DE request letter must be signed and sealed.	person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The		
Current Property Zoning Designation	PD 86-0154		
Designation. Typing "N/A" or "Unknown" will result i County Zoning Atlas, which is available at https://mc	mily Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) in your application being returned. This information may be obtained via the Official Hillsborough aps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, for Development Services at (813) 272-5600 Option 3.		
Pending Zoning Application Number	MM 24-0300		
	nter the application number preceded by the case type prefix, otherwise type "N/A" or "Not 100 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). Onstreet 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, Li

Trent Stephenson, Ry Florida License Number

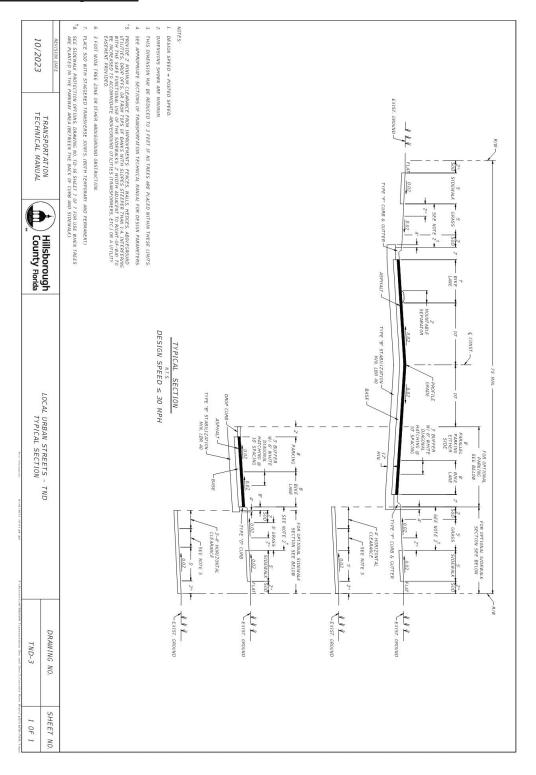
trent@levelupflorida.c6t

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 Conditio	ons
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

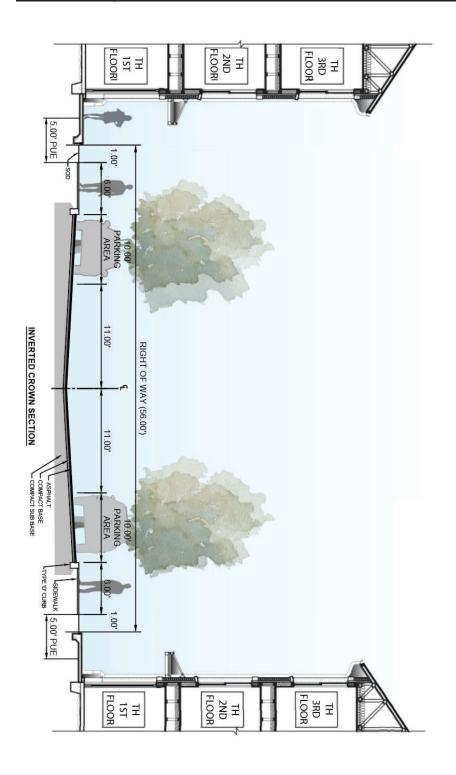
Mr. Michael J. Williams MM 24-0300 Design Exception July 15, 2024 Page 4

Exhibit A: Drawing TND-3



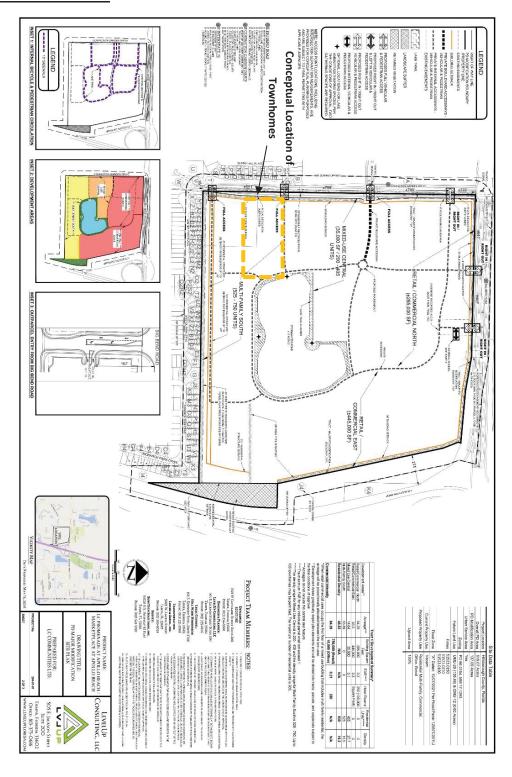
Mr. Michael J. Williams MM 24-0300 Design Exception July 15, 2024 Page 5

Exhibit B: Proposed 56' Private R-O-W Section with On-Street Parking



Mr. Michael J. Williams MM 24-0300 Design Exception July 15, 2024 Page 6

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 ⊠Substandard Road □Sufficient ROW Width	 □ Corridor Preservation Plan ⋈ Site Access Improvements □ Substandard Road Improvements ⋈ Other – County CIP Project 			
Covington Garden Dr.	County Collector – Urban and Rural	2 Lanes ⊠ Substandard Road ⊠ Sufficient ROW Width	 □ Corridor Preservation Plan ⋈ Site Access Improvements ⋈ Substandard Road Improvements ⋈ Other – Developer Widening 			
	Choose an item.	Choose an item. Lanes ☐ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other			
	Choose an item.	Choose an item. Lanes □Substandard Road □Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other			

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	Х	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:				

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary				
Transportation	Conditions Requested	Additional Information/Comments		
☑ Design Exception/Adm. Variance Requested☑ Off-Site Improvements Provided	☐ Yes ☐ N/A ⊠ No	⊠ Yes □ No		

Pre-Application Meeting Permit Package Checklist

	Pre App Inf	orn	nation	77		
Me	Meeting Date 3/12/2024					
Me	Meeting Title Southbend Development					
FDC	OT Coordinator Mecale' Roth (Mecale.roth)	@do	t.state.fl.us or 813-612-3237)			
Loca	ation/Address SEC of I-75 & Big Bend Rd					
Stat	e Road 93A	Sec	tion ID <u>10 075 000</u>			
MP	27.625	R/L	of Roadway Lt Rdwy			
			Spacing N/A Signal Spacing	N/A		
Full	Median Opening Spacing N/A Direction	onal	Median Opening Spacing N/A			
Foli	051523-0100 & 051521-0210					
Atte	ndees Trent Stephenson, James Rost, Jon Sc	hwa	rtz, Stephen Sposato, Steve Henry, Myah Ta	ylor, Dori Levy,		
	Dave Holtzmuller, Joseph Angelo, and	l Jam	nes Ratliff			
EDC	T Staff Todd Croft, Mecale' Roth, Allison Cari	roll .	Tom Allon Nancy Bortor Loanna Schaill Luc	tin An Lindsov		
FDC	Mineer, and Peter Maass	OII,	Tom Allen, Namey Porter, Leanna Schain, Jus	till All, Liliusey		
	ivillieer, and reter ividass					
	All checked boxes apply to this project per the	info	rmation provided and reviewed in this meetin	a		
	All comments are non-binding and subject to d		•	9		
	All comments related to FDOT specs and star		_	when the standards are		
	revised. Plans should all meet the current star		• •			
		_				
		App	plication Checklist			
√	Property owner's Information	\bigvee	Notarized LOA - letter(s) of authorization f	•		
√	- service production of the service producti					
√	EOR's contact information	_	Including 3rd party representatives			
✓	EOR certification	√	Local approval(s) - some form of approval	by all other local agencies		
✓	MOT tech (use EOR's info in the application		(county, city, SWFWMD, EPA, etc.)			
	and change it when the MOT Tech is chosen)	✓	Plans - signed and sealed			
	Access Permits		Additional Det	tails		
✓	Existing land use		Vacant			
	Existing trips		0			
√	Proposed land use		Hotel and retail use			
√	Proposed trips		Traffic study-full build out			
✓	Significant Change		Change in land use and trips			
	Access to State Road No		If not in favor, w	,		
	FDOT in favor		No-SR frontage is within the influence of the	ne Limited ROW		
	FDOT NOT in favor					
	Resubmit new design for further review					
			Subject to elective in finture where the	rnata access is available		
				nate access is available		
	Conforming access Non conforming access Cross access and court recorded easement Vehicular Pedestrian (if required by local municipality)					

Pre-Application Meeting Permit Package Checklist

√	Auto turn template	
	COI - liability insurance	Not required when a government agency is the applicant
	Land donation & easement	TBD
✓	Traffic study	See traffic ops notes attached
	Design variation	
√	MOT indices	
	TTCP plan	

	Drainage Permits	Additional Details
✓	Permit	See notes below
	Exception	
	Exception questionnaire	
	Unsure	
✓	Survey - Signed & sealed	
✓	SWFWMD approval	

Construction Agreements		Construction Agreements	Additional Details	
✓	Cons	struction Agreement	For intersection improvements, Hillsborough County must be the	
	√ 1	Turn lane	applicant. May have an authorized representitive apply with a	
		Median Modification	notarized letter of authorization.	
		Sidewalk	Intersection improvemennts & connection alteration at Covington	
	√ (Other	Cove	
	Med	lian modification letters		
	Secu	rity Instrument	TBD in review of first submittal	
	Easement - court recorded			
	Cost	estimate - signed & sealed		
✓	✓ LOA - construction coordinator, managing LLC,			
	GM, any 3rd party authorized agent			

Utility Permits		Additional Details
✓	Water	Jack and bore
	Sewer	Additional utility needs TBD still
	Other	

General Use & Other Permits	Additional Details
General Use	
Other	

FDOT Construction Projects In Area					
FPID # Type of Work Start Date Project Manager Contact Info					
424E12 2 E2 1	24542 2 52 4 December 1 introduces	2021-Under	I David Long - Consultant PM I	813-334-7056	
424513-3-52-1 Reconstr	Reconstruct intriciange	construction		David.Long@dot.state.fl.us	

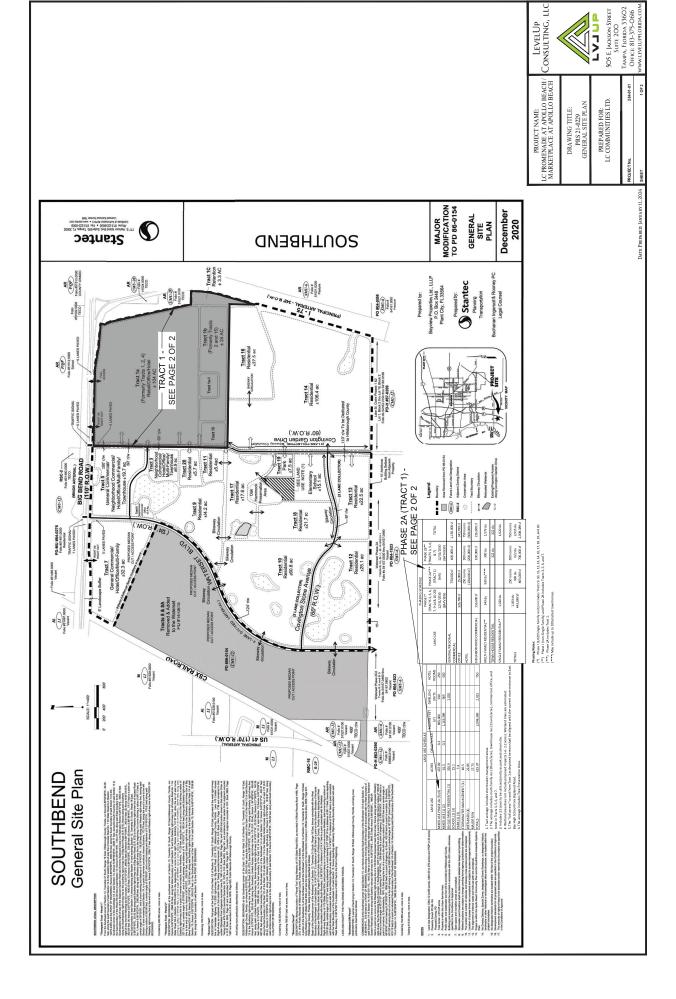
Pre-Application Meeting Permit Package Checklist

