PD Modification Application: PRS 26-0473

BOCC Land Use Meeting Date: **May 12, 2026**

1.0 APPLICATION SUMMARY

Applicant:	Darenda D. Marvin, AICP
FLU Category:	SMU-6
Service Area:	Urban
Site Acreage:	+/-5.91 acres (Folio 54244.0082)
Community Plan Area:	Apollo Beach, Southshore
Overlay:	None
Request	Minor Modification to PD 14-0815

Existing Approvals:
The subject property is currently vacant and zoned PD 14-0815, as most recently modified by PRS 25-0191 and PRS 25-1200. **Proposed PRS 26-0473** Modification requests are for only Pod 24A. The minor modification proposes three (3) access connections to the subject modification area (folio #54244.0082) located at the northeast corner of 19th Ave. NE and Turnbuckle Dr. More specifically, this includes the addition of two right-in / right-out access points and one cross access point for shared access as depicted on the site plan included with this application. The cross access will be shared with the property abutting the project site to the east and will include a full access connection to Myers Glade. There is a corresponding update to the conditions of approval establishing site specific development standards.

Existing Approval(s):	Proposed Modification(s):
(1) No direct access onto 19th Ave NE.	(1) Allow one (1) restricted right-in/right-out access on 19th Ave NE.
(2) No access connection to Turnbuckle Drive.	(2) Allow one (1) restricted right-in/right-out access on Turnbuckle Dr.
(3) No access connection to Myers Glade Avenue.	(3) Allow a full access connection (via a shared access facility) to Myers Glade Ave. within the bounding box shown on the PD site plan.
(4) Development standards by tract	(4) Development standards for Folio #54244.0082 added

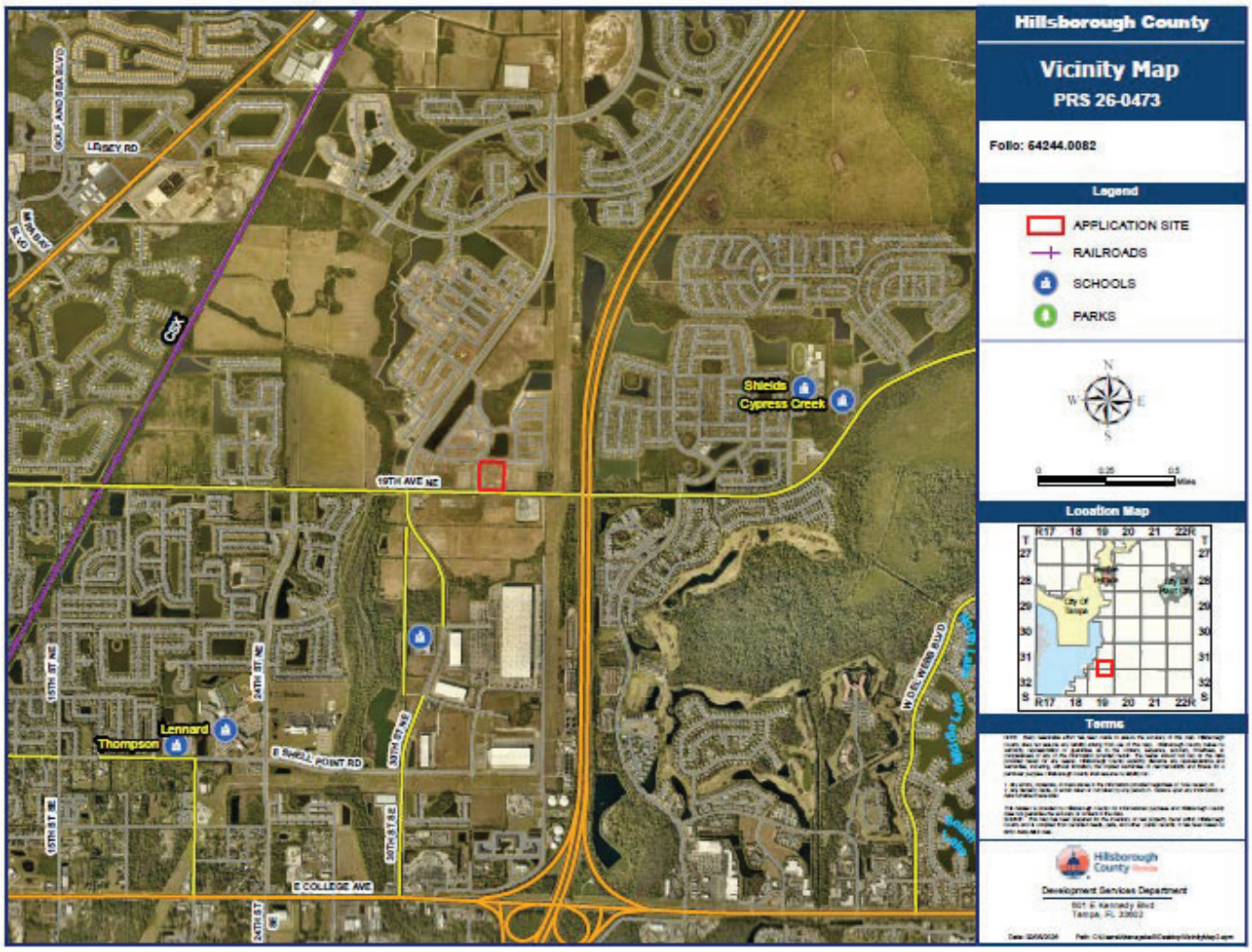
(5) Development standards by tract Retail and office design standards required.	(5) Remove retail and office design standards for Folio #54244.0082

Additional Information:	
PD Variation(s):	None Requested
Waiver(s) to the Land Development Code:	None Requested.

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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