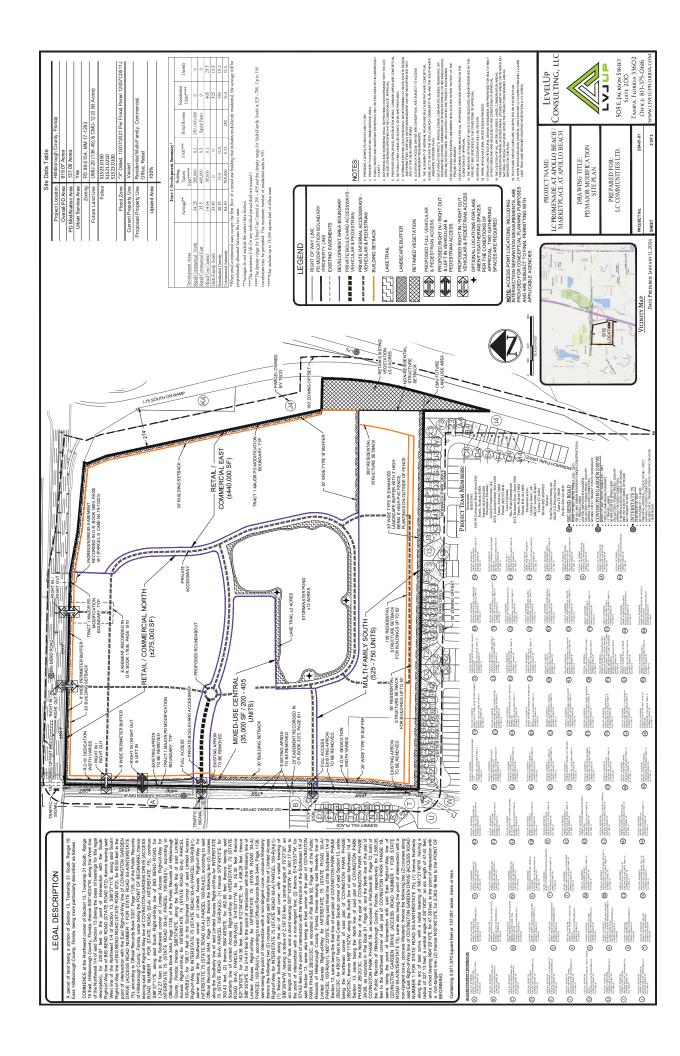
Additional Notes

- 1. Full median access in front of East Bay HS will be removed, if not already closed
- 2. Modifications to Covington Cove intersection likely to include
 - a. Dual lefts to WB
 - b. Dual lefts to SB
 - c. U turn lane
- 3. Traffic study will be required/updated showing full buildout
- 4. Proposing retail and hotel use
- 5. No access to Big Bend Rd between Covington Cove and the SB onramp will be permitted
- 6. A permit
 C permit
 D permit

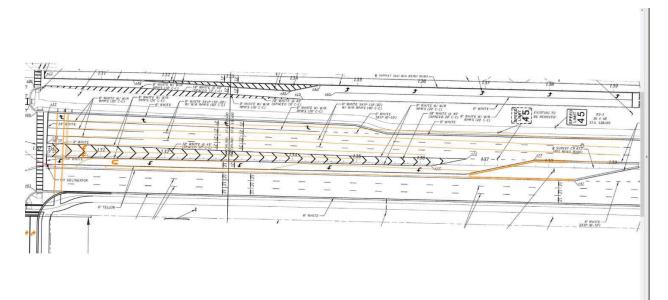
Required permit applications

- 7. Need to schedule a follow up meeting with Ron Chin or Joellyn Guthrie. Contact Mecale' to help coordinate
- 8. No 18.86 storm events required
- 9. Will need 1' of free board to top of bank of pond showing either SWFWMD 24 hr criteria or 100 yr critical duration
- 10. CN numbers on master drainage plan and breakdown in the drainage report
- 11. Half retention recovered in 7 days and full recovery in 30 day
- 12. Provide pre and post basin maps
- 13. Pre and post discharge volume calcs to the ROW
- 14. Include current photos of existing conditions with submittal
- 15. Upload approved SWFWMD permit when obtained
- 16. Project and drainage will require FWHA review
- 17. Start date shall be post FDOT construction and will require coordination and approval by Construction PM for
 - a. FPID #: 424513-3
- 18. Jack and bore for water upgrade can be done this summer with pre-approval from construction









COMMISSION

Gwendolyn "Gwen" W. Myers Chair Harry Cohen Vice-Chair Donna Cameron Cepeda Ken Hagan Pat Kemp Michael Owen Joshua Wostal



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AGENCY COMMENT SHEET

REZONING		
HEARING DATE: April 15, 2024	COMMENT DATE: January 25, 2024	
PETITION NO.: 24-0300	PROPERTY ADDRESS: Covington Garden Dr,	
EPC REVIEWER: Abbie Weeks	Gibsonton/Apollo Beach	
CONTACT INFORMATION: (813) 627-2600 X 1101	FOLIO #: 051523-0100, 051523-0150, 051521-0210	
EMAIL: weeksa@epchc.org	STR: 13-31S-19E	
REQUESTED ZONING: Modification to PD		

FINDINGS		
WETLANDS PRESENT	YES	
SITE INSPECTION DATE	January 24, 2024	
WETLAND LINE VALIDITY	NA	
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetlands/Other surface waters exist in the southwest corner and northcentral portion of the	
,	property.	

The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:

- Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the
 Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary
 for the development as proposed will be issued, does not itself serve to justify any impact to wetlands,
 and does not grant any implied or vested right to environmental approvals.
- The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.

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

INFORMATIONAL COMMENTS:

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

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

aow/

ec: kami.corbett@hwhlaw.com



Adequate Facilities Analysis: Rezoning

Date: Acreage: 137.09 (+/- acres)

Jurisdiction: Hillsborough County Proposed Zoning: Planned Development

Case Number: 24-0300 Future Land Use: UMU-20 / CMU-12

HCPS #: RZ 591

Maximum Residential Units: 930

Address: Covingtone Garden Drive

Residential Type: Single Family Attached

Parcel Folio Number(s): 51521.0210,

51523.0150, 51523.0100

School Data	Doby Elementary	Eisenhower Middle	East Bay High
FISH Capacity Total school capacity as reported to the Florida Inventory of School Houses (FISH)	958	1489	2485
2023-24 Enrollment K-12 enrollment on 2023-24 40 th day of school. This count is used to evaluate school concurrency per Interlocal Agreements with area jurisdictions	577	1225	1894
Current Utilization Percentage of school capacity utilized based on 40 th day enrollment and FISH capacity	60%	82%	76%
Concurrency Reservations Existing concurrency reservations due to previously approved development. Source: CSA Tracking Sheet as of 1/31/2023	341	281	440
Students Generated Estimated number of new students expected in development based on adopted generation rates. Source: Duncan Associates, School Impact Fee Study for Hillsborough County, Florida, Dec. 2019	107	45	68
Proposed Utilization School capacity utilization based on 40 th day enrollment, existing concurrency reservations, and estimated student generation for application	107%	104%	97%

Notes: At this time, adequate capacity exists at East Bay High School for the proposed rezoning. While Doby Elementary and Eisenhower Middle Schools are projected to be over capacity, state law requires the school district to consider whether capacity exists in adjacent concurrency service areas (i.e., school attendance boundaries). At this time, additional capacity exists in adjacent concurrency service areas at the middle school level, however, there is no adjacent capacity available at the elementary. The applicant is advised to contact the school district for more information.

This is an analysis for adequate facilities only and is NOT a determination of school concurrency. A school concurrency review will be issued PRIOR TO preliminary plat or site plan approval.

andrea a Stingone

Andrea A. Stingone, M.Ed.
Department Manager, Planning & Siting
Growth Management Department
Hillsborough County Public Schools

E: <u>andrea.stingone@hcps.net</u> P: 813.272.4429 C: 813.345.6684

AGENCY COMMENT SHEET

TO:	Zoning/Code	Administration,	Develop	ment Services	s Department

FROM: Reviewer: Carla Shelton Knight Date: April 23, 2024

Agency: Natural Resources **Petition #:** 24-0300

- () This agency has **no comment**
- () This agency has **no objections**
- (X) This agency has **no objections**, subject to listed or attached conditions
- () This agency objects, based on the listed or attached issues.
- 1. 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. This statement should be identified as a condition of the rezoning.
- 2. 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.
- 3. 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.
- 4. 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.

AGENCY REVIEW COMMENT SHEET

TO: ZONING	TECHNICIAN, Planning Growth Mana	igement	DATE: 2 Feb. 2024
REVIEWER:	Bernard W. Kaiser, Conservation and H	Environmental Land	ls Management
APPLICANT:	Kami Corbett	PETITION NO: N	MM 24-0300
LOCATION:	Not listed		
FOLIO NO:	51523.0100, 51521.0210, 51523.0150	SEC: <u>13</u> TWN: <u>3</u>	<u>1</u> RNG: <u>19</u>
_			
☐ This age	ency has no comments.		
☐ This age	ency has no objection.		
	,		
☐ This age	ency has no objection, subject to listed o	or attached condition	ons.
☐ This age	ency objects, based on the listed or atta	sched conditions	
ப் Tills age	only objects, based on the listed of atta	crica conditions.	
COMMENTS:	·		

ENVIRONMENTAL SERVICES DIVISION



PO Box 1110 Tampa, FL 33601-1110

Agency Review Comment Sheet

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

TO: Zoning Review, Development Services REQUEST DATE: 1/11/2024

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 1/24/2024

PROPERTY OWNER: NRI Equity Tampa, LLC **PID:** 24-0300

APPLICANT: Lifestyle Communities, LTD

LOCATION: 0 1 Gibsonton, FL 33534

0 Covington Garden Dr. Gibsonton, FL 335340 Covington Garden Dr. Apollo Beach, FL 33572

FOLIO NO.: 51523.0100, 51521.0210, 51523.0150

AGENCY REVIEW COMMENTS:

Based on the most current data, the project is not located within a Wellhead Resource Protection Area (WRPA), Surface Water Resource Protection Area (SWRPA), and/or Potable Water Wellfield Protection Area (PWWPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

Hillsborough County Environmental Services Division (EVSD) has no objection.

WATER RESOURCE SERVICES REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: MM 24-0300 REVIEWED BY: Clay Walker, E.I. DATE: 1/19/2024 FOLIO NO.: 51523.0100, 51521.0210, 51523.0150		
WATER		
	The property lies within the Water Service Area. The applicant should contact the provider to determine the availability of water service.	
\boxtimes	A <u>12</u> inch water main exists [(adjacent to the site), [(approximately <u>95</u> feet from the site) and is located west of the subject property within the west Right-of-Way of Covington Garden Center Drive. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.	
	Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include and will need to be completed by the prior to issuance of any building permits that will create additional demand on the system.	
	WASTEWATER	
	The property lies within the Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.	
\boxtimes	A 10 inch wastewater forcemain exists 🗵 (adjacent to the site), 🗆 (approximately feet from the site) and is located west of the subject property within the east Right-of-Way of Covington Garden Center Drive. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.	
	Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include and will need to be completed by the prior to issuance of any building permits that will create additional demand on the system.	
COMN	MENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water and wastewater systems. The subject area is located within the Hillsborough County Wastewater Service Area and will be served by the South County Wastewater Treatment Plant. If all of the development commitments for the referenced facility are added together, they would exceed the existing reserve capacity of the facility. However, there is a plan in place to address the capacity prior to all of the existing commitments connecting and sending flow to the referenced facility. As such, an individual permit will be required based on the following language noted on the permits: The referenced facility currently does not have, but will have prior to placing the proposed project into operation, adequate reserve capacity to accept the flow from this project.	

 From:
 Converse, Amanda

 To:
 Ball, Fred (Sam)

 Cc:
 Lindstrom, Eric

Subject: FW: Southbend DRI and Planned Development Modifications (MM 24-0300 & PRS 24-0376)

Date: Thursday, April 11, 2024 11:06:22 AM

Attachments: image001.png

image002.png

Good morning,

Economic Development has no comment on the proposed Southbend DRI and Planned Development Modifications (MM 24-0300 & PRS 24-0376).

With appreciation,

Amanda Converse

Senior Coordinator, Competitive Sites Analyst

Economic Development Department

_

P: (813) 272-1156 E: conversea@HCFL.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Ball, Fred (Sam) <<u>BallF@hcfl.gov</u>>
Sent: Friday, March 15, 2024 3:24 PM
To: Barton, Ronald D <<u>BartonR@hcfl.gov</u>>

Cc: Lindstrom, Eric < <u>LindstromE@hcfl.gov</u>>; Grady, Brian < <u>Gradyb@hcfl.gov</u>>; Heinrich, Michelle

<<u>HeinrichM@hcfl.gov</u>>

Subject: Southbend DRI and Planned Development Modifications (MM 24-0300 & PRS 24-0376)

Good afternoon, Ron,

I am the assigned case planner for a major modification to a PD (MM 24-0300) that will require an amendment (PRS 24-0376) to the Southbend DRI (DRI #145). The application proposes a decrease in

office space from 490,120 SF to 15,000 as well as decrease in commercial from 1,000,000 SF to 750,000 to allow for an increase in residential dwellings from 0 to 930. The 930 dwellings would be multi-family with up to 100 of the units to be developed as platted townhomes. The attachments include the proposed development order, site plan, legal description and request narratives. When you have a moment, please let me know if Economic Development has any objections or concerns that the applicant must address or if any additional information is required.

Sam

Sam Ball

Principal Planner

Community Development Section

Development Services Department

P: (813) 307-1876

E: BallF@hillsboroughcounty.org

W: <u>HCFLGov.net</u>

Zoning Public Hearing Map (LUHO & ZHM)

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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VERBATIM TRANSCRIPT

	July 22, 2024
	HILLSBOROUGH COUNTY, FLORIDA Board of County Commissioners
IN RE: ZONE HEARING MAST HEARINGS)) ER))
TRANS	ZONING HEARING MASTER HEARING CRIPT OF TESTIMONY AND PROCEEDINGS
BEFORE:	
	Tarad IIaa IIaaradaa Maadaa

Land Use Hearing Master

DATE: Monday, July 22, 2024

TIME: Commencing at 6:00 p.m.

Concluding at 9:32 p.m.

LOCATION: Hillsborough County BOCC

601 East Kennedy Boulevard Second Floor Boardroom Tampa, Florida 33601

Reported by: Diane DeMarsh, AAERT No. 1654 Digital Reporter

```
MS. HEINRICH: Our next item is Item D.3, Major Mod
 1
 2
             The applicant is requesting a major modification to
    PD 86-0154 and Sam Ball with Development Services will provide
    staff findings after the applicant's presentation. And a
    revised staff report was provided to you before this that I
    believe transportation will be able to pinpoint what those are.
              HEARING MASTER:
                               Thank you so much.
              Good evening.
 8
              MS. CORBETT: Good evening. Kami Corbett with the law
 9
    firm of Hill, Ward and Henderson representing the applicant.
10
11
    I'm here with our entire team, which includes Level Up, Land
    Design, Hill, Ward and Henderson of course, Casto Leadstone,
12
13
    Redstone, LC Communities, LRK 40 and Links and Associates.
14
              As indicated, this is a major modification to the
15
    site, which is located on Big Bend Road and I-75. It is a major
16
    modification.
                  There are existing entitlements for extensive
17
    commercial and office entitlements, but we are proposing to
18
    transform the site into a very unique de -- destination, which
    would be one of a kind in Hillsborough County.
19
20
              And to present that vision to you, I'd ask to -- like
21
    to ask Sam start from LC Communities to come up and present and
22
    he'll be followed by our planner from Level Up.
23
              HEARING MASTER:
                               Thank you. If you could please sign
2.4
    in.
25
              Good evening.
```

MR. STARR: Good evening. Thank you. 1 If you could give us your name and 2 HEARING MASTER: 3 address to start. 4 MR. STARR: Yeah. Sam Starr, 5776 Royal Lytham Court, Dublin, Ohio 43017. HEARING MASTER: Thank you so much. Go ahead. MR. STARR: I've been with LC for going on 21 years. The company was founded in 1996. And I want to spend a few 8 minutes telling you why LC is different and -- and what we -what we do to bring a sense of community in place to -- to the 10 11 projects that -- that we build. 12 So we're not just another typical real estate 13 developer or real estate company or gym or restaurant. 14 built a brand that is really founda -- foundational to bringing people together through participation driven communities. So we have a -- we built over 25 communities, 15,000 homes. And 16 really, the -- the -- the difference that LC brings to the table 17 18 is -- is really not creating place through our amenities and creating connections. 19 20 We call that home and hospitality. And we're really 21 inspired by a lot of the hospitality business and -- and 22 single-family homes and -- and communities and neighborhoods. 23 So the -- the foundation on how we create a program is, we have a restaurant, it's called The Goat. We bring The Goat to 24 everyone in the communities that we -- that we build and create. 25

The Goat also has a -- an a.m. offering, which is called Morning 1 It's got coffee, bagels. Gaming, we have different gaming aspects. We have over 800 volleyball teams. All of this is open to the public. Again, some of the things that you're going to see here are our real communities, real pictures and -and what we bring to every -- to everyone in the communities. Indoor/outdoor dining, same thing. So this is a snapshot of -- of each one of our 8 communities, Morning Ritual, the leasing, wellness, pickle ball, 9 volleyball, pool bar, pool, outdoor dining, all -- all of those 10 11 things are foundational to creating -- creating a sense of place in the community. 12 13 This is a -- a snapshot of -- of what a typical one of 14 our amenity commercial offerings would be, which is a four to 15 9,000 square foot restaurant. There are two volleyball courts, a pool deck and indoor/outdoor dining. Our leasing office is 16 17 also connected to the coffee shop. So we really want to have 18 that sense of connectivity. On the bottom right there, you're seeing a snapshot of 19 of -- of the site plan. That gives you a little bit of a view 20 21 on how we might envision anchoring the corner as you drive in 22 off the Covington Garden. This is a rendering of that building. 23 This is a -- a project that we -- that we are currently building in the Carolinas. We thought it was very relevant here. 24 inspired with modern coastal architecture. So anywhere we go, 25

we do try to connect locally with the architecture and -- and 1 being a sense of place. Outdoor patio. Again, I mentioned this, this is all part of what we create in each one of these communities. The sand volleyball, these are, again, these are not stock photos. These are real pictures of our customers, real place. Live music. This is -- these are some snapshots from our menu at The Goat. This is a snapshot of the inside of -- of typically 8 what we would -- what we would build. We build this on a 9 one-story and -- and two-story and this as a mezzanine. 10 11 again. Morning Ritual, showing you some of the retail 12 13 frontage and what you might -- what would -- you would expect. 14 This is one of our communities that we built in Central Ohio. 15 And then changing gears a little bit, this is a bird's eye view 16 looking from -- from the south to the north. And the 17 residential side of -- of of what LC brings to our communities. 18 We're primarily a townhouse builder. We believe in T and D 19 style of development. Parking is in the rear, one and two car Everything is ally loaded, as you can see. Tree lawns 20 21 that are -- and -- and sidewalks that are five to six feet wide 22 so that you can create engagement on the street with -- with 23 your neighbor. This is kind of a lookback the other way, over the -- the central lake. You're getting a -- a little snapshot 24 of one of the two central gathering places that we've identified 25

in the plan. Again, just giving you a sense. But these are our -- these are our buildings. We've been building these buildings for the last 20 plus years. Again, we took some of the architectural elements off of it. But a -- as we want to figure out really important to the area and connect with materials and some of the designs locally.

This is going to give you our vision of the -- of the central lake amenity and promenade. So you're really getting a sense of both of those gathering spaces. And this would be a good example of our street scape. This is right out of a construction documents that we rendered in the sketch up. So you get a real sense of what this would look like. Same thing here, you're getting another good sense of -- of what this would look like. And then this picture would -- is a -- our three-story townhouses with one and two car garages. Again, a little bit larger homes. Our -- our customers are, especially with the offering, are not nearly as transient. I think our average square footage is over 1,100 square feet. So we do have folks that like to stay a while. And this would be the building that would be facing, like, the southern border of the property.

And then the last image is really kind of seeing all of those things come together, the, you know, between the restaurant, the walking paths, the gathering spaces, the central like -- lake and the -- and the townhouses and -- and then the street scape that -- as you look kind of down the --

down Covington Boulevard and -- and then that entrance there. 1 HEARING MASTER: Thank you so much. If you could 3 please sign in with the clerk. MR. STARR: Sure. HEARING MASTER: Good evening. MR. SPOSATO: Good evening. Thank you. My name is 6 Stephan Sposato, certified planner with Level Up Consulting, 505 8 East Jackson street in Tampa. The subregional growth shapers impacting our site include area of hereby DRIs, the interchange by 75 and Big Bend 10 11 Road. And a concentration of commercial and heavier employment 12 type uses to the west. 13 Concurrent with this major modification is an 14 amendment to the South Bend DRI that's been reviewed as a -- as 15 PRS. The modification implements a distinct vision for the program, substantially provided for or described by -- by Sam. 16 17 It also is responsive to market -- changing market conditions. 18 It subtracts commercial and office intensity and adds 19 residential density. And the result is a mixed use community 20 that's appropriately scaled to the site characteristics, as well 21 as the location. The PD site plan has development areas, 22 including retail commercial. Those are the pink kind of colors 23 there. Mixed use central, which is the oranger kind of shaded And then multi-family, which is more yellow. 24 25 A major unifying design theme as you can see on the

plan is the -- the central lake amenity. That is encircled by a
walkway and includes two gathering spaces. There's two access
points on Big Bend Road. There's four access points on
Covington, but the main access point being sort of midpoint
on -- on Covington.

Given the size and location, the project supports both neighborhood and regional scale commercial development. We've outlined those areas where those features are shown. And I think -- I think it's fairly clear that the regional -- regional scale commercial is in significant demand in this part of the -- the county.

And then consistent with good design practices and given the adjacent residential land uses, the plan provides for transition in intensity from north to south where it kind of mimics what I said previously about the commercial, they're on the I-75 and Big Bend Road. And we transition to -- to what Sam described in substantially more detail to -- to the south.