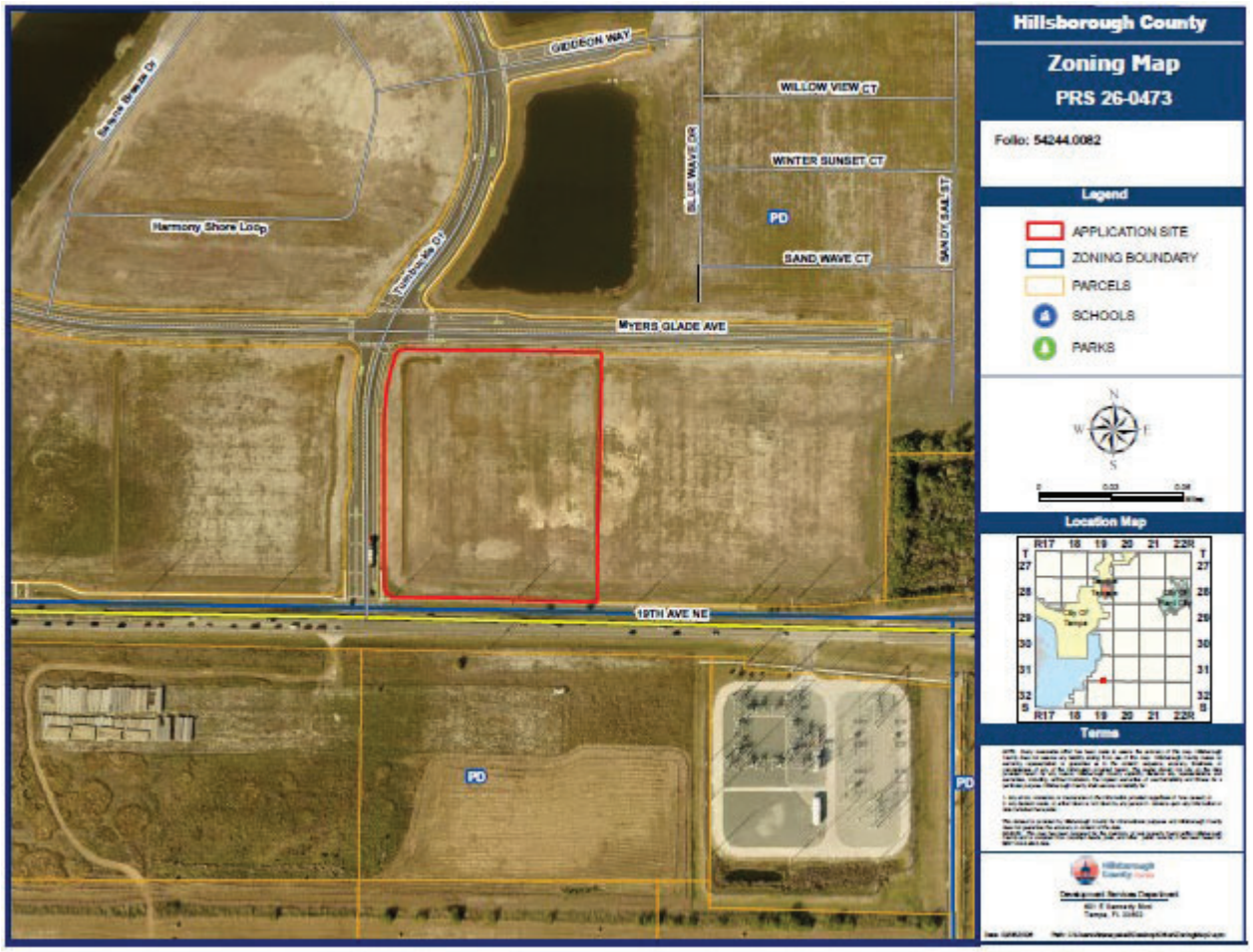


Context of Surrounding Area

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

2.0 LAND USE MAP SET AND SUMMARY DATA

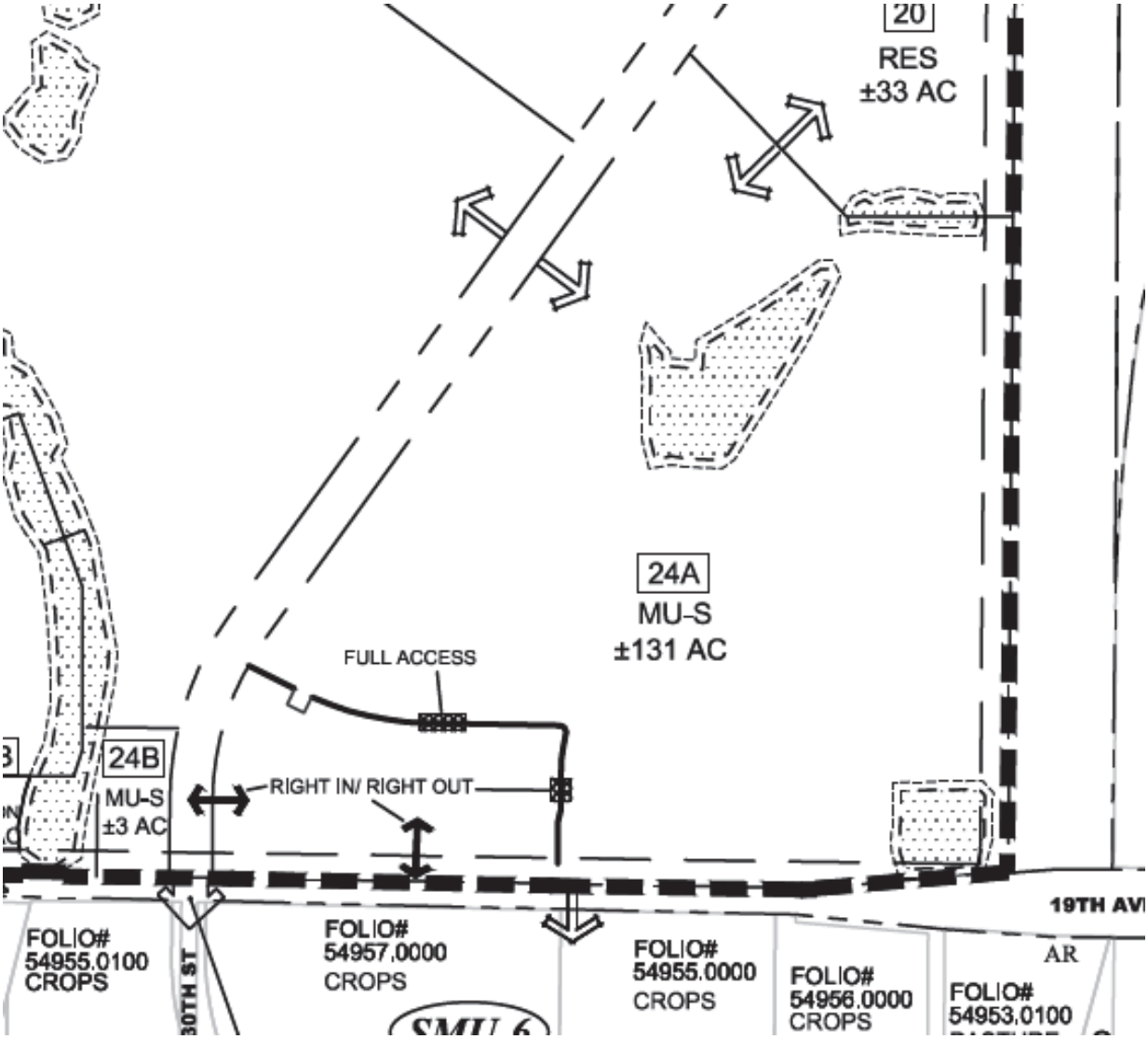
2.2 Immediate Area Map



Location:	Zoning:	Density/F.A.R.	Allowable Use:	Existing Use:
North	PD 14-0815	Tract 24A: 7 du/acre	Residential: SF attached, detached	Currently undeveloped
South	PD 19-0067	Max FAR: 0.50	Light Industrial	Undeveloped/Open Storage/Electrical Substation
East	PD 14-0815	Tract 24A: 7 du/acre	Residential: SF attached, detached	Currently undeveloped
West	PD 14-0815	Internal Street Max FAR: 0.25	Commercial/Retail/Office	Currently undeveloped

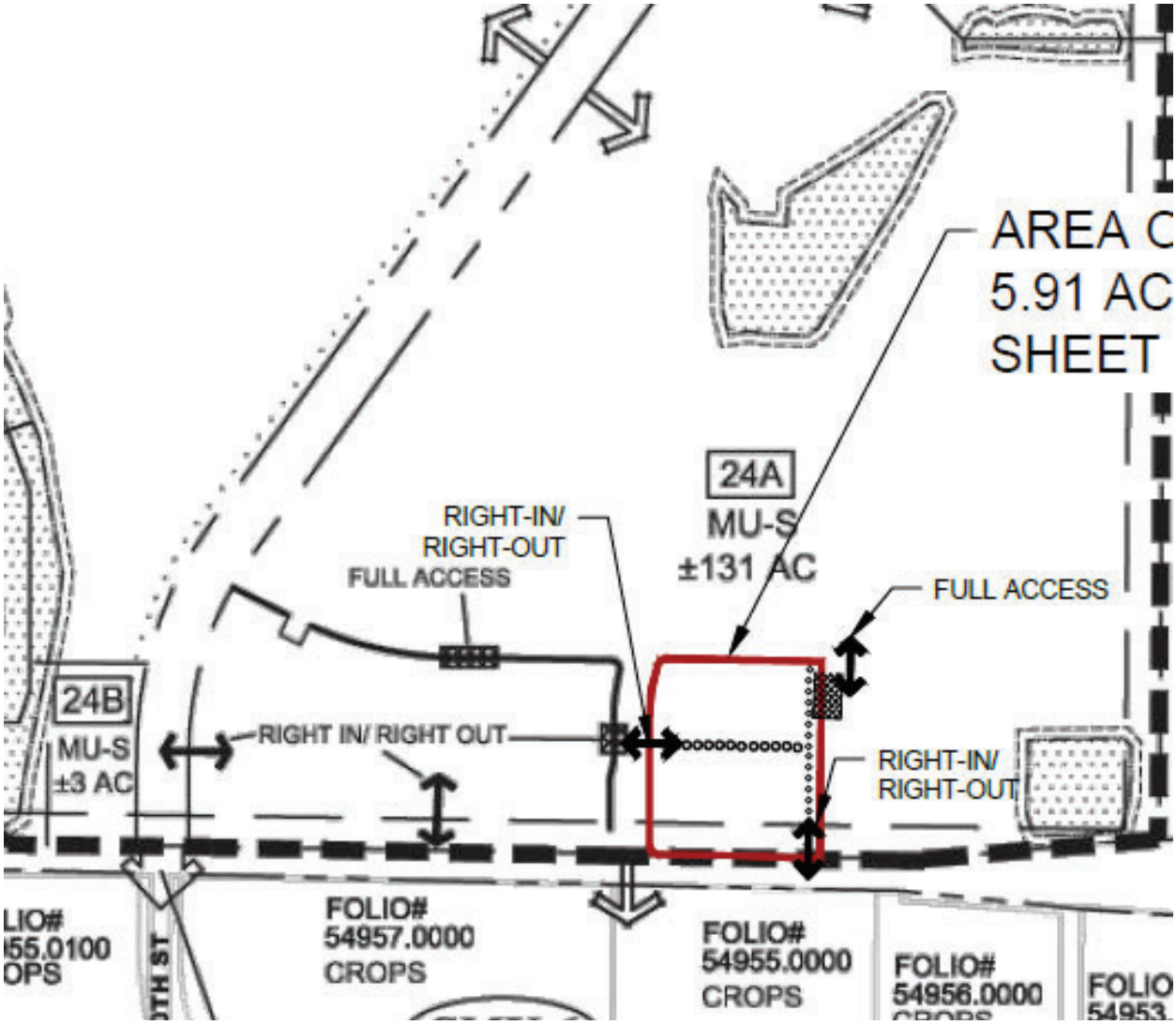
2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Existing Site Plan (Partial)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan



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

Adjoining Roadways (check if applicable)			
Road Name	**Classification**	**Current Conditions**	**Select Future Improvements**
19th Ave NE	County Arterial - Rural	2 Lanes ☐Substandard Road ☒Sufficient ROW Width	☒ Corridor Preservation Plan ☒ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
Turnbuckle Dr.	County Collector - Urban	2 Lanes ☐Substandard Road ☒Sufficient ROW Width	☐ Corridor Preservation Plan ☒ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
Myers Glade Ave.	County Collector - Urban	2 Lanes ☐Substandard Road ☒Sufficient ROW Width	☐ Corridor Preservation Plan ☒ Site Access Improvements ☐ Substandard Road Improvements ☐ Other

Project Trip Generation ☒Not applicable for this request			
	Average Daily Trips	**A.M. Peak Hour Trips**	**P.M. Peak Hour Trips**
Existing	57,246	4,705	5,541
Proposed	57,246	4,705	5,541
Difference (+/-)	+0	+0	+0

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

Connectivity and Cross Access ☐Not applicable for this request				
Project Boundary	**Primary Access**	**Additional Connectivity/Access**	**Cross Access**	**Finding**
North	X	None	None	Meets LDC
South	X	None	None	Meets LDC
East		Vehicular & Pedestrian	Vehicular & Pedestrian	Meets LDC
West	X	None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance ☐Not applicable for this request		
Road Name/Nature of Request	**Type**	**Finding**
Various/Maximum Number of Access Points	Administrative Variance Requested	Approvable
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	**Comments Received**	**Objections**	**Conditions Requested**	**Additional Information/Comments**
Environmental Protection Commission	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Natural Resources	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	
Conservation & Environ. Lands Mgmt.	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
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 ☐ _____			
Public Facilities:	**Comments Received**	**Objections**	**Conditions Requested**	**Additional Information/Comments**
Transportation ☒ Design Exception Requested ☐ Off-site Improvements Required ☐ N/A	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	See Report
Service Area/ Water & Wastewater ☒Urban ☐ City of Tampa ☐Rural ☐ City of Temple Terrace	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Hillsborough County School Board Adequate ☐ K-5 ☐6-8 ☐9-12 ☒N/A Inadequate ☐ K-5 ☐6-8 ☐9-12 ☒N/A	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No	
Impact/Mobility Fees No comments.				
Comprehensive Plan:	**Comments Received**	**Findings**	**Conditions Requested**	**Additional Information/Comments**
Planning Commission ☐ Meets Locational Criteria ☒N/A ☐ Locational Criteria Waiver Requested ☐ Minimum Density Met ☒ N/A	☐ Yes ☒ No	☐ Inconsistent ☐ Consistent ☒ N/A	☐ Yes ☒ No	

5.0 IMPLEMENTATION RECOMMENDATION

5.1 Compatibility

The Planned Development is generally located on the north side of 19th Avenue NE approximately 1,300 feet east of the intersection of 30th Street SE and 19th Avenue NE. The applicant seeks to modify **PD 14-0815, as most recently modified b**y PRS 25-1200, to change the use allocation to allow a fire station on a +/-2-acre area and to allow the portion of Tract 25 currently designated for commercial and retail uses to be located more directly fronting along 19th Avenue NE. The general area is primarily undeveloped vacant land and under construction with the allowed uses of mixed use, manufacturing and single-family and multi-family residential.