The request includes a -- a variation, a variance in design exception. The variation marginally reduces the parking for the box type use. And that's primarily justified by the internal capture. The variance reduces the driveway length for the eastern most access on Big Bend Road to facilitate access. The design exception provides for a modified T and D street section on street parking that fits the scale of the possible platted townhomes and all three are approvable. I think the

record is clear that we're consistent with the plan and -- and 1 compatible with adjacent development. Thank you. 2 Thank you so much. 3 HEARING MASTER: MS. CORBETT: Kami Corbett again for the record. As you can see, this is a really unique comm -community. It's something that's not like anything else in South County and really not really like anything in Tampa because of the townhome style of the residential units, it's 8 super unique an we're excited to be part of it. 9 One thing that occurred in this that has not occurred 10 11 to me yet in probably 15 years with development is I -- we 12 actually have 11 emails in full support of the development that 13 were unsolicited, unrelated. Just people who found out about 14 the development and are really excited about having this come to 15 this area. 16 And we're here to answer any questions you have. 17 HEARING MASTER: I did see the 11 in OPTIX, I did see 18 There was one in opposition, but I don't know, it seemed to be outnumbered. 19 20 MS. CORBETT: And -- and we could also -- if you 21 wanted more detail on that, we actually have quite a bit of 22 transition and buffer in between. That as a person directly to 23 the south, that we could provide you some rebuttal information on if you'd like. 24 25 I don't think that's necessary, but I HEARING MASTER:

appreciate it. 1 MS. CORBETT: Okay. Thank you. 2 HEARING MASTER: All right. Development Services, 3 please. Good evening. 6 MR. BALL: Good evening. San Ball with Hillsborough County Development Services. The applicant is requesting a major modification to PD 86-0154 that would consolidate tracks 8 1A, 1A1, 1B and 15 and 2 a single track that would be track one. The modification also decreased the maximum amount of general 10 11 regional commercial and office use, but would allow for up to 930 residential dwellings to the new permitted use. 12 13 The subject property is located within South Bend DRI, 14 which is being reviewed the modification under DRIDO 24-0376, 15 which would enable the proposed entitlements. The subject property covers 137 acres located at the southwest corner I-75 16 17 and Big Bend Road. The surrounding zoning development pattern 18 in the immediate vicinity include single-family residential to the south and west. The education to the north and 1-75 to the 19 20 east. 21 And the -- if this modification is approved, the 22 maximal -- maximum general regional commercial area would be 23 reduced from one million square feet to 750,000 square feet. The maximum amount of office space would be reduced from 49,120 24 square feet to 15,000 square feet up to 930 residential 25

dwellings consisting of multi-family of up to 100 platted 1 2 townhome lots would be permitted. And the -- the proposed site plan figure (indiscernible) places these non -- the nonresidential uses north of the neighboring residential uses to the west of the property, except as noted in the conditions of approval. The multi-family would be required to comply with RMC-20 development standards. The multi-family buildings would also be subject to architectural standards that would be 8 compatible with traditional neighborhood design, principles these standards were proposed by the applicant and addressed 10 11 massing, building styles, architectural enhancements such as front stoops, porches, terraces, bay windows and balconies. 12 13 The proposed multi-family use in the southern portion 14 of the property would also be required to have a 65-foot setback 15 from the southern property line from buildings up to 45 feet 16 tall and a 100-foot setback and multi-family structures of 17 heights taller than 45 feet up to the 62-foot maximum height. 18 The -- the multi-family would also be screened and separated 19 from the residential properties to the south by a 30-foot type B 20 buffer that would include a three-foot high berm, a six-foot PVC 21 fence and the requirement that plantings be placed outside of 22 that fence. That the standard setback and buffering increases 23 were applied, the minimum buffer would have been a -- a 20-foot Total setbacks were then 70 feet for the 45-foot 24

building and 104 feet for the 60 -- 462-foot tall building.

25

Staff finds that the buffer enhancements justify the four to 1 five-foot setback reduction that would normally be required. The -- the approval would also allow for a waiver to 3 Section 611.106.C.7, which would remit the restriction that limits the number of apartment spaces that may be located within the functional front yard to 80 percent of the minimum spaces required for a -- for big box development. If this modification is approved, the county engineer will approved two design 8 standards, one for a substandard roadway improvements to Covington Garden Drive and the other to an alternative typical 10 11 section to allow for on-street parking. The county engineer also approved an administrative variance to reduce the minimum 12 13 road depth requirements for projects for projects east -- or the 14 project's easternmost access to Big Bend Road that would reduce 15 the known foot depth 167 feet. 16 Staff finds that the integration interactivity of the 17 mix of uses is -- is sufficient justification to support the 18 waiver from the LDC requirement. Based on all the 19 considerations, Staff recommends approval, subject to con --20 conditions. I'm available for any questions you may have. 21 HEARING MASTER: Just one quick one. And that is, when Ms. Heinrich introduced the item, she said that the revised 22 23 staff report was to attach new transportation agency comments. I see that it's a -- it's decrease in the number of trips that 24 are generated as oppo -- when compared to the approval. 25

there -- I'll leave it to you as to anything that needs to be 1 pointed out in those transportation comments or we'll just leave it at that? 3 MR. BALL: Actually, James Ratliff is attending virtually to -- to speak to the changes that --HEARING MASTER: Okay. 6 MR. BALL: A lot of these changes were tied to transportation. And so he's here to go over those and -- and --8 and the -- any of the changes that are on the transportation 9 10 report. 11 HEARING MASTER: All right. Perfect. We'll go to him Thank you so much. I appreciate it. 12 then. 13 Mr. Ratliff. 14 MS. HEINRICH: Ms. Finch. 15 HEARING MASTER: Yes. MS. HEINRICH: Unfortunately, he's not able to join us 16 17 virtually right now. 18 HEARING MASTER: Okay. 19 MS. HEINRICH: But I would just let you know that any 20 changes differing from what was provided to you before are in 21 double strike through, double underline. 22 HEARING MASTER: I did see there in a very highlighted 23 bright color. MS. HEINRICH: In his report, yes, but --2.4 25 HEARING MASTER: Yes.

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MS. HEINRICH: -- in our conditions it's --
 1
              HEARING MASTER: Yeah. Perfect.
 2
              MS. HEINRICH: -- it's that to show the change between
 3
    what you originally received and what we have tonight.
              HEARING MASTER: Understood. All right. Thank you so
    much.
              Then we'll go to the Planning Commission.
              MS. MASSEY: Jillian Massey with Planning Commission
 8
    Staff.
 9
              The subject site is currently designated as urban
10
11
    mixed use 20 and community mixed use 12 on the Future Land Use
    Map. It's in the urban service area and within the limits of
12
13
    the Apollo Beach Community Plan and South Shore Area Wide
14
    Systems Plan.
15
              The proposal has been found to meet the intent of
    policy language under Objective 1 and 12 relating to
16
17
    compatibility. The proposed density and intensity meet the --
18
    what was intended for the Future Land Use designations on the
19
    site. The proposal meets the intent of Future Land Use Element
20
    Objective 16 and the accompanying policies that require new
21
    development to be compatible with the surrounding neighborhood.
22
    Goal 12 require a -- Goal 12 and Objective 12-1 in the community
23
    design component require new developments to recognize the
    existing community and be designed to, relate to and be
24
25
    compatible with the predominant character of the surrounding
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1 area.

In this case, the surrounding land use pattern is mostly single-family and agriculture. Based -- therefore the proposed residential uses will compliment the surrounding area. The site is within the limits of of the Apollo Beach Community Plan and South Shore Area Wide Systems Plan. Goal 4 of the Apollo Bach Community Plan is to improve transportation that requires connectivity within new development. Goal 5 of the same plan is to establish and improve sidewalks, bicycle lanes and trail connectivity. Goal 2 of the transportation objective in the South Shore Area Wide Systems Plan is to support alternative modes of transportation. The proposal also meets goals one, three and four of the cultural and historical objective. And goal one the economic development objective.

The proposal includes a mix of retail and commercial uses, office uses, family, a multi-family and residential uses of the mixed use project will complement the surrounding community and area and the proposal meets the intent of these community plant. Based on that, Planning Commission staff recommends that the -- found the major modification consistent with the Unincorporated Hillsborough County Comprehensive Plan subject to the conditions proposed by the County.

HEARING MASTER: Thank you so much. Is there anyone in the room or online that would like to speak in support?

Anyone in favor? I'm seeing no anyone.

ZHM Meeting July 22, 2024

1	Anyone in opposition? All right. No one.
2	Ms. Heinrich.
3	MS. HEINRICH: Nothing further, ma'am.
4	HEARING MASTER: All right. Ms. Corbett, you have the
5	last word if you'd like it.
6	MS. CORBETT: Kami Corbett for the record.
7	As far as the transportation staff report changes,
8	they're technical in nature. They're not really substantive.
9	We just had we haven't really had an opportunity to review
10	them. But we're not going to ask you to sort through that. So
11	we're fine with proceeding as-is.
12	HEARING MASTER: Well, and that's why I noted that
13	there's a a significant reduction in the trips when compared
14	to
15	MS. CORBETT: Correct.
16	HEARING MASTER: what was approved, so. All right.
17	Thank you so much.
18	Then with that, we'll close Major Modification, is
19	that right? Major Modification 24-0300 and go to the next case.
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21	
22	
23	
24	
25	

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                      HILLSBOROUGH COUNTY, FLORIDA
                     Board of County Commissioners
 3
 4
    IN RE:
 5
    ZONE HEARING MASTER
    HEARINGS
 8
 9
                      ZONING HEARING MASTER HEARING
                TRANSCRIPT OF TESTIMONY AND PROCEEDINGS
10
                              Susan Finch
11
              BEFORE:
                              Land Use Hearing Master
12
                              Monday, June 17, 2024
13
              DATE:
              TIME:
14
                              Commencing at 6:00 p.m.
                              Concluding at 7:39 p.m.
15
16
                  LOCATION:
                               Hillsborough County BOCC
                               601 East Kennedy Boulevard
                               Second Floor Boardroom
17
                               Tampa, Florida 33601
18
19
20
21
22
23
    Reported by:
    Diane DeMarsh, AAERT No. 1654
24
    Digital Reporter
25
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hearing.
 1
              Item A.3, Major Mod 24-0300. This application is
   being continued by Staff to the July 22, 2024 ZHM hearing.
 3
              Item A.4, Major Mod 24-0397. This application is
    being continued by the applicant to the July 22, 2024 ZHM
    hearing.
              Item A.5, Major Mod 24-0402. This application is
   being continued by the applicant to the July 22, 2024 ZHM
 9
   hearing.
              Item A.6, PD 24-0459. This application is out of
10
11
    order to be heard and is being continued to the July 22, 2024
12
    ZHM hearing.
13
              Item A.7, Major Mod 24-0468. This application is out
    of order to be heard and is being continued to the July 22, 2024
14
15
    ZHM hearing.
16
              Item A.8, PD 24-0537. This application is out of
    order to be heard and is being continued to the July 22, 2024
17
18
    ZHM hearing.
19
              Item A.9, PD 24-0538. This application is being
20
    continued by Staff to the July 22, 2024, ZHM hearing.
21
              Item A.10, Standard Rezoning 24-0690.
22
    application has been withdrawn from the hearing process.
23
              And Item A.11, PD 24-0791. This application is out of
    order to be heard and is being continued to the July 22, 2024
24
25
    ZHM hearing.
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Transcript of Proceedings May 14, 2024

HILLSBOROUGH COUNTY, FLORIDA							
Board of County Commissioners							
X							
IN RE:)						
ZONE HEARING MASTER)							
HEARINGS))X							
X							
ZONING HEARING MASTER HEARING TRANSCRIPT OF TESTIMONY AND PROCEEDINGS							
BEFORE:	PAMELA JO HATLEY Land Use Hearing Master						
DATE:	Tuesday, May 14, 2024						
TIME:	Commencing at 6:00 p.m.						
11112.	Concluding at 8:28 p.m.						
LOCATION:	Hillsborough County BOCC 601 East Kennedy Boulevard Second Floor Boardroom Tampa, Florida 33601						
Reported by: Diane DeMarsh, AAERT No. Digital Reporter	1654						

Transcript of Proceedings May 14, 2024

1 Item A.11, Major Mod 24-0300. This application is being continued by the applicant to the June 17, 2024 ZHM hearing. 3 Item A.12, this application or Major Mod 24-0368. This application is out of order to be heard and is being continued to the July 22, 2024 ZHM hearing. Item A.13, Major Mod 24-0384. This application is out of order to be heard and is being continued the July 22, 2024 ZHM hearing. 9 Item A.14, PD 24-0393. This application is out of 10 11 order to be heard and is being continued to the June 17, 2024 12 ZHM hearing. 13 Item A.15, Major Mod 24-0397. This application is out 14 of order to be heard and being continued to the June 17, 2024 15 ZHM hearing. 16 Item A.16, Major Mod 24-0402. This application is being continued by the applicant to the June 17, 2024 ZHM 17 18 hearing. And Item A.17, Standard Rezoning 24-0585. 19 20 application has been withdrawn from the hearing process. 21 HEARING MASTER: All right. Thank you. 22 All right. The agenda tonight consists of items that 23 require a public hearing before a hearing master before going onto the Board of County Commissioners for a final decision. I 24 will conduct a hearing today on each item on the agenda and will 25

ZHM HEARING April 15, 2024

HILLS	SBOF	ROUGH	CC	OUNTY,	FLORIDA
BOARD	OF	COUNT	Ϋ	COMMIS	SSTONERS

	X
IN RE:)
ZONE HEARING MASTER HEARINGS)
) X

ZONING HEARING MASTER HEARING TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: PAMELA JO HARTLEY

Land Use Hearing Master

DATE: Monday, April 15, 2024

TIME: Commencing at 6:00 p.m.