The applicant is proposing to modify the approved site plan as it pertains to the development of Folio #54244.0082, for the addition of two right-in / right-out access points and one full access via a shared access facility as depicted on the site plan submitted with this application. The applicant is also proposing Development standards for the parcel.

In addition, Retail and Office design standards for Folio 54244.0082 are proposed to be removed. The design standards being removed apply to the seven (7) Mixed Use and Town Center tracts located throughout the larger PD and provide for traditional neighborhood designs type standards. With the parcel located at the southern end of the PD along 19th Ave NE with commercial and industrial uses across from the parcel on the south side of 19th Ave NE staff does not object to removal of these standards for this parcel.

The Minor Modification request does not impact the site's compatibility with the surrounding area. The application does not request any variations to the Hillsborough County Land Development Code.

5.2 Recommendation

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

6.0 PROPOSED CONDITIONS

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan submitted April 14, 2026.

1. The development of the Waterset project shall proceed in strict accordance with the terms and conditions contained in the Development Order for the DRI, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County. Approval is based upon the General Site Plan received September 8, 2014.

2. The total number of residential units is 6,428, commercial use is 498,480 square feet, and office use is 198,900 square feet. Land Uses may be modified based on the approved Land Use Equivalency Matrix in accordance with the DRI #266 Development Order. As shown in the following table, in order to preserve the multi-use nature of this development, land use exchanges will be limited so that the following minimums and maximums (30%) for each land use will be observed:

Use	Minimum	Approved	Maximum
Single-Family Detached Residential (dus)	2,533	4,0191	4,705
Single-Family Attached Residential (dus)	671	1,0592	1,247
Multi-Family Apartment (dus)	945	1,350	1,755
Commercial I / Retail	336,336	498,480	648,024
Office (sf)	139,230	198,900	258,570
[1] 400 units shall be for Senior Adult Living			
[2] 100 units shall be for Senior Adult Living			

2.1 The area on the certified general site plan identified as Tract 12A cannot be used toward calculating density and/or intensity (FAR) within the Planned Development. Available entitlements under the Comprehensive Plan for this parcel are reserved for the adjacent Planned Development (PD 03-1417). Tract 12A has been removed from the adjacent PD through PRS 14-1076 with the entitlements for Tract 12A remaining in the adjacent PD (PD 03-1417.); and

2.2 Notwithstanding anything on the PD site plan or herein these conditions to the contrary, the maximum amount of development within the area designed on the certified general site plan as Tract 9A shall be limited by certain restrictions placed on the allowable uses and the cumulative trip generation of all existing and proposed uses within Tract 9A, as further detailed below. This condition has the effect that, depending upon the amount and type of uses ultimately developed within the PD, the maximum entitlements described above may not be constructible. Each of the following shall apply:

a. Access to Covington Garden Dr. serving Tracts 9A and 10 shall be required. Such access shall be restricted to right-in/right-out movements only, and the developer shall construct a raised concrete separator concurrent with the initial increment of development within Tract 9A. Access to Paseo al Mar Blvd. serving Tracts 9A and 10 shall be optional. Only right-in/right-out access to Paseo al Mar Blvd. shall be permitted. If there is access only to Covington Garden Dr., then the maximum development potential within Tract 9A shall be significantly less, as governed by the trip cap thresholds which apply separate to each access as further described below. Additionally, in the event optional Paseo al Mar. Blvd. access is constructed:

i. The internal layout/configuration of the internal drive aisles within Tract 9A shall be subject to review and approval of Hillsborough County Public Utilities at the time of plat/site/construction plan review; and,

ii. Concurrent with plat/site/construction plan approval, the property owner shall dedicate and convey an ingress/egress easement to Hillsborough County, such that Tract 10 can be accessed through the optional driveway connection within Tract 9A.

b. The cumulative gross trip generation of all uses within Tract 9A shall not exceed the following thresholds at the required Tract 9A Covington Garden Dr. access:

i. An inbound a.m. peak hour amount equal to 50 gross inbound a.m. peak hour trips less the number of gross inbound a.m. peak hour trips generated by development within Tract 10; and,
ii. An inbound p.m. peak hour amount equal to 50 gross inbound p.m. peak hour trips less the number of gross inbound p.m. peak hour trips generated by development within Tract 10.

c. The cumulative gross trip generation of all uses within Tract 9A shall not exceed the following thresholds at the optional Tract 9A Paseo al Mar Blvd. access:

i. An inbound a.m. peak hour amount equal to 80 gross inbound a.m. peak hour trips less the number of gross inbound a.m. peak hour trips generated by development within Tract 10; and,
ii. An inbound p.m. peak hour amount equal to 80 gross inbound p.m. peak hour trips less the number of gross inbound p.m. peak hour trips generated by development within Tract 10.

d. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on the site. The list shall contain data including gross floor area, type of use, date the use was approved by Hillsborough County, references to the site/subdivision Project Identification (Pl) number (or if no PI number exists, a copy of the permit or other official reference number), calculations detailing the individual increment and cumulative project gross trip generation impacts, and source for the data used to develop such estimates.

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

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

3 .1 (1) the original approved amount of development [number and type of residential units or square feet], (2) the amount of development [number and type of residential units or square feet] having previously received Preliminary Plan or Preliminary Plat approval, (3) the amount of development proposed by the Preliminary Plan or Preliminary Plat for the subject portion of the project, and (4) the remaining

development entitlements, by type of development, after Preliminary Plan or Preliminary Plat submittal for the subject portion of the project. The Tracking Table shall document any land use trade-offs undertaken prior to the time of Preliminary Plan or Preliminary Plat submittal for the subject portion of the project. The Tracking Table shall include the original amount of Park acreage to be provided, the amount having previously received Preliminary Plan or Preliminary Plat approval, the amount proposed by the Preliminary Plan or Preliminary Plat submittal for the subject portion of the project, and the remaining park acreage to be provided.

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

5. Single-family, duplex and townhome residential development shall comply with the following requirements:

Single-Family Design Standards

Development Type:	Single-Family Detached Standard Lot	Single-Family Detached Slim Lot (el	Single-Family Detached with Alley Access	Single-Family Detached Cluster Home (fl
Standards:				
Minimum Lot Size(a)	4,000 sf	2,800 sf	3,200 sf	2,500 sf
Minimum Lot Width	40 ft	28 ft 33 ft on comer lots	30 ft	20 ft
Minimum Front Yard (bl	10ft (b)	10 ft (b)	10ft (b)	5 ft (g)
Minimum Side Yard (cl	0 ft (c)	0 ft (c)	0 ft (c)	5 ft (g)
Minimum Rear Yard (d)	15 ft (d)	15 ft (d)	15 ft (d)	5 ft (g)
Maximum Lot Coverage	50%	70%	70%	80%(f)
Maximum Height	45 ft	45 ft	45 ft	45 ft

(a) Single-family detached standard lots and single-family detached slim lots less than 4,000 sf shall not exceed 25% of the total SFD lots.

(b) Front loaded garages shall be setback a minimum of 20-feet from the right-of-way.

(c) Minimum building separation is 10 feet; If proposed side yard is less than 5-feet, applicant must demonstrate that the 10-foot separation will be provided, through submittal of adjacent property survey showing location of adjacent structure or deed restriction/easement; When the side yard setback is less than 7.5 feet or building separation is less than 15-feet, roof gutters must be installed on that side of the structure. An attached porte cochere may utilize a 3-foot side yard setback.

(d) An attached garage may utilize a 3-foot rear yard setback. If accessed by an alley, garages shall be setback either 5 ft, 11 ft or 20 ft or greater, from the edge of the alley pavement.

(e) Units shall include architectural features such as decorative roof elements, arbors or pergolas as the front and rear facades. The level of detailing shall be consistent with the architectural theme. At comer lots, the detailing shall be continued onto the exposed side wall; and, where the home design directs roof runoff water to the side yards, gutters shall be provided on each unit that direct water to the front or rear of the lot. The front door of the unit shall be on the front façade facing the street. The building shall be a minimum of two (2) stories. The garage door shall be single wide and the front yard garage setbacks will be staggered with a 20-foot minimum setback and a 30-foot maximum setback. The parking ratio shall be 3-spaces per unit with one garage space, one driveway space and one space in a common parking lot. Common parking areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.

(f) Cluster homes shall be comprised of single-family detached units, duplex units or a combination of both, with a shared drive aisle and vehicular courtyard; the shared drive aisle does not count towards lot area; the parking ratio shall be 3-spaces per unit. A minimum of two parking spaces per unit shall be provided on-site. Remaining required parking spaces may be provided through on-street parking or in a common parking area, or in a combination of both. Common parking areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.

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

Duplex and Townhouses Design Standards

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

(a) Front loaded garages shall be setback a minimum of 20-feet from the right-of-way.

(b) Minimum building separation is 10 feet. An attached porte cochere may utilize a 3 foot side yard setback; when the side yard setback is less than 7.5 feet or building separation is less than 15-feet, roof gutters must be installed on that side of the structure.

(c) An attached garage may utilize a 3-foot rear yard setback. If accessed by an alley, garages shall be setback either 5 ft, 11 ft or 20 ft or greater, from the edge of the alley pavement.