Concluding at 8:38 p.m.

LOCATION: Frederick B. Karl County Center

601 East Kennedy Boulevard

Tampla, Florida 33602

Reported by: Diane DeMarsh, AAERT No. 1654 Digital Reporter

ZHM HEARING April 15, 2024

- 1 Item A.2, MM 23-0904. This application is being
- 2 continued by the applicant to the May 14, 2024, ZHM Hearing.
- 3 Item A.3, PD 23-0997. This application is being
- 4 continued by the applicant to the May 14, 2024, ZHM Hearing.
- 5 Item A.4, MM 24-0034. This application is being
- 6 continued by the applicant to the May 14, 2024, ZHM Hearing.
- 7 Item A.5, PD 24-0044. This application is being
- 8 continued by the applicant to the May 14th ZHM Hearing.
- 9 PD 24-0124. This application is out of order to be
- 10 heard and is continued to the May 14, 2024, ZHM Hearing.
- 11 Item A.7. This application is out of order to be
- 12 heard, which is PD 24-0141. This application is out order to be
- 13 heard and is being continued to the May 14, 2024, ZHM Hearing.
- 14 Item A.8, RZ-STD 24-0232. This application is out of
- 15 order to be heard and is being continued to the May 14, 2024,
- 16 ZHM Hearing.
- 17 Item A.9, PD 24-0239. This application out of order
- 18 to be heard and is being continued to the May 14, 2024, ZHM
- 19 Hearing.
- Item A.10, SU-GEN 24-0257. This application is being
- 21 continued by the applicant to the May 14, 2024 ZHM Hearing.
- Item A.11, PD 24-0293. This application is out of
- 23 order to be hearing is being continued to the May 14, 2024, ZHM
- 24 Hearing.
- 25 Item A.12, MM 24-0300. This application is being

ZHM HEARING April 15, 2024

- 1 continued by the applicant to the May 14, 2024, ZHM Hearing.
- 2 Item A.13, RZ-STD 24-0338. This application is out of
- 3 order to be heard and is being continued to the May 14, 2024,
- 4 ZHM Hearing.
- 5 Item A.14, RZ-STD 24-0469. This application is being
- 6 continued by the applicant to the May 24 [sic], 2024, ZHM
- 7 Hearing.
- 8 And that concludes our withdrawals and continuances.
- 9 MS. HATLEY: Thank you very much, Ms. Heinrich.
- Before we continue, I've been informed that there's
- 11 some audio issues online, and so we're going to take just a few
- 12 minutes and see if that can be resolved. So we're going to
- 13 just -- meeting is going to be on hold for about five minutes.
- 14 (Off the record at 6:04 p.m.)
- 15 (On the record at 6:17 p.m.)
- MS. HATLEY: All right. Thank you, everyone, for your
- 17 Patience. The meeting is out of recess, and we'll reconvene.
- 18 Hopefully, we have the audio issues resolved.
- And Ms. Heinrich, since the person's online, I quess,
- 20 couldn't hear before, would you mind reading into the record the
- 21 cases that have been withdrawn and continued and so forth?
- MS. HEINRICH: Sure. So I'll go ahead and repeat
- 23 those elements.
- MS. HATLEY: Thank you.
- MS. HEINRICH: Begin with Item A.1, MM 23-0768. This

EXHIBITS SUBMITTED DURING THE ZHM HEARING

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO

DATE/TIME: 7/22/24 G: OPM HEARING MASTER: SUSAN FINCH

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRINT APPLICATION # NAME Todd Pressman 77 MAILING ADDRESS 200 and Ave 5. # 451 74-0775 CITY St. Pete STATE FL ZIP PHONE PLEASE PRINT APPLICATION # NAME Todd Pressman 1-0807 PLEASE PRINT APPLICATION # Pressman MAILING ADDRESS QUAD A 24-0736 STATE PLEASE PRINT **APPLICATION #** NAME DIMITRI MRTABUSHEI MAILING ADDRESS 1585 W. Hillsburgh A. 1-0836 CITY Tame STATE FF ZIP 33/63 PHONE 13-237-0589 PLEASE PRINT **APPLICATION #** M (Brian Kiraly NAME MAMA mm MAILING ADDRESS STATE FL ZIP 3360 PHONE (S)3 PLEASE PRINT **APPLICATION #** NAME POLLY ROUSH mm MAILING ADDRESS SII 6 State Road 674 CITY WIMGUMG STATE FL ZIP 33598 PHONE 941-725-425

PAGE 2 OF 4

SIGN-IN SHEET: RFR, (ZHM.) PHM, LUHO

DATE/TIME: 7/22/24 6:00PM HEARING MASTER: SUSAN FINCH

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRINT APPLICATION # Halaou V7 MAILING ADDRESS 202 windward Psge 24-0124 CITY Chr. RCM STATE & ZIP 3376 PHONE 8/3-263-6826 PLEASE PRINT APPLICATION # NAME Timothy Healey 27 MAILING ADDRESS \$3 /1, Hours Auc. 24-0124 CITY Jampa STATE FZ ZIP SEE PHONE 8/3) 75/069 APPLICATION # NAME Kamillor bet mm MAILING ADDRESS DI Exemely Hud Ste 3700 24-0300 CITY TAMM STATE TZIP 2002 PHONE 813 2027842 PLEASE PRINT
NAME SAN STACK APPLICATION # mm MAILING ADDRESS 5776 XO 24-0300 CITY DODUN STATE OF ZIP 43017 PHONE 614 394 NAME Stephan Sposato APPLICATION # mm MAILING ADDRESS 505 F Jackson ST. 24-0300 CITY TO MIP STATE FC ZIP33600 PHONE \$1/3-378-0616 **APPLICATION #** NAME Kum Corket MAILING ADDRESS Of & Remed & Myd SAU 3700 14-0538 CITY NAME STATE ZIPSON PHONES 13 807 8/21 SIGN-IN SHEET: RFR, (ZHM,) PHM, LUHO

DATE/TIME: 7/22/24 6:00 pm HEARING MASTER: SUSAN FINCH

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING APPLICATION # NAME Stephil Sporato, Walzy 127 MAILING ADDRESS 505 E Jachson 24-0538 CITY Tampa STATE FL ZIP3362 PHONE \$13.376-061 PLEASE PRINT APPLICATION # NAME Ethel Hammer MAILING ADDRESS 19825 Angel Lane 74-0538 CITY Odessa STATE PL ZIP 33556 PHONE 813 - 781 - 9860 VS NAME David IM Smith APPLICATION # MAILING ADDRESS 401 E. Jackson St. St. 2100 24-0676 CITY TAMPL STATE | ZIP3360 PHONE 813 272 5010 PLEASE PRINT APPLICATION # NAME David Mechanik mm MAILING ADDRESS 305 S. Boulevard 24-0678 CITY Tampa STATE FL ZIP33606 PHONE 813-928-9152 VS NAME Trabelle albert APPLICATION # MAILING ADDRESS 1000 W. Oshley Dr.

CITY Temper STATE To ZIP 37000 PHONE 813 331-0776 24-0791 APPLICATION # MAILING ADDRESS 325 5 13 11 5 RZ 24-0791 CITY Tay STATE 7 ZIP3 DHONE

PAGE 4 OF 4

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO

DATE/TIME: 7/22/24 6:00pm HEARING MASTER: SUSan Finch

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRINT HAME APPLICATION # mm MAILING ADDRESS 400 N. Willy Dr. 4100 24-0805 CITY Toya STATE ZIP35602 PHONE 8/3-121-9600 PLEASE PRINT APPLICATION # Addie Clark NAME mm MAILING ADDRESS 400 N. Ashley Dr. Ste. 1100 24-0805 CITY Tampa STATE FC ZIP 33602PHONE 513-221-9600 PLEASE PRINT APPLICATION # NAME Joseph W. Seivold mm MAILING ADDRESS 4811 Kelly Rd. 24-0805 CITY Tampa STATE FL ZIP 33615 PHONE 813-885-1673 PLEASE PRINT NAME LIM LOWESS APPLICATION # mm MAILING ADDRESS 6/1 282 Are 2 24-0705 CITY St. petc STATE F ZIP 37 PHONE 707-015-PLEASE PRINT APPLICATION # NAME POO L. PORTO POZ mm MAILING ADDRESS 8610 Blosson ave 24-0805 CITY TOMOG STATE FL ZIP 3364 PHONE 813-NAME Andrew Wight APPLICATION # mm MAILING ADDRESS 1211 N. Westshor Blue #800 24-0805 CITY Janga STATE FL ZIP 3360 PHONE 8/3-839-7300 HEARING TYPE: ZHM, PHM, VRH, LUHO DATE:7/22/2024

HEARING MASTER: Susan Finch PAGE: 1 of 1

APPLICATION #	SUBMITTED BY	EXHIBITS SUBMITTED	HRG. MASTER YES OR NO
RZ 24-0807	Todd Pressman	Applicant Presentation Packet–thumb drive	No
RZ 24-0836	Todd Pressman	Applicant Presentation Packet-thumb drive	No
MM 24-0034	Rosa Timoteo	1. Revised Staff Report – email	Yes (Copy)
MM 24-0034	Rosa Timoteo	2. Revised Staff Report – email	Yes (Copy)
MM 24-0034	Brian Kiraly	3. Applicant Presentation Packet-thumb drive	No
RZ 24-0124	Timothy Healey	1. Applicant Presentation Packet	No
MM 24-0300	Kami Corbett	1. Applicant Presentation Packet-thumb drive	No
MM 24-0300	Stephen Sposato	2. Applicant Presentation Packet	No
RZ 24-0538	Stephen Sposato	1. Applicant Presentation Packet	No
RZ 24-0538	Kami Corbett	2. Applicant Presentation Packet	No
RZ 24-0538	Kami Corbett	3. Applicant Letter of Support	No
RZ 24-0676	Rosa Timoteo	1. Revised Staff Report – email	Yes (Copy)
RZ 24-0676	Rosa Timoteo	2. Revised Staff Report – email	Yes(Copy)
RZ 24-0676	Rosa Timoteo	3. Transportation Staff Report - email	Yes(Copy)
RZ 24-0676	Rosa Timoteo	4. Transportation Staff Report - email	Yes (Cop)
MM 24-0678	Rosa Timoteo	1. Revised Staff Report - email	Yes(Copy)
RZ 24-0791	Rosa Timoteo	1. Revised Staff Report - email	Yes(Copy)
RZ 24-0791	Rosa Timoteo	2. Revised Staff Report email	Yes(Copy)
RZ 24-0791	Isabelle Albert	3. Applicant Presentation Packet	No
RZ 24-0791	William Molloy	4. Applicant Letter of Support	No

JULY 22, 2024 - ZONING HEARING MASTER

The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, July 22, 2024, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

Susan Finch, ZHM, called the meeting to order at 6:00 p.m., led in the pledge of allegiance to the flag, and introduction.

A. WITHDRAWALS AND CONTINUANCES

- Michelle Heinrich, Development Services (DS), introduced staff and reviewed the changes to the agenda. Continued with the changes/withdrawls/continuances.
- Susan Finch, ZHM, overview of ZHM process.
- Cheif Assistant County Attorney Cameron Clark, overview of evidence/ZHM/BOCC Land Use process.
- Susan Finch, ZHM, Oath.
- B. REMANDS None.
- C. REZONING STANDARD (RZ-STD):

C.1. RZ 24-0775

- Michelle Heinrich, DS, called RZ 24-0775.
- Testimony provided.
- ▶ Susan Finch, ZHM, continued RZ 24-0775 to September 16, 2024, ZHM hearing.

C.2. RZ 24-0807

- Michelle Heinrich, DS, called RZ 24-0807.
- Testimony provided.
- Susan Finch, ZHM, closed RZ 24-0807.

C.3. RZ 24-0836

- Michelle Heinrich, DS, called RZ 24-0836.
- Testimony provided.
- Susan Finch, ZHM, closed RZ 24-0836.

MONDAY, JULY 22, 2024

D. REZONING-PLANNED DEVELOPMENT (RZ-PD) & MAJOR MODIFICATION (MM):

D.1. MM 24-0034

- Michelle Heinrich, DS, called MM 24-0034.
- ► Testimony provided.
- Susan Finch, ZHM, closed MM 24-0034.

D.2. RZ 24-0124

- Michelle Heinrich, DS, called RZ 24-0124.
- Testimony provided.
- ► Susan Finch, ZHM, closed RZ 24-0124.

D.3. MM 24-0300

- Michelle Heinrich, DS, called MM 24-0300
- Testimony provided.
- Susan Finch, ZHM, closed MM 24-0300.

D.4. RZ 24-0538

- Michelle Heinrich, DS, called RZ 24-0538.
- ► Testimony provided.
- Susan Finch, ZHM, closed RZ 24-0538.

D.5. RZ 24-0676

- Michelle Heinrich, DS, called RZ 24-0676.
- ► Testimony provided.
- Susan Finch, ZHM, closed RZ 24-0676.

MONDAY, JULY 22, 2024

D.6. MM 24-0678

- Michelle Heinrich, DS, called MM 24-0678.
- ► Testimony provided.
- ► Susan Finch, ZHM, closed MM 24-0678.

D.7. RZ 24-0791

- Michelle Heinrich, DS, called RZ 24-0791.
- ► Testimony provided.
- Susan Finch, ZHM, closed RZ 24-0791.

D.8. MM 24-0805

- Michelle Heinrich, DS, called MM 24-0805.
- ► Testimony provided.
- Susan Finch, ZHM, closed MM 24-0805.
- E. ZHM SPECIAL USE None.

ADJOURNMENT

▶ Susan Finch, ZHM, adjourned the meeting at 9:32 p.m.

Application No. MM 24-0300

Entered at Public Hearing: ZHM

Name: Kami Corbett

Exhibit #1 Date: 7-22-2024

VIDEO FROM THUMB DRIVE RECEIVED AND AVAILABLE FOR VIEWING IN BOCC RECORDS

Application No. 34-0300
Name: Stephen Sposate
Entered at Public Hearing: 24m
Exhibit # 3 Date: 7/22/24

IC PROMENADE AT APOLLO BEACH AND LC MARKETPLACE AT APOLLO BEACH

MAJOR MODIFICATION 24-0300



















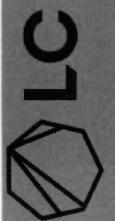
COVERVIEW

Founded in 1996, Lifestyle Communities story begins witha. vision to create a world where communities becomee the catalyst for connection. We're not just another developer, real estate company, restaurant, or gym. We're a brand dedicated to helping people connect through our participation driven communities

LC has developed and built over 25 communities and 15,000 residential homes. At the heart of LC is our vision to create communit & place, build meaningful

restaurants and coffee shops to fully-equipped wellness offering, walking paths, and volleyball leagues, not to mention co-working spaces and common areas designed connections, and provide an experience that's unmistakably LC. The LC ethos is on display in all the opportunities for connection in our communities — from onsite for neighborhood engagement.























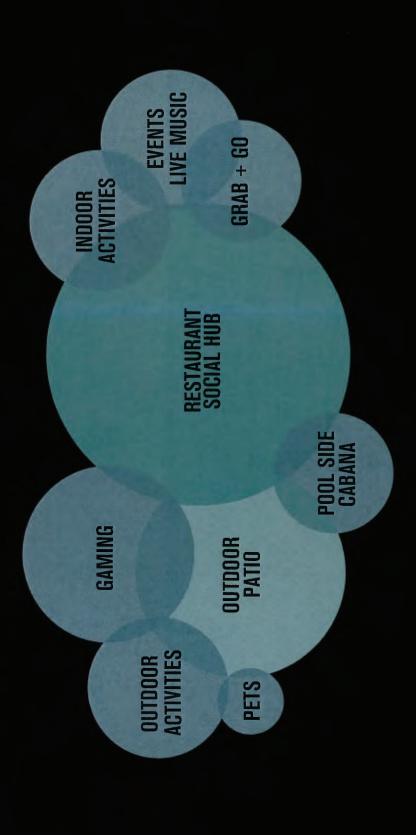


HOME

where both hospitality and living are prioritized.

LC fully owns the creation of local communities

We call it Home + Hospitality



PROGRAMING BUBBLE DIAGRAM

SITE HEARTBEATS

TNARUATSER

1,600 sqf 1,200 sqf 340 sqf

SQUARE FOOTAGE

SPACE

Dining Room Bar Seating Bar Restrooms Kitchen Office MEP/IT

400 sqf 1,200 sqf 100 sqf 400 sqf

GWIBALOWED SUBTOTAL

5,240 sqf

4,360 sqf 9,000 sqf

TOTAL END CRED

SPACE

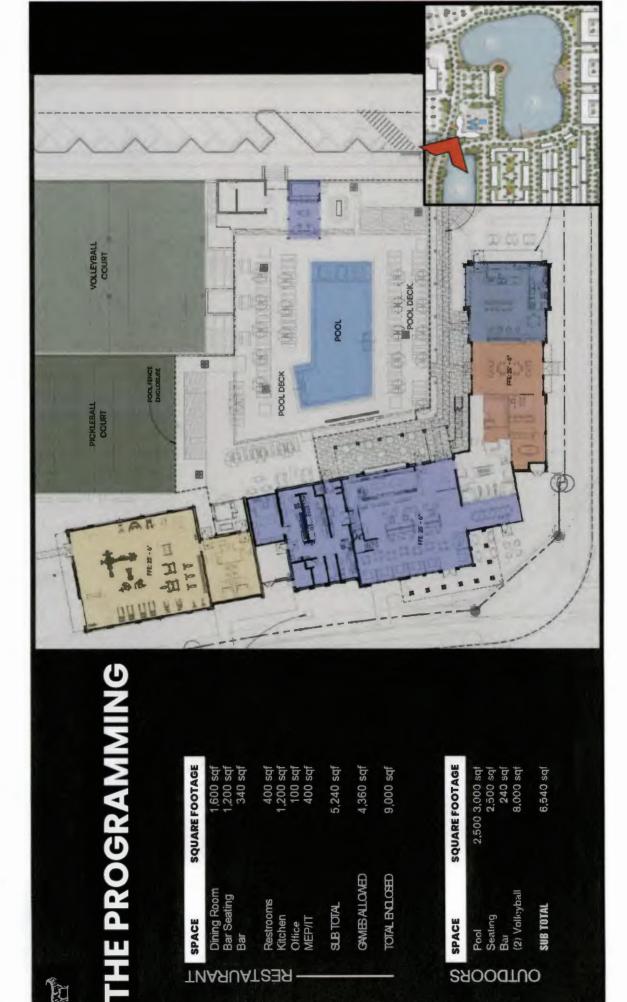
SQUARE FOOTAGE

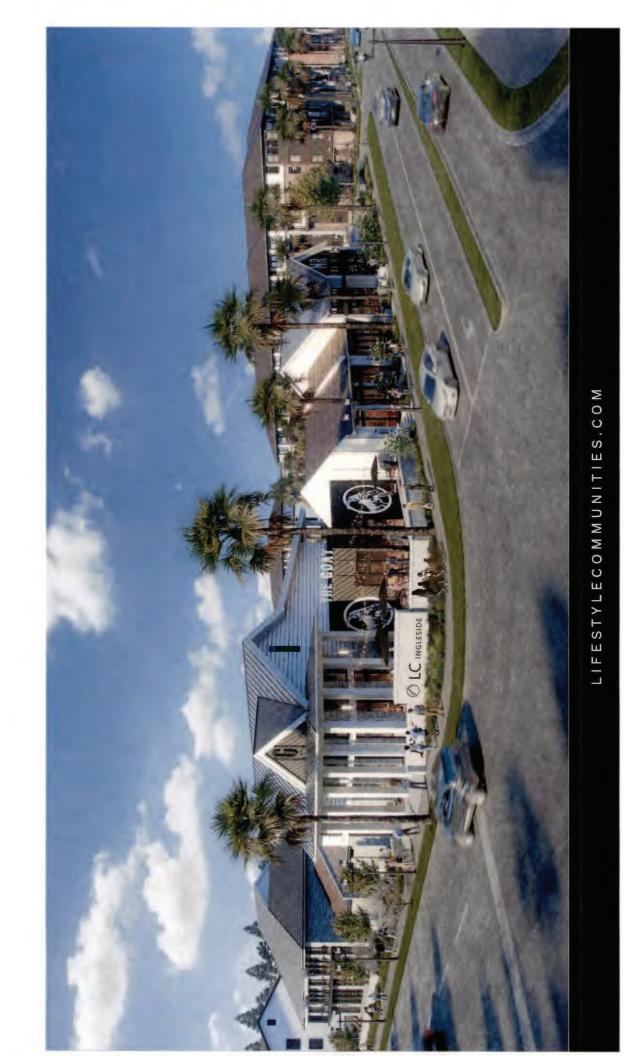
2,500 3,000 sqf 2,500 sqf 240 sqf 8,000 sqf Pool Seating Bar (2) Volkyball