(d) Cluster homes shall be comprised of single-family detached units, duplex units or a combination of both, with a shared drive aisle and vehicular courtyard; the shared drive aisle does not count towards lot area; The parking ratio shall be 3-spaces per unit. A minimum of two parking spaces per unit shall be provided on-site. Remaining required parking spaces may be provided through on-street parking or in a common

parking area, or in a combination of both. Common parking areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.

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

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

7. Lots adjacent to the Lake St. Clair community, and lots that are west of and across from Covington Garden Drive where Covington Garden Drive abuts the Lake St. Clair community, shall be single-family detached units and shall be a minimum of 50 feet wide.

8. Lots adjacent to the Oxford subdivision (Covington Park Phase 4A) and the Carrington subdivision (Covington Park phase 5B) shall be single-family detached units and shall be a minimum of 40 feet wide.

9. Within all tracts, each detached single-family standard dwelling unit is permitted one accessory dwelling unit, a maximum of 45' in height, on the same lot with up to 900 square feet of living space. A variance to increase this amount may be requested provided the residential lot is at least 14,520 square feet in size and the living space proposed for the accessory dwelling does not exceed 1,200 square feet or 25 percent of the living space in the principal dwelling on the lot, whichever is less. The accessory dwelling may be a detached structure or attached to the principal single-family dwelling on the lot.

10. The Mixed Use North (MU-N), Mixed Use Central (MU-C), and Mixed Use South (MUS) tracts (Tracts 2, 8, 9, 9A, 24A and 24B) and Town Center (Tract 7) tracts shall be developed with the following uses:

10.1 Commercial General (CG) district uses with a maximum FAR of 0.25. The following CG zoning uses shall be prohibited in Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7) tracts: Radio and Television Transmitting facilities; Lawn Care/Landscaping; Lumber/Other Building Materials; Minor Motor Vehicle Repairs; Motor Vehicle Sales, Rentals, and Auctions (All Types); Recreational Vehicle Sales and Rentals; Private Pleasure Craft Sales and Rentals; Rental Leasing, Light Equipment and Farm Equipment; Wholesale Distribution; Labor Pools (All Types); Mini-warehouses.

10.2 Business Professional Office (BPO) district uses.

10.3 Residential units at a maximum density of 20 units per acre. Residential dwelling types may include single-family detached, villa-duplex, townhouse, and multi family.

10.4 Home Occupation uses may be allowed as an accessory use in a dwelling unit, in a manner clearly incidental and accessory to the residential use.

10.5 Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, day care, schools and churches or other religious institutions.

10.6. Mixed use buildings incorporating such uses as, but not limited to, office, retail, restaurant, livework units and residential uses shall also be permitted.

10.7 Within each tract (Tracts 2, 7, 8, 9, 9A, 24 A and 24B standard distance requirements for the Alcoholic Beverage Development Permit per Section 6.11.11.D shall not apply being these tracts are mixed uses/town center tracts.

10.8 Within the Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7), to allow interconnectivity, no buffering shall be required between residential and non-residential uses.

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

Standards:

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

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

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

Standards:

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

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

11.2 The property depicted on the General Site Plan for PRS 25-0473 shall comply with the following requirements:

Standards:

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

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

**An individual parcel may exceed the maximum as long as the cumulative for the +/- 5.91 acre project site does not exceed the 50%.

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

12.1 Facades shall be parallel to straight frontage lines and the chord of curved or broken frontage lines.

12.2 Not less than 40 percent of the total surface area of the first floor front elevation shall be in public entrances and windows. Windows utilized to meet this requirement shall be transparent.

12.3 All street-level retail uses with sidewalk frontage shall have an individual entrance with direct access to the sidewalk, regardless of any other access which may be provided.

12.4 Buildings shall be articulated so that facades which face public streets and exceed 50 feet in horizontal length shall include vertical piers, columns, colonnades or other vertical visual elements to break the plane of the facade. Such vertical visual elements shall be spaced 15 feet to 3 5 feet apart along the facade.

12.5 Galleries and arcades may be constructed over sidewalks in the public right-of- way provided an easement agreement is approved by and dedicated to Hillsborough County to guarantee public use of the sidewalks. In such cases, the distance from the storefront to the inside face of the support columns shall be a minimum of eight feet, and the distance from the outside face of the support columns to the inside edge of the street curb shall be no less than 36 inches.

12.6 Drive-through window services and queuing lanes for such services may not be located between the front facade of the building and the main street, and must be designed so as to have minimal impact on pedestrian traffic along the main street.

12.7 These design standards shall not be applicable to property depicted on the General Site Plan for PRS 25-0191 nor PRS 26-0473.

13. Track 25B shall be developed with a fire station. The Retail/Office tract (Tract 25A) shall be developed with the following uses:

13.1 Commercial General Uses (CG) in accordance with CG district standards. However the following CG zoning uses shall be prohibited: Radio and Television Transmitting facilities; Lawn Care/Landscaping; Lumber/Other Building Materials; Minor Motor Vehicle Repairs; Motor Vehicle Sales, Rentals, and Auctions (All Types); Recreational Vehicle Sales and Rentals; Private Pleasure Craft Sales and Rentals; Rental Leasing, Light Equipment and Farm Equipment; Wholesale Distribution; Labor Pools (All Types); Mini-warehouses.

13.2 Business Professional Office (BPO) uses shall be in accordance with BPO district standards. To insure mixed use, a minimum of 15% of the total tract square footage of development shall be devoted to office uses.

14. Wireless communication facilities, subject to Section 06.11.29 of the Land Development Code, shall be permitted in the Mixed Use North, Mixed Use Central and Mixed Use South tracts (Tracts 2, 8, 9, 9A and 24A and 24B) the Town Center tract (Tract 7) and the Retail/Office tract (Tract 25A). All wireless communication structures shall be camouflaged.

15. Park, recreational and school uses shall be allowed on all Tracts. The School sites may be co-located with the Parks subject to the execution of a co-location agreement between the Hillsborough County School Board and the Hillsborough County Parks and Recreation Department, the acreage in Tracts 11 and 18 designated for schools, parks and recreation facilities may be modified as provided for in said agreement. Should Hillsborough County Parks Department or Hillsborough County School Board determine any of the sites are not required the use permitted shall be residential.

16. Upon request of the School Board, the Developer shall dedicate and convey at no cost to the Hillsborough County School Board, upland land of a total of 40 acres that is acceptable to the Hillsborough County School Board to accommodate up to 2,300 student stations at the elementary and/or middle school level. The Developer shall convey this acreage upon request by the School Board. The property shall be conveyed within six (6) months of the date of the request, but not conveyed prior to June 1, 2016, unless otherwise agreed upon by the Developer and the Hillsborough County School District. The Developer shall construct the roads shown on the General Site Plan that provides access to the school sites. This road will be constructed and conveyed to the appropriate governmental entity no later than January 1, 2017, unless otherwise agreed upon by the Developer and the Hillsborough County School District. Prior to any such conveyance, the Developer shall provide for construction vehicle access, as may be necessary by the Hillsborough County School District. If the school site(s) is not accepted by the Hillsborough County School Board, the site(s) may be used for single-family or multifamily

residential development only so long as the total number of dwelling units does not exceed the number of units allowed. [THIS CONDITION HAS BEEN SATISFIED.]

17. There shall be a minimum of twenty-seven (27) acres of community and neighborhood park/recreation areas provided, which acreage shall include mini-parks and the trail (South Coast Greenway) corridor, throughout the project. Said parks shall be connected to all dwelling units by a system of sidewalks and crosswalks and shall be plainly visible from subdivision streets to promote user safety. They shall be distributed throughout the subdivision so the dwelling units within the subdivision are located within 1,320 feet of a park as measured in a straight line, and pedestrian access from those lots to the park is not precluded by natural or man-made barriers. The total amount may be distributed into a single area or multiple areas as necessary to provide the required placement. Said parks shall be owned and maintained by a homeowner's association, community development district, or other similar entity.

18. An 80-acre park for a regional sports complex shall be located in Tract 13.

19. The Developer shall: (a) include the school sites and the park sites in its Master Drainage Plan so as to enable the County and the School District to avoid the expense of providing on-site stormwater retention and, (b) shall provide the infrastructure for both potable water and central sewer service in conjunction with the construction of the road that will provide access to the sites.

20. Tract 10 shall be for a Hillsborough County Reclaimed Water Tank(s).

21. A community Fire Station shall be located within Tract 25B. It shall be a minimum of 1.2 acres in size or a site sufficient to accommodate the construction of a 10,000 s.f. one-story fire station facility. This acreage and/or site, shall be sufficient to provide for all related site requirements and/or improvements (e.g. parking, circular drive, ingress and egress driveways) as determined by Hillsborough County. The Developer shall provide stormwater facilities off-site, within the master storm water system or onsite within an expanded site boundary, as agreed upon by the Hillsborough County Fire Rescue Department. The site shall have direct access to 19th Ave. NE. Notwithstanding anything herein these conditions or on the PD site plan to the contrary: a) the access connection(s) serving Tract 25B shall be for the exclusive use of the Fire Station; and, b) the number and location of these access connection(s), as well as the extent to which site access improvements may be required, shall be determined at the time of site/construction plan review for development within this Tract.

    The Developer shall dedicate and convey this site to the County at no cost to the County. Impact fee offsets for the dedication of the fire station property shall be awarded in accordance with the requirements of state law and the procedures of the Consolidated Impact Assessment Program Fee Ordinance. Prior to preliminary site plan or preliminary plat approval within any of the above mentioned area, the developer shall coordinate with the Hillsborough County Fire Rescue office to determine the specific size during the site plan review phase. Within 90-days of a request by Hillsborough County Fire Rescue Department, the developer shall dedicate and convey the property.

22. Recreational enhancements to the Lake in Tract 5 may be permitted and may include, but not be limited to, such uses as boardwalks, docks, recreational buildings, and beach improvements. Any improvements shall be subject to approval by the Environmental Protection Commission and other agencies having regulatory jurisdiction. Said recreational enhancements shall be owned and maintained by a homeowner's association, community development district, or other similar entity.