6,540 sqf

SUB TOTAL

SAOOGTUO

















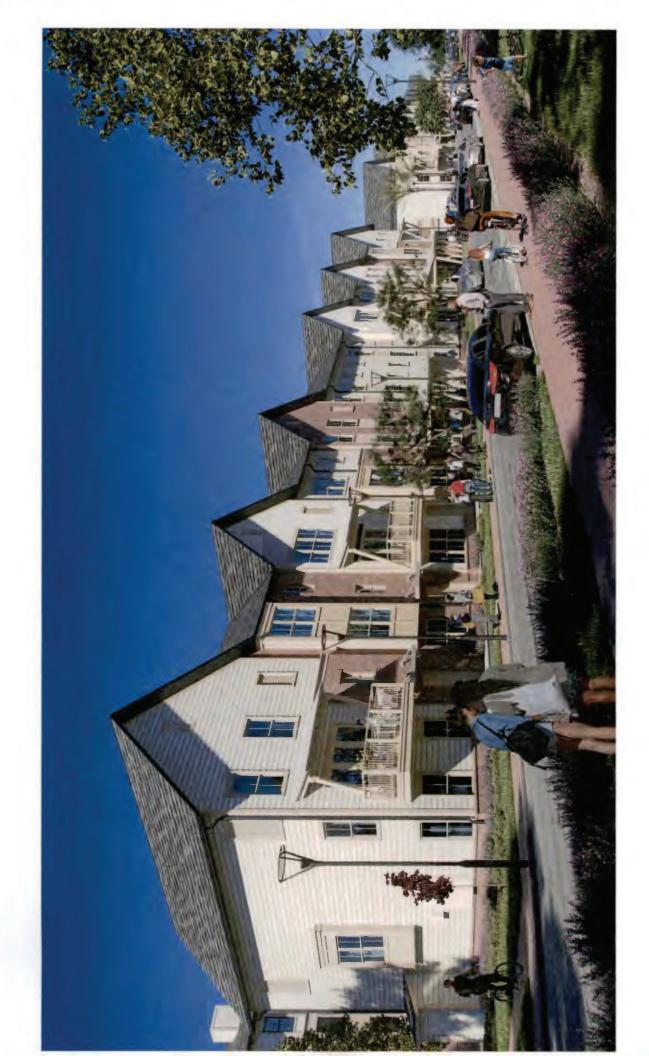


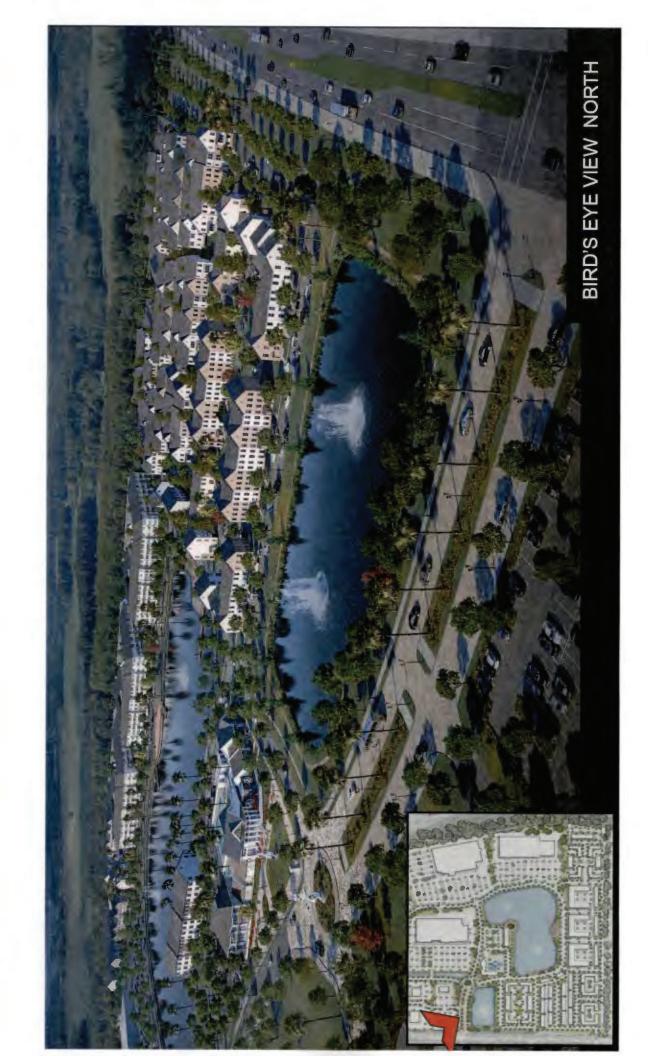








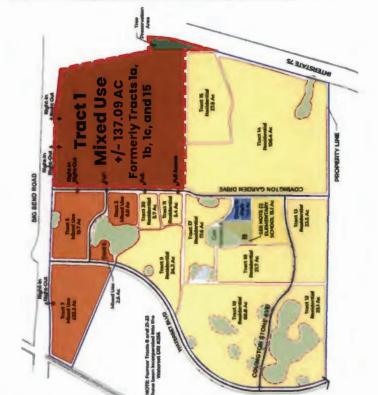






SUB-REGIONAL CONTEXT

- **Multiple DRIS**
- I-75 and Big Bend Rd Interchange
- US 41 –
 Commercial/Employment



Mixed Use (Phase I and 2B)

Tract Boundary

Legend

Mixed Use (Phase 2A) Residential (Phase 1) Tree Preservation Area

Conservation Area

School Wetland Relocated Wetlands

Wedand Buffer Line

Existing Well
 Property Line

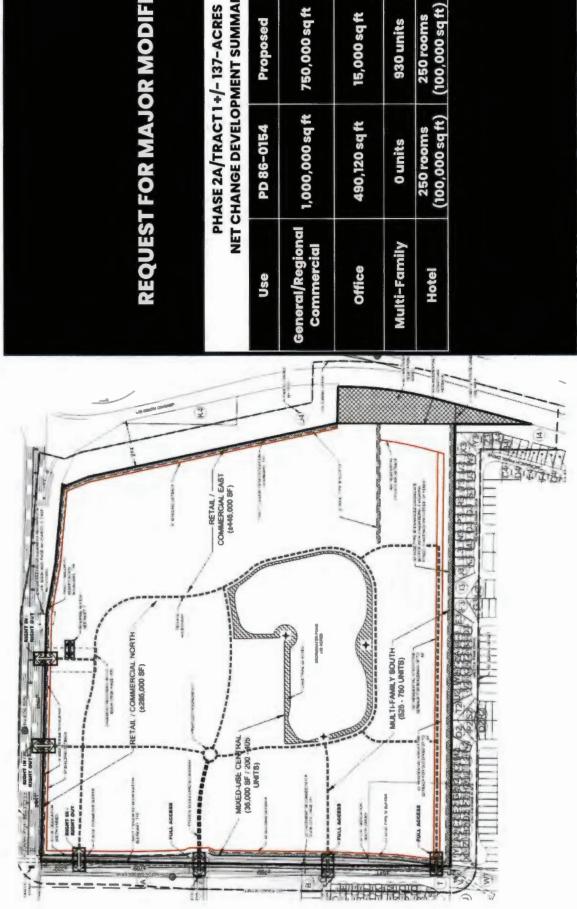
2,008,389 sf 1,150,000 sf (300,000 sf) 750 rooms 216,600 sf 341,789 sf 750 rooms 1,020 du 2,915 du 1,573 du 322 du TOTAL TRACTS 3, 5, 6, 12/31/2030 (200,000 sf) 700,000 sf PHASE 28** (BAYVIEW) 400,000 sf 500 rooms 100,000 sf 500 rooms 322 du 300 du 622 du 8/ (TRACT 1) (NRI) PHASE 2A*** 250 rooms (100,000 af) 930 du*** 750,000 sf 15,000 sf 865,000 sf 250 rooms 930 du PHASING SCHEDULE 7, 9-14 & 16 20) (TRACTS 3, 5, 6, 12/31/2030 326,789 sf (BAYVIEW) 1,363 du 443,389 SF 116,600 sf 1,020 du 343 du NEIGHBORHOOD COMMERCIAL SINGLE FAMILY RESIDENTIAL** MULTI-FAMILY RESIDENTIAL** TOWN HOUSE RESIDENTIAL LAND USE GENERAL/REGIONAL COMMERCIAL TOTALS OFFICE HOTEL

Phasing Notes:

- Phase I (1,020 Single Family units) includes Tracts 9, 10, 11, 12, 13, 14, 16, 17, 18, 19, and 20.
 Phase I (non-Single Family) and Phase 28 includes Tracts 3, 5, 6, and 7.
- (***) Phase 2A includes Tract 1.

(****) May include up to 100 platted townhomes.

SOUTHBEND DRI



REQUEST FOR MAJOR MODIFICATION

PHASE 2A/TRACT1+/-137-ACRES	NET CHANGE DEVELOPMENT SUMMARY

0	250 rooms	250 rooms	Hotel
+930 units	930 units	0 units	Multi-Family
-475,120 sq ft	15,000 sq ft	490,120 sq ft	Office
-250,000 sq ft	750,000 sq ft	1,000,000 sq ft	General/Regional Commercial
Net Change	Proposed	PD 86-0154	Use



PD SITE PLAN DEVELOPMENT AREAS

Tract1	Devel	opment	Tract 1 Development Summary	
Development Area	AC	Building Sq Ft	Hotel Rooms Sq Ft	Residential Units
Retail/Commercial North	34.25	285,000	250 (100,000)	0
Retail/Commercial East	35.5	445,000		o
Mixed-Use Central	14.64	35,000		405
Multi-Family South	33.89	N/A		525
Residential Density	48.53	N/A		930
Commercial Intensity	84.39	750,000 (Retail) 15,000 (Office)	250	N/A

SMALL SCALE COMMERCIAL







BIG BOX RETAIL









PD SITE PLAN NEIGHBORHOOD AND REGIONAL SCALE COMMERCIAL



73 COVINGTON GARDEN DR BIG BEND'RD Multi-Family Commercial Linstitutional Single-Family Covernment Project Site **Legend**

PD SITE PLAN TRANSITION IN INTENSITY

VARIATION + ADMIN VARIANCE + DESIGN EXCEPTION (APPROVABLE)

VARIATION – LDC Section 6.05.02 Parking Requirement

Request: to allow a shopping center or single tenant big box use to be parked at a ratio of 4.0 spoces per 1000 square feet independent of building square footage where 4.5 or 5.0 spaces per 1000 square feet would be required

Justification: Achieves design goals for integrated mixed-use development with an emphasis on pedestrian circulation

ADMIN VARIANCE – LDC Section 6.04.04.A. Driveway Width/Length

Request: Reduction in driveway length from 250 feet to 167 feet to provide easternmost access on Big Bend Road Justification: Sufficient stacking – Southbound left turn lane with +/-100 feet of queue distance

DESIGN EXCEPTION -

Transportation Technical Manual (TTM) Section 1.7

Request: Modify TND-2 roadway to increase ROW from 52 to 56 feet to provide on-street parking on both sides of the roadway

Justification: Formalizes the location of parking in support of the development of up to 100 platted townhome lots with rearloaded garages served by alleys

CONSISTENCY AND COMPATIBILITY

Future Land Use Element

Objective 1: Direct growth to Urban Service Area; Policy 1.4: Sensitivity of Development Proposals in maintaining the character of existing development.

Environmental & Sustainability

Objective 3.9: Manage natural preserves; Policy 3.9.9: Protect natural resources.

Land Use Categories

Objective 8: Land Use Categories; Policy 8.1: Character of Land Use Categories

Relationship to Land Development Regulations

Objective 9: All development approvals shall be consistent with development regulations; Policy 9.1: Land Use categories shall have a set of zoning districts that may be permitted within that category; Policy 9.2: Meet or exceed all land development

Neighborhood Level Design

Objective 12-1: New developments compatible with established character; Policy 12-1.4: Compatibility through transition in uses, buffering, etc.

Neighborhood/Community Development

Objective 16, Policy 16.2: Transitions of intensities; Policy 16.3: Integration with adjacent land uses; Policy 16.5: higher intensity non-residential land uses adjacent to established neighborhoods; Policy 17.7: New development must mitigate adverse impacts created upon adjacent land uses.

Mixed Use Land Use Categories

Objective 19 and Policy 19.1: Requirement of two land uses in mixed use land use categories.

Apollo Beach Community Plan

incorporate a range of housing choices and requires connectivity within new developments.

KEY FINDINGS AND RECOMMENDATIONS

- No objections by Review Agencies
- Planning Commission Consistent with the **Unincorporated Hillsborough County Comprehensive Plan**
- Development Services Approvable, subject to proposed conditions

TABLE 1

TRIP GENERATION

External Daily Trip Ends	28,174	4,031	824	31,029	20,045	5,507	701	1,855	182	28,290	2,739
Passerby Trip Ends (3)	5,131	0	01	5,131	5,131	0	0	0	Ol	5,131	0
rhemai Capture (2)	699	678	136	1,480	270	87	11	143	7	252	928
Douty Trip Ends (1)	31,974	4,707	656	37,640	25,446	5,594	712	1998	223	33,973	3,667
8258	1,000,000 SF	500,000 SF	120 Rooms	Sub-Total	750,000 SF	830 DU's	100 DU's	250 Rooms	15,000 SF	Sub-Total	Difference
IEC CUC	820	710	310		820	220	215	310	710		
Land Use	Retail	Office	Hotel		Retail	Muth-Family	Townhomes	Hotel	Office		
Scenero	Approved				Proposed						

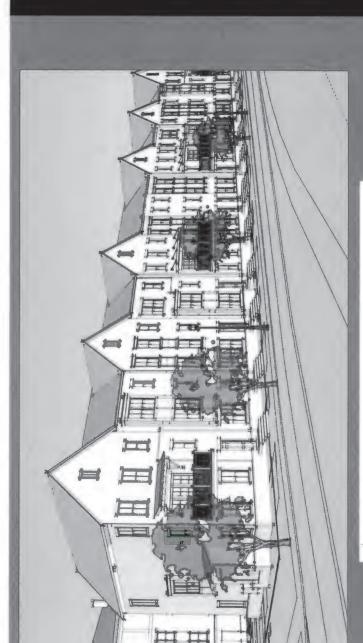
TRANSPORTATION - TRIP GENERATION REDUCTION

PD SITE PLAN BUFFERING SOUTHERN BOUNDARY





PLATTED TOWNHOMES TYPICAL SECTION



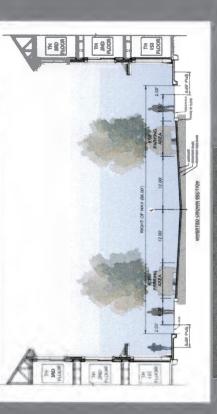




Figure 13 - Apollo Beach Community Plan Boundary Map

APOLLO BEACH COMMUNITY PLAN:

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.