23. Existing agricultural uses may continue to operate at no greater intensity than at present and shall be considered conforming uses until such time as they are developed as residential. No agricultural activities shall be initiated on land not previously under such uses. Silvicultural activities shall be limited solely to upland areas and shall not be conducted within 30 feet of the EPC wetland line.

24. Within the Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7) tracts, on-street parking can be credited towards the required number of spaces. Parking may be permitted on another lot in conformance with Hillsborough County code Section 6.05.02(D).

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

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

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

26. A minimum 8-foot wide sidewalk shall be provided which connects the South Coast Greenway to the 80-acre Regional Sports Complex. [THIS CONDITION HAS BEEN SATISFIED.]

27. Residential tracts abutting Waterset Boulevard shall have a 24-foot buffer from the road right-of-way.

28. If multi-family or single-family attached residential units are proposed along the northern property line of Tract 16 or along the southern property line of Tract 21, a minimum 30- foot setback shall be required to the principal structure(s) from the perimeter property line.

29. For residential uses on Tracts adjacent to 1-75 or the CSX Railroad, buffering shall be provided in accordance with Section 6.06.00.06.C.6., Areas of Excessive Traffic or Noise.

30. Lots may have access via a shared driveway. The width of the shared driveway shall be the same as a standard driveway. Access via alleyways and shared parallel driveways to the roadways shall be encouraged and permitted, given they meet applicable County standards. The Developer may also propose additional context sensitive and livable roadway design alternatives for review and acceptance by County transportation staff.

31. The internal access points depicted on the General Site Plan are conceptual. Any modification to the location and number of access points shall be reviewed by Hillsborough County during the construction plan review phase. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department. Final design, if approved by Hillsborough County Development Services Department may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.

32. Prior to Site Plan Approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. Turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526 and an asphalt

overlay shall be applied over the entire portion of roadway where any turn lane is provided. The Developer shall construct the turn lanes at his expense.

33. Turn lane improvements as shown in the following table will be provided at time of construction of adjacent project access roads and Traffic Signals will be provided when warranted; Annually, the Developer shall complete an evaluation with FDOT and Hillsborough County, as appropriate, to determine whether a warrant study is required for the signalization of the roadway intersections identified. Should it be determined that a warrant study is required, the Developer shall provide same in the annual report. Furthermore, if a traffic signal is warranted, and the results are approved by Hillsborough County, then the developer shall submit 100% signal design plans to Hillsborough County within 180 days of Hillsborough County approval. Construction of the traffic signal shall commence within 120 days of approval of the final signal plans by Hillsborough County. If Hillsborough County elects to conduct a traffic signal warrant and finds that a signal is warranted, then the developer shall comply with the timing schedule described above.

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

34. A minimum of fifty (50) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway. If any neighborhood pod/cluster has 150 or more dwelling units, then the Developer shall provide vehicular cross-access to an adjacent neighborhood pod/cluster that has its own access to a roadway shown on the General Site Plan, unless the cross-access is not feasible due to environmental constraints.

35. Within all Mixed Use (Tracts 2, 8, 9, 24 A and 24B) and Town Center (Tract 7) tracts, a minimum of sixty (60) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway.

36. Throughout the development, the Developer shall provide pedestrian and bicycle interconnectivity between adjacent pods/clusters that do not provide for vehicular access between the pods/clusters, unless the interconnectivity is not feasible due to environmental constraints. All access shall be via an improved surface such as a sidewalk, wood boardwalk, pavers, or pervious concrete, and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act; access shall not be via grass, gravel, sand, mulch, or some other non-compacted surface. Bicycle and pedestrian connectivity points shall be spaced such that, where possible, they are no more than 1,320 feet apart. Distance between connectivity points shall be shown on all preliminary plat submittals.

37. At the time of Final Plat approval, the Developer shall dedicate and convey a minimum of 124 feet of right-of-way for 30th Street, from the northern property line of Tract 16 to the southern project boundary, and a minimum of 110 feet of right-of-way from the southern property line of Tract 12 to Apollo Beach Boulevard. [THIS CONDITION HAS BEEN SATIFIED.]

38. At the time of Final Plat approval of the adjacent phase or at the request of Hillsborough County, whoever is earlier, the Developer shall dedicate and convey a minimum of one hundred and twenty four (124) feet of right-of-way for Road A, from the western project boundary to Waterset Blvd.

39. The Developer shall dedicate and convey to Hillsborough County a minimum of 124 feet of right-of-way for Waterset Blvd. The right-of-way shall extend from Big Bend Rd to the development's southern property boundary.

40. The Developer shall dedicate and convey a minimum of 64 feet of right-of-way for Covington Garden Dr., in the location generally shown on General Site Plan. The right-of-way extend from Big Bend Rd. to Waterset Blvd. [THIS CONDITION HAS BEEN SATIFIED.]

41. The Developer shall construct two (2) lanes of the north-south arterial (Waterset Boulevard) from the northern property boundary to the southern property boundary. The roadway shall be designed as a two (2) lane divided roadway expandable to four (4) lanes within the median. The roadway shall include bicycle lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards. Additionally:

    41.1 The Developer shall construct Waterset Boulevard, between Covington Garden Dr. and 19th Ave. NE, commensurate with the development of adjacent tracts, but in no event later than February 25, 2028.

    41.2 By December 31, 2023, the Developer shall complete a continuous north-south road connection, consisting of either: (a) Waterset Boulevard in its entirety; or, (b) Waterset Boulevard to its point of intersection with 30th Street, and 30th Street from the southern property boundary to its point of intersection with Waterset Boulevard. [CONDITION 41.2 HAS BEEN SATIFIED.]

42. With respect to the east-west collector (Road A) from Waterset Blvd. to the western property boundary:

    42.1 The master drainage system within tracts adjacent to the Road A right-of-way shall be constructed to accommodate drainage for a future four (4) lane divided roadway, and include bicycle lanes, and sidewalks.

    42.2 The design and construction of the roadway segment between Waterset Blvd. and Freestone Cir. shall be as a two (2) lane divided roadway expandable to four (4) lanes within the median. The roadway shall include bicycle lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards.

    42.3 The developer shall only be required to stabilize, sod or seed, and construct drainage systems within that portion of the 124 foot-wide-right-of-way between Freestone Circle and the western property boundary, as necessary to accommodate the stabilized interim condition.

    42.4 The Developer shall construct Road A, as described above, commensurate with the development of adjacent tracts, but in no event later than February 25, 2028.

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

    The Developer shall construct Covington Garden Dr., commensurate with the development of adjacent tracts, but in no event later than December 31, 2023. [THIS CONDITION HAS BEEN SATIFIED.]

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

    The Developer shall construct the Apollo Beach Boulevard extension commensurate with the development of adjacent tracts, but in no event later than December 31, 2017. [THIS CONDITION HAS BEEN SATIFIED.]

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

    The Developer shall construct 30th Street commensurate with the development of adjacent tracts, but in no event later than April 28, 2025. [THIS CONDITION HAS BEEN SATIFIED.]

46. Railroad crossing and/or access shall be subject to review and approval by C.S.X.

47. A sidewalk shall be constructed along the property boundary of US 41. A waiver may be permitted if the developer provides written documentation from C.S.X. railroad and FDOT that the sidewalk cannot be constructed due to railway safety issues.

48. The Developer shall provide for a continuous east-west roadway (Milestone Drive) from Covington Garden Drive through Tracts 3, 4, 5, and 7, and terminating at Apollo Beach Boulevard. If the 80-acre Regional Sports Complex is not located in Tract 12, then a roadway connection with Milestone Drive shall be provided through Tract 12 to its southern property boundary. [THIS CONDITION HAS BEEN SATISFIED.]

49. In the event the final permits and designs are completed for a 4-lane bridge extending Apollo Beach Boulevard over Interstate 75, ("the I-75 Flyover Bridge"), then within 60 days of the County's acceptance of final permits and designs the 1-75 Flyover Bridge the Developer shall dedicate and convey within Tract 6 sufficient right-of-way of a width not less than 124 feet, or that necessary to accommodate the I-7 5 Flyover Bridge as designed, whichever is greater. Such dedication and conveyance shall also include land sufficient to accommodate drainage for the 1-75 Flyover Bridge. The Developer shall be responsible for constructing the remaining 4-lane extension of Apollo Beach Boulevard from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs and conditions described herein these zoning conditions.

    No development shall occur within 600 feet of the southernmost property boundary of Tract 6 until such time as the final alignment of the Apollo Beach Boulevard extension is approved by Public Works. [THIS CONDITION HAS BEEN SATIFIED.]

50. Houses fronting the collector roadways shall be permitted, if access is provided via alleyways parallel to the roadway given they meet applicable County standards. The Developer may also propose additional context sensitive and livable roadway design alternatives for review and acceptance by County transportation staff. TND street typical sections from the Hillsborough County Transportation Technical Manual may be used as an option.

51. The Developer shall construct the Regional Roadway Improvements as required in the Waterset Development of Regional Impact Development Order conditions. The Big Bend Road traffic analysis shall be started no later than January 31, 2015. The Apollo Beach and US 41 Intersection shall be completed no later than December 31, 2016, unless the process of obtaining necessary CSX approval makes it impossible for the Developer to meet this deadline, in which case the deadline shall be extended to a date mutually acceptable to the Developer and Hillsborough County. Contributions related to the 1-75 Flyover Bridge shall proceed in accordance with the terms and conditions set forth in the Development Order. [THIS CONDITION HAS BEEN SATIFIED.]

52. The Developer shall install traffic signals, when warranted and approved by Hillsborough County, at the intersections of the major north/south collector roadways. Prior to Construction Plan Approval, the Developer shall submit a Traffic Signal Warrant Study to determine when the traffic signal is warranted. Once warrants are established, the Developer shall submit preliminary design plans for the signal concurrent with the design plans for the intersection. The Developer shall be responsible for the cost of the design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department.

53. The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. Except as otherwise required herein these conditions, the sidewalks shall be a minimum width of five (5) feet and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act. The trail (South Coast Greenway) described in Condition 25 may be provided in lieu of a 5-foot sidewalk along the side of a roadway to which the trail is adjacent.

54. Transit Amenities. The Developer shall provide two bus bays with shelters and associated amenities at the bus stops and associated roadway improvements along 19" A venue, to be generally located between 24" and 30" Streets and 30" and the eastern property line respectively. The Developer shall also provide ADA sidewalks and connections from the internal development with direct access to the transit improvements.

55. The Developer shall cooperate with HART in the future placement of bus stops and related facilities along the major corridors through the project including providing notice to the Community Development District and the Home Owners Associations(s) of the planned future placement of these facilities within the community.

56. The Developer shall coordinate with HART, Tampa Electric Company (TECO) and Hillsborough County to locate a Park & Ride/Trail Head facility along Waterset Boulevard at the TECO right-of-way crossing between either Tracts 13 and 16 or Tracts 14 and 17. The Park & Ride location shall accommodate buses, bicycles, vanpools and carpools. [THIS CONDITION HAS BEEN SATIFIED.]

57. The Developer shall coordinate with HART and Tampa Bay Area Regional Transportation Authority (TBARTA) to promote multi-modal alternatives by distributing ridesharing information to be provided by HART and TBARTA to the project residents and employees.

58. The Developer shall provide documentation, satisfactory to Hillsborough County, depicting all flood zones for the development, and the potential areas of wave action for category B, C, D, and E evacuations, prior to or concurrent with construction plans or building plans submitted for approval.

59. Non-residential signs with the project shall be limited to building signs and monument signs. All monument signs shall be a maximum of 15 feet in height and shall be constructed of materials similar to the buildings they serve and comply with all Land Development Code sign regulations. Billboards shall be prohibited. Notwithstanding the foregoing, pole signage shall be permitted on folio numbers 053966.0010 and 053975.2432 in accordance with the Land Development Code.

60. Approval of this application does not ensure that water will be available at the time when the applicant seeks approval to actually develop.

61. The locations of trees that qualify as Grand Oaks must be identified on the submitted preliminary plan/plat as part of the Site Development/Subdivision Review process. Site design features to avoid the removal of these trees are to be displayed on the submitted preliminary plan.

62. An evaluation of the property identified a number of significantly mature trees. The stature of these trees would warrant every effort to minimize their removal. The applicant is encouraged prior to submittal of preliminary plans through the Land Development Code's Site Development or Subdivision process to consult with staff of the Natural Resource Unit for design input addressing these trees.

63. The developer shall provide a wildlife survey of any endangered, threatened, or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines. The survey information must be provided upon submittal of the preliminary plans through the site development/subdivision process.

64. A Gopher tortoise burrow survey in accordance with the Florida Fish and Wildlife Conservation Commission (FFWCC) published wildlife methodology guidelines must be submitted. A discussion of any commensal species observed during this survey must be included. A copy of the survey and documentation indicating the method to be used for managing gopher tortoises and other potential listed species observed on-site must be provided to Natural Resource Review of the Development Services Department upon submittal of all preliminary plats. Essential Wildlife Habitat as defined by the Hillsborough County Land Development Code must be addressed if applicable in consideration of the overall project boundaries.

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

66. Approval of the zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval. The construction and location of any proposed wetland crossing for internal roadways and adjacent development road connection alignments shall be reviewed by EPC pursuant to Chapter 1-11, Wetlands, Rules of the EPC, to determine whether such crossing and alignments are necessary to accomplish reasonable use of the subject property. Prior to the issuance of any building or land alteration permits or other development, the wetlands must be field delineated in its entirety by EPC staff and the wetland line surveyed. The survey must then be submitted to EPC staff for approval. After survey approval, the wetland line must appear on all site plans and must be labeled as "EPC Wetland Line." The wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code.

67. Construction of this site must meet the criteria of the Stormwater Technical Manual in effect at the time of Construction Plan submittal.

68. The site is located within a sub-basin of the Bullfrog Creek Watershed and is defined as having a peak-sensitive basin flow capacity (discharge limited to 2.33 year, 24-hour pre-developed peak rate), if there is a positive outfall.

69. If there are stormwater drainage complaints more stringent discharge rates may be imposed. This area does on appear on the Department of Public Works list of "redlined areas."

70. All areas which convey or store stormwater will have an associated 100-year floodplain due to stormwater runoff and flows, including those conveyance and storage facilities in storm surge areas. The Engineer -of-Record shall

be responsible for determining the on-site 100-year floodplain elevations if not determined by a FEMA study. No development (structures or fill) shall be allowed in any 100-year frequency non-tidal floodplain unless provisions are made to compensate for the reduction in storage volume due to the proposed development.

71. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.

72. The technical manuals are designed to limit impacts due to new development to adjacent properties but contain criteria that may be exceeded by conditions beyond Hillsborough County control.

73. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

74. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

75. Prior to approval by the Hillsborough County Board of County Commissioners at the scheduled Land Use Meeting, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above, the Land Development Code (LDC) and/or the recommendations of the Land Use Hearing Officer. The revised general site plan shall be certified upon approval of the petition at the scheduled Board of County Commissioners Land Use Meeting. Prior to petition approval and certification, if it is determined the certified plan does not accurately reflect the conditions of approval, the requirements of the LDC and/or the recommendations of the Land Use Hearing Officer, as may be modified at the Board of County Commissioners Land Use Meeting, said plan will be deemed invalid and a revised General Development Plan shall be submitted for certification. Certification of the revised plan (and approval of the petition) shall occur at the next available Board of County Commissioners Land Use Meeting. The submittal deadline for the revised General Development Plan under all of the above scenarios shall be the deadline for the filing of Oral Argument.

Conditions of approval 76 – 85 shall apply to area modified by PRS 25-0191, i.e. (Folio No. 54244.0062), hereinbelow referred to as the "Subject Area":

76. Notwithstanding anything herein these conditions to the contrary, the Subject Area shall be served by (and limited to) four (4) vehicular access connections at the following points, as displayed on the site plan:

    a. One (1) right-in/right-out access to 19th Ave NE;
    b. One (1) right-in/right-out access to 30th St NE;
    c. One (1) right-in/right-out access to the north-south collector roadway located along the eastern boundary of the Subject Area; and,
    d. One (1) full access to the east-west collector roadway located along the northern boundary of the Subject Area.

77. Prior to or concurrent with the initial increment of development within the Subject Area, the developer shall be required to construct the following site access improvements:

    a. A northbound to eastbound right turn lane on 30th St NE into the Subject Area;
    b. A westbound to northbound right turn lane on 19th Ave. NE into the Subject Area.
    c. A raised concrete separator along 19th Ave NE sufficient to restrict the access authorized via Condition 76.a, above, such that only right-in/right-out movements are permitted (i.e. for a minimum distance of 100 feet from either side of the access, or as otherwise approved by Hillsborough County at the time of site/construction plan review); and,

i. A raised concrete separator along the portion of the north-south collector roadway located along the east side of the Subject Area (i.e. convert those striped portions of the existing median to a raised concrete median, such that there is a continuous raised concrete median along the north-south collector roadway between the east- west collector roadway located along the north side of the Subject Area and 19th Ave. NE).

78. The developer shall be required to convert those portions of the striped median along the east-west collector roadway located north of the Subject Area to raised medians, where such striping is not otherwise removed for the purposes of converting such area for usage as a turn lane.

79. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, the following site access and other improvements shall be substantially complete for beneficial use prior to issuance of Certificates of Occupancy (temporary or otherwise) for any development within the subject area:

a. Signalization of the intersection of 30th St. NE and 19th Ave NE;
b. Construction of an eastbound to northbound left turn lane on 19th Ave. NE at its intersection with the north-south collector roadway located immediately east of the Subject Area;

80. Prior to or concurrent with the initial increment of development within the Subject Area, the developer shall construct a mid-block pedestrian crossing between the pedestrian sidewalk located along the eastern side of 30th St. NE and the South Coast Greenway trail located along the west side of 30th St. NE. Such crossing shall be located at or in the vicinity of the intersection of 30th St. NE and the east/west collector roadway located along the northern boundary of the Subject Area. Final location shall be subject to review and approval by Hillsborough County Public Works. The developer shall be responsible for installing all signage, pedestrian signalization and/or Rapid Rectangular Flashing Beacons (RRFBs) determined to be necessary by Public Works.

81. 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.

82. 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.

83. 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).

84. 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.

85. Applicable only to the area under PRS 25-0191: Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development plan or certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.

86. Applicable only to the area under PRS 25-1200: Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development plan or certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.

86.1 In accordance with LDC Section 5.03.07.C, the certified PD general site plan for PRS 25-1200 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.

86.2 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.

86.3 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.

86.4 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.

86.5 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.

86.6 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.

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

86.8 Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

87. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development plan or certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.

88 If PRS 26-0473 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated March 16, 2026), which was found approvable on April 13, 2026. Approval of this Administrative Variance will allow the subject site to exceed the maximum two (2) access connections permitted under County Land Development Code, Section 6.04.03.I. to allow for an additional access connection.

88.1 The subject parcel (Folio# 54244.0082) shall be permitted the following access connections:

- One restricted right-in/right-out access on 19th Ave NE. The access shall be constructed with a westbound right turn lane and a traffic separator to prevent left turn movements to and from 19th Ave NE.
- One restricted right-in/right-out access on Turnbuckle Dr. The access shall be constructed with a northbound right turn lane and a traffic separator to prevent left turn movements to and from Turnbuckle Dr.
- One full access connection to Myers Glade Ave. within the bounding box shown on the PD site plan. The access connection will only be permitted along the project frontage if it can meet minimum required spacing from all other access (driveway) connections and roadway intersections along Myers Glade Ave.
- Shared access/cross access shall be provided to the adjacent property (folio# 54244.0084) to the east.

88.2 A westbound left turn lane shall be constructed at the intersection of Myers Glade Ave. and Turnbuckle Dr. with the initial increment of development.

88.3 With each increment of development, a trip generation and site access analysis shall be submitted to determine if additional turn lanes or site access improvements are needed.

89. In accordance with LDC Section 5.03.07.C, the certified PD general site plan for 26-0473 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.

90. 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.