CIRCULATION --- 10' SIDEWALK LEGEND

PD SITE PLAN EXTERNAL AND INTERNAL



COVINCTON CARDEN DR

10 XMHSA

BIG BEND'RD'



LOCATION AND CONTEXT

PARTY OF RECORD

From: Hearings

Sent: Thursday, May 16, 2024 1:49 PM

To: Rome, Ashley; Timoteo, Rosalina; Ball, Fred (Sam)

Subject: FW: Promenade marketplace

From: MIchelle Binder <shell1751@gmail.com>

Sent: Thursday, May 16, 2024 11:12 AM **To:** Hearings Hearings@hcfl.gov **Subject:** Promenade marketplace

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

To whom it may

I am home owner in Apollo beach and I'm writing in support of the promenade marketplace project in Apollo Beach/Gibsonton. Newly constructed neighborhoods and Future neighborhoods will only bring more people to the area And we need more options. I also believe This project will help with traffic as not as many of us will be traveling into Riverview or Brandon to visit stores. The Gibsonton Apollo beach area has been neglected by this county it seems for decades. It's time to recognize this area as a up-and-coming area in Hillsborough county and with that we should be afforded luxuries of having options of shopping, conveniently located close to us.

Thank you for your time Michelle Binder

From: Hearings

Sent: Monday, May 20, 2024 7:32 AM

To: Rome, Ashley; Timoteo, Rosalina; Ball, Fred (Sam)

Subject: FW: Public hearing rezoning 24-0300

----Original Message-----

From: Joseph Cabrera < jcabrer27@gmail.com>

Sent: Friday, May 17, 2024 2:32 PM To: Hearings < Hearings@hcfl.gov>

Subject: Public hearing rezoning 24-0300

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

Hi to whom this may concern,

Good afternoon hope you're doing well. I just wanted to let you know my opinion and the re-zoning for Apollo Beach/ Gibsonton. I think this is a great plan. It will provide us with a lot more stores that we do need. Help us avoid traffic and provide multifamily residences as his areas growing. This will also add tremendous job opportunities for this area. Currently to be able to go for Costco. We have to drive down to Brandon and depending on traffic, you could be looking at just a 30 minute drive or even an hour plus so adding these big box stores that are needed will save us time and help out everyone that's near this community. Also, I am hearing that there will be a target and a Home Depot. This is all great news and would like to just show my support for this project.

Thank you, Joseph

Sent from my iPhone

From: Hearings

Sent: Thursday, May 16, 2024 10:23 AM

To: Rome, Ashley; Timoteo, Rosalina; Ball, Fred (Sam)

Subject: FW: Apollo Beach Promenade

From: Kate Cantrell <cantrellkate@gmail.com> Sent: Thursday, May 16, 2024 10:15 AM To: Hearings <Hearings@hcfl.gov>

Subject: Apollo Beach Promenade

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

Hello!

I'm writing to express my support for the rezoning 24-0300. I have lived here for 10 years, and would like to have more retail and restaurant options, closer to home. The proposed Apollo Beach Marketplace/ Promenade is exactly what we need.

Thanks for your consideration.

Kate Cantrell

From: Hearings

Sent: Thursday, May 16, 2024 1:52 PM

To: Rome, Ashley; Timoteo, Rosalina; Ball, Fred (Sam)

Subject: FW: Apollo Beach

----Original Message----

From: Jo Anne Cobb <thejkcobbs@gmail.com>

Sent: Thursday, May 16, 2024 12:11 PM To: Hearings < Hearings @hcfl.gov>

Subject: Apollo Beach

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

Hello.

I am a resident of Apollo Beach in Covington Gardens. My back yard directly faces the cow field that will soon be another strip mall or hotel or huge shopping mall.

My back yard DIRECTLY will have a 4 story building within feet of it. Would YOU want that??

We purchased this home in 2014 and have enjoyed the peaceful cows & views until the recent construction on big bend and are not happy about the upcoming development.

The public hearing was postponed and I am sure this email will fall on deaf ears but I truly hope that SOMEONE may understand how devastating this is for us.

We fear looters, soliciting and more crime with easy access to our yard and home.

Traffic is ALREADY a huge issue since Paseo Al Mar opened and as residents we can't even walk to our amenities because crossing the street we have no side walks, crossing paths or lights. And EVERYONE speeds .

There is zero police presence unless the elementary school asks for help.

We can barely get out of our neighborhood because of the traffic & speeders now.

No amount of trees, extra roads or ANY store will compensate for the damage this is doing to existing residents and wild animals.

We are seeing wild boar & coyotes in peoples yards due to them having no where to go.

Please please PLEASE leave some of the nature and beauty that is this area of Florida alone!!!

Thank you!!

Jo Anne Cobb

From: Hearings

Sent: Thursday, May 16, 2024 10:44 AM

To: Rome, Ashley; Timoteo, Rosalina; Ball, Fred (Sam)

Subject: FW: Promenade Marketplace on Big Bend

----Original Message-----

From: Elise Crowthers <elisecrowthers@hotmail.com>

Sent: Thursday, May 16, 2024 10:28 AM To: Hearings <Hearings@hcfl.gov>

Subject: Promenade Marketplace on Big Bend

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

Hello,

I would like to offer my support of the development on Big Bend Road. As Apollo Beach and the surrounding areas grow, we need more shopping opportunities.

Kind Regards, Elise Crowthers 5971 Hidden Branch Dr. Apollo Beach, FL 33572

From: Hearings

Sent: Thursday, May 16, 2024 1:51 PM

To: Rome, Ashley; Timoteo, Rosalina; Ball, Fred (Sam)

Subject: FW: Public Hearing for rezoning 24-003

----Original Message-----

From: Reggie Jackson <rjj087@aol.com> Sent: Thursday, May 16, 2024 11:51 AM To: Hearings < Hearings@hcfl.gov>

Subject: Public Hearing for rezoning 24-003

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

Hello,

I am a resident of the area where the Promenade Marketplace is planning to be constructed.

First of all, thank you for all of the hard work that goes into these meetings and planning, I'm sure it won't an easy task.

As a permanent local, myself and many others would love to see more retail places in this development program. Driving 30+ minutes to go shopping in the daily heavy traffic isn't feasible at all. The residents of this area would love to see places such as:

Target
Whole Foods
Costco
Home Depot
Various eateries
Hobby Lobby
Best Buy
Etc...

The original idea of the South Shore Comms Mall was perfection! I am not sure how close we can get to that package again but something like that has been highly praised and anticipated amongst the local residents. Please consider our voices, needs and wants in your decision making.

We have so much potential in this area, let's tap into it!

Blessings, Reggie Jackson

From: Hearings

Sent: Monday, May 20, 2024 7:32 AM

To: Rome, Ashley; Timoteo, Rosalina; Ball, Fred (Sam)

Subject: FW: Re Zoning 24-0300

From: lauren j <lauren.julia1985@gmail.com>

Sent: Friday, May 17, 2024 10:36 PM **To:** Hearings < Hearings@hcfl.gov >

Subject: Re Zoning 24-0300

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

Hello,

I am a local resident. I wanted to add we could really use the target and shopping center. There are too many communities being build and not enough local businesses to support them. There is a large influx of people and they must travel out of the way to do much of their shopping. This leads to further traffic, congestion and unfavorable conditions over all.

While I do appreciate leaving things alone as there are pastures and things of that nature, it does appear that the communities need this additional retail space for their growing needs. Thank you.

Respectfully,

Lauren Julia

From: Hearings

Sent: Thursday, May 16, 2024 10:22 AM

To: Rome, Ashley; Timoteo, Rosalina; Ball, Fred (Sam)

Subject: FW: Rezoning 24-0300

From: Angela K-FFG <farmerflygirl@gmail.com>

Sent: Thursday, May 16, 2024 10:01 AM **To:** Hearings < Hearings @hcfl.gov >

Subject: Rezoning 24-0300

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

Regarding: The rezoning application for Apollo Beach/Gibsonton Promendade/Marketplace located on the south west corner of the intersection of Big Bend Road and I-75

As a resident of south Hillsborough county, living in the Sun City Center area, I would like to give my support for this proposed large scale retail/residential mixed use project. Proposed anchor tenants including Costco, Target, and Lowes/Home Depot as well as smaller shops, and both sit down and fast casual restaurants are sorely needed and much anticipated by residents in this area of the county.

I typically drive to the Costco in Manatee County on FL64 and I75 and am looking forward to the opening of the Target store nearby that location. Additionally while there is a Home Depot in Sun City Center, I much prefer shopping at Lowes and will go to the one on 301 near I75 (also in Manatee County) rather than shop here in town at Home Depot.

Having this new development just 10 miles from my home will be extremely convenient and would keep my spending dollars taxed in Hillsborough County rather than in Manatee County.

Thank you for your consideration of this much needed development in south Hillsborough County. I hope the Board can speed the rezoning process so that this project can finally be started.

Regards,

Angela Keeney 611 Masterpiece Drive Sun City Center, FL 33573 317-225-8789 FarmerFlyGirl@gmail.com

From: Hearings

Sent: Thursday, May 16, 2024 1:50 PM

To: Rome, Ashley; Timoteo, Rosalina; Ball, Fred (Sam)

Subject: FW: Re-zoning 24-0300

From: Laura Lee <laura.l.lee702@gmail.com>
Sent: Thursday, May 16, 2024 11:29 AM
To: Hearings < Hearings@hcfl.gov>

Subject: Re-zoning 24-0300

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

To whom it may concern,

We are excited for this potential development. If you review the income level and needs of Apollo Beach and surrounding areas I think you will see we can support a Target and a Costco. It would also be nice to have sit down restaurants rather than fast food.

Thank you Laura Lee

Rome, Ashley					
From: Sent: To: Subject:	Hearings Thursday, May 16, 2024 10:46 AM Rome, Ashley; Timoteo, Rosalina; Ball, Fred (Sam) FW: rezoning 24-0300				
• -					
External email: Use ca	aution when clicking on links, opening attachments or replying to this email.				
Rezoning 24-0	300, Apollo Beach / Gibsonton - Promenade / Marketplace				
We NEED this development in south county. Please make it happen!!					

Virus-free.www.avg.com

From: Hearings

Sent: Monday, May 20, 2024 7:31 AM

To: Rome, Ashley; Timoteo, Rosalina; Ball, Fred (Sam)

Subject: FW: Promenade/marketplace in Riverview

From: Matthew Rosales <matthew.rosales789@gmail.com>

Sent: Friday, May 17, 2024 2:20 PM **To:** Hearings Hearings

Subject: Promenade/marketplace in Riverview

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

Hi,

I am a resident of Riverview. I live in the Triple Creek neighborhood and I saw there is a hearing coming up about land development on June 17th for the area on Big Bend, east of 75. I would fully support redeveloping this area and would love to see some sort of really nice shopping and dining area. The midtown plaza redevelopment is amazing, and it would be great to see something like that. I would love to have more shopping and dining options here in Riverview! Currently we have to go to Brandon or downtown which isn't always ideal, especially with convenience in mind. My husband and I relocated from Westchase/Citrus Park and it was an adjustment. We love our neighborhood and where we are now, but it would be so nice to have some nicer stores and more upscale dining experiences in our area!! I would love to see a Target and Trader Joe's come into this area. Even everyone on the neighborhood Facebook group would love to see more upscale shops, grocery stores, and restaurants.

Thank you for your time, Matthew Rosales

Get Outlook for iOS

From: Hearings

Sent: Friday, May 17, 2024 9:04 AM

To: Rome, Ashley; Timoteo, Rosalina; Ball, Fred (Sam)

Subject: FW: The rezoning of 24-0300

From: Tandrea Wingfield <wingfieldtandrea@gmail.com>

Sent: Thursday, May 16, 2024 5:11 PM **To:** Hearings < Hearings@hcfl.gov > **Subject:** The rezoning of 24-0300

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

Hello,

I am writing support of the rezoning of 24-0300. As a member of the community I feel it would make such a huge impact to have some major retail locations closer to us, specifically a Target, TJMaxx, FiveBelow, etc... anything would be better than having to fight traffic driving all the way to Brandon to accomplish most things. We don't need more car washes and pointless storage spaces, this would actually be a great idea and I feel it's what most have been wanting for a long time.

Thank you,

Tandrea Wingfield