Zoning Administrator Sign Off:	J. Brian Grady

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

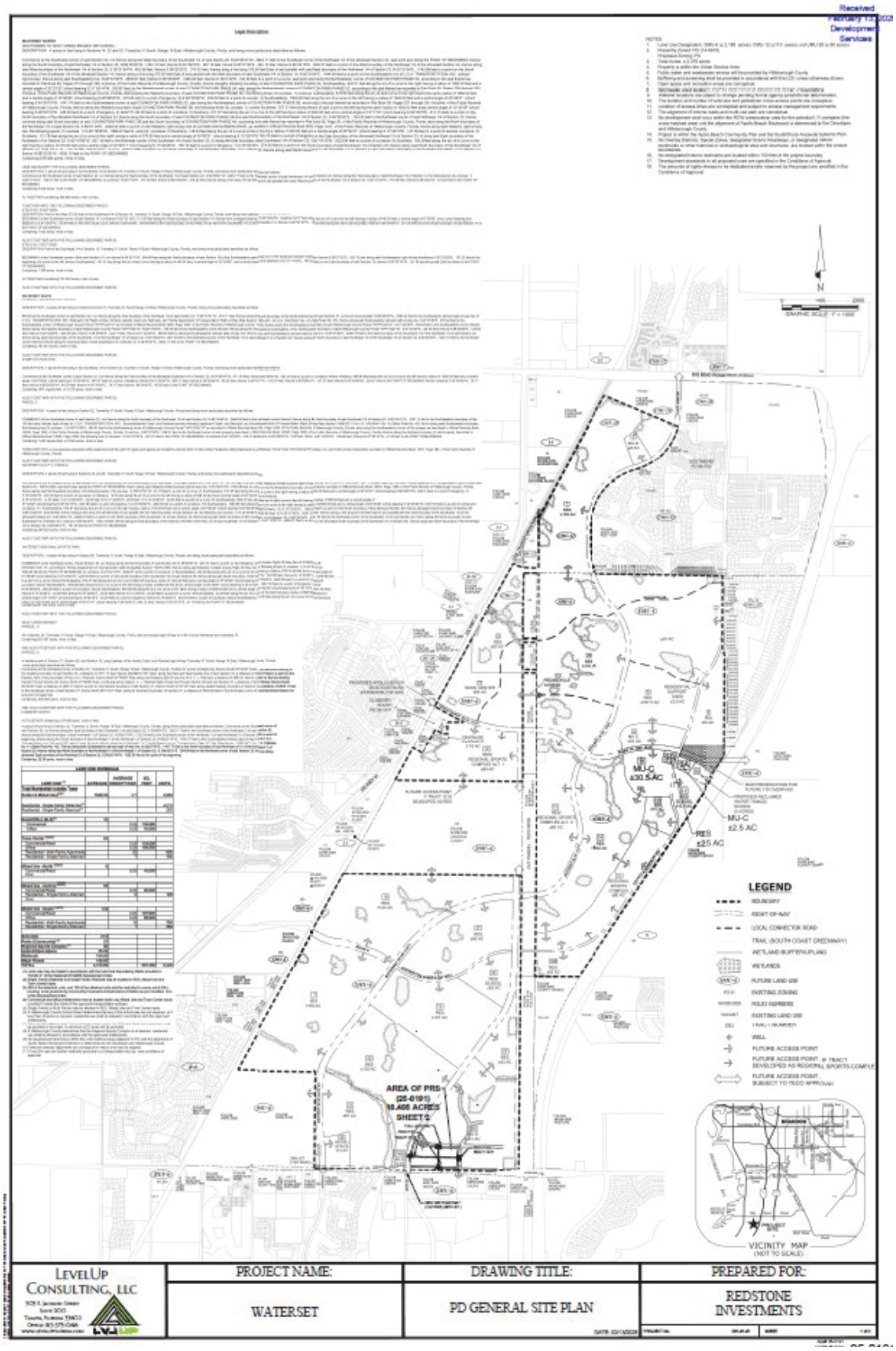
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are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

7.0 ADDITIONAL INFORMATION

Agency	Number	Violation	Status
Code Enforcement*			
☒ None current or pending			
☐ Violation(s)			
Building Code Compliance*			
☒ None current or pending			
☐ Violation(s)			
Natural Resources*			
☒ None current or pending			
☐ Violation(s)			
EPC*			
☒ None current or pending			
☐ Violation(s)			

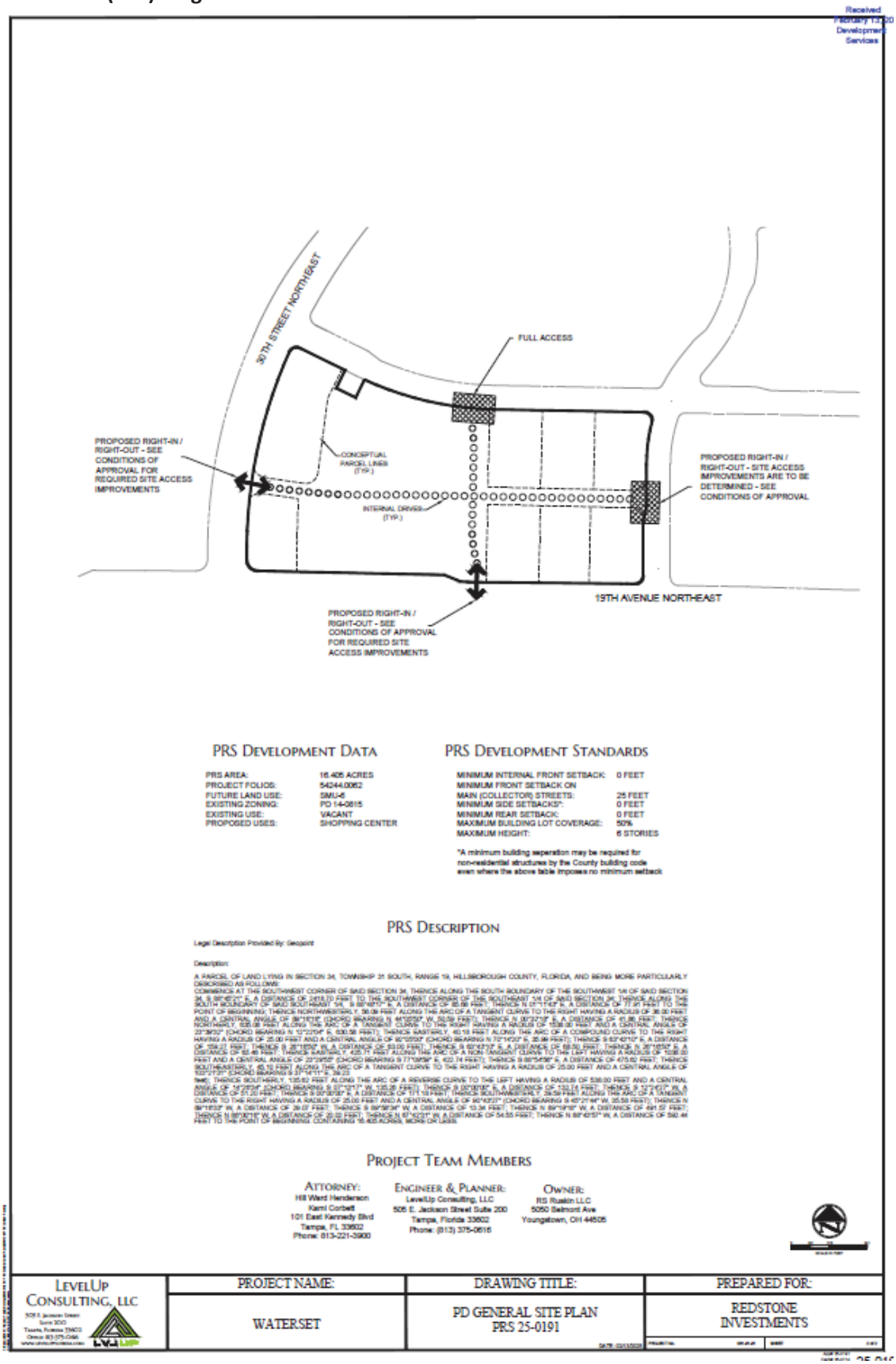
8.0 Site Plans (Full)

8.1 Approved Site Plan (Full)— Page 1 of 2



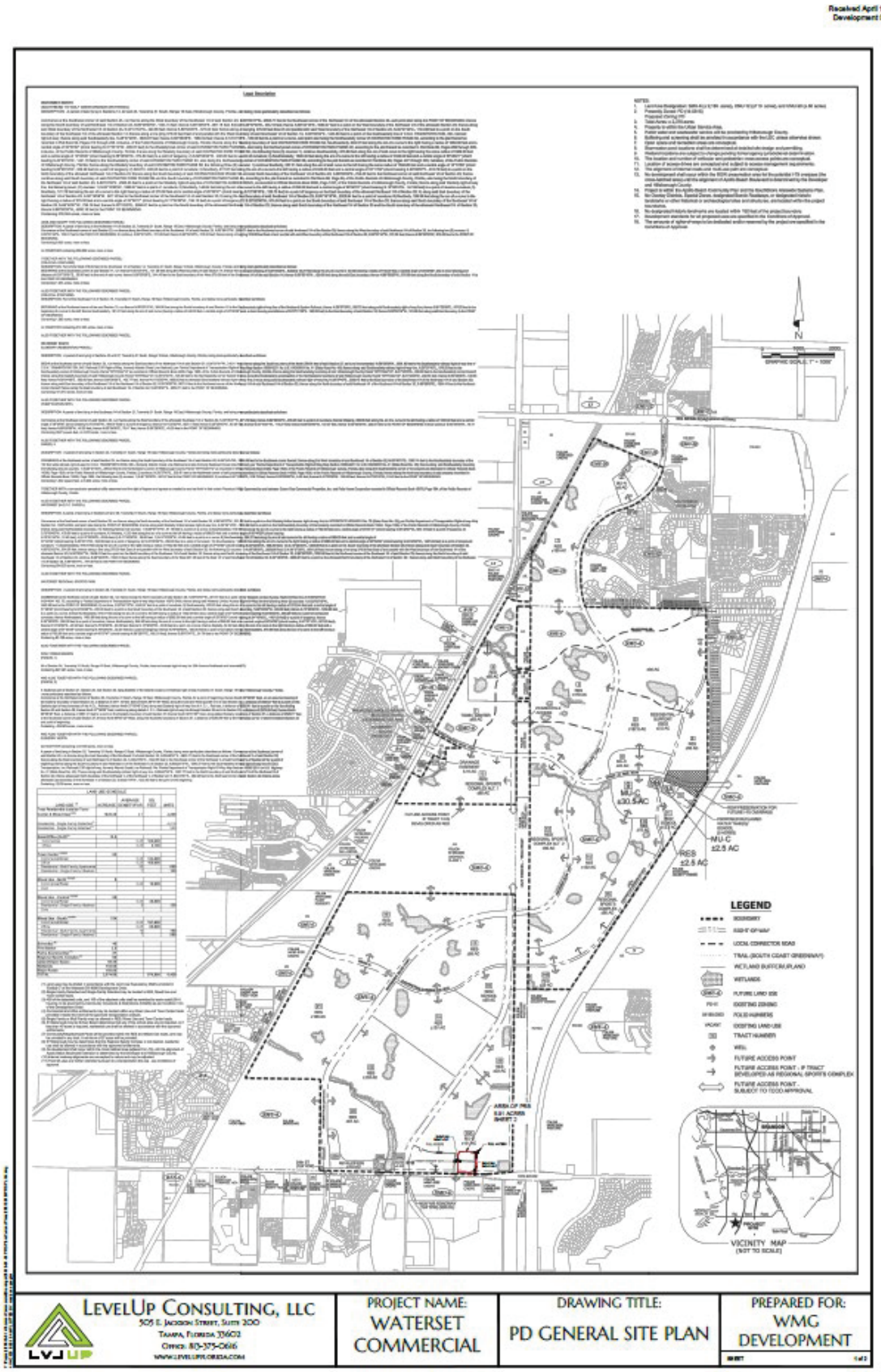
8.0 Site Plan

8.2 Approved Site Plan (Full): Page 2 of 2



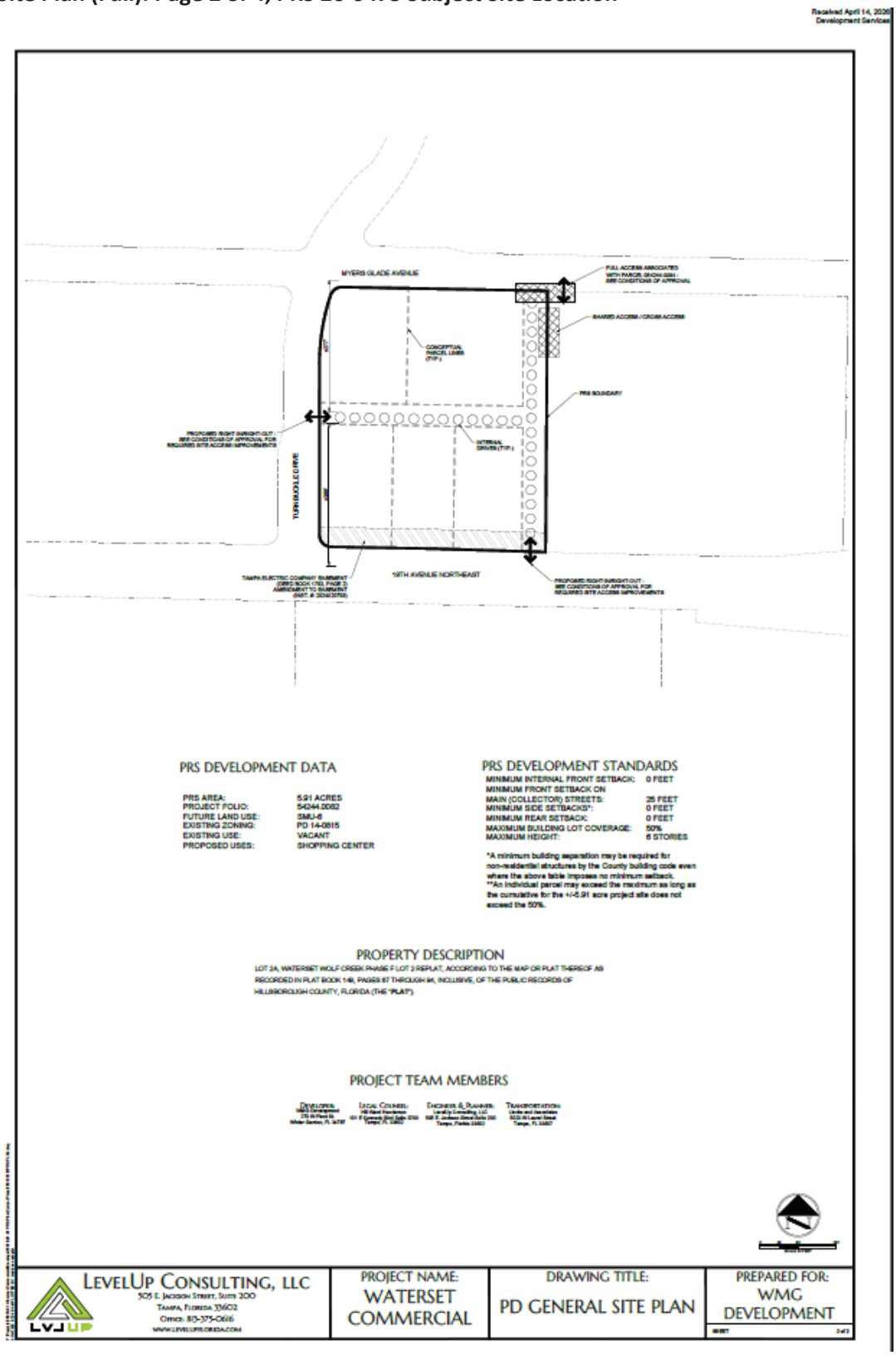
8.0 Site Plan

8.3 Proposed Site Plan (Full): Page 1 of 4



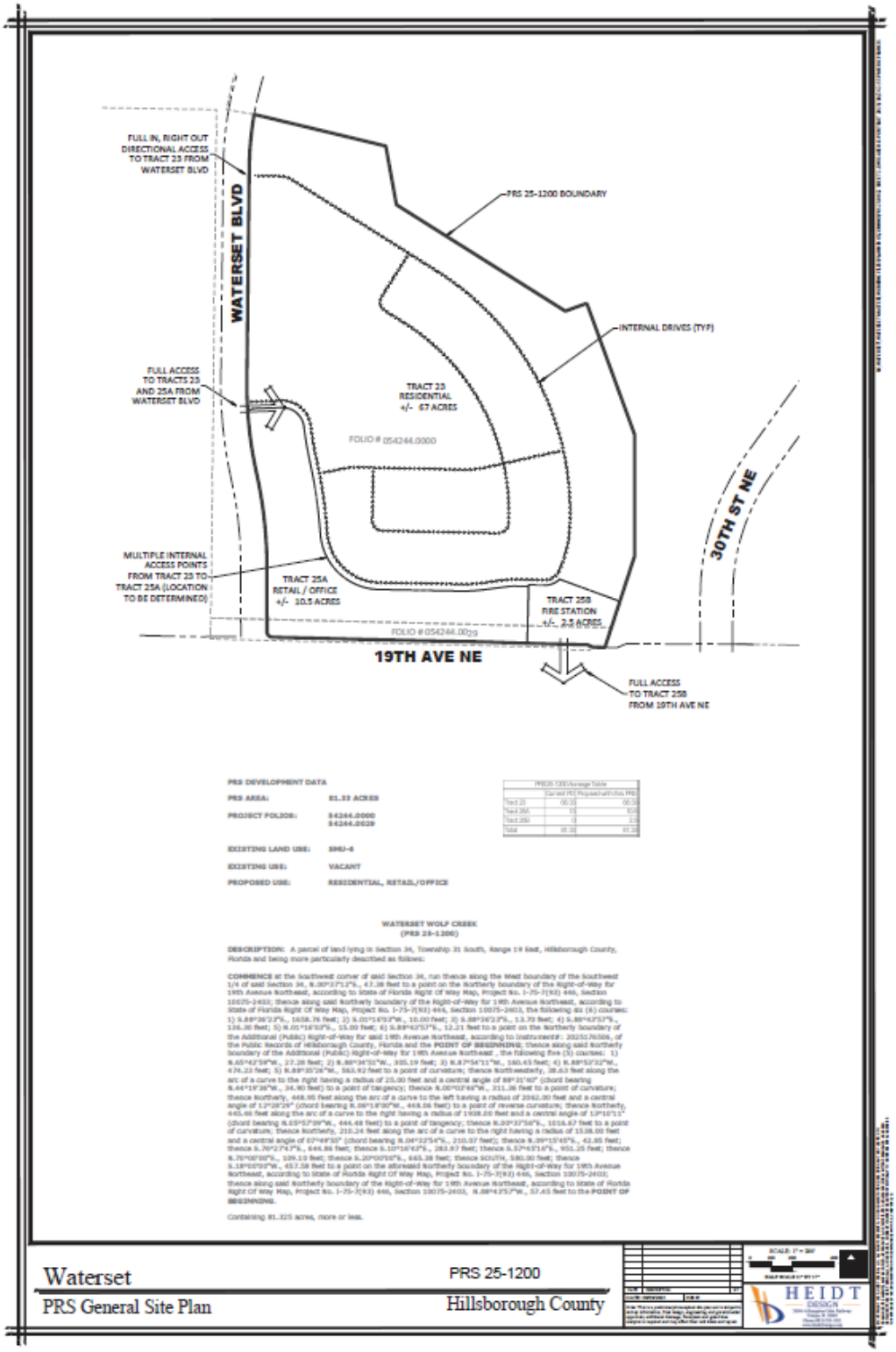
8.0 Site Plan

8.4 Proposed Site Plan (Full): Page 2 of 4, PRS 26-0473 Subject Site Location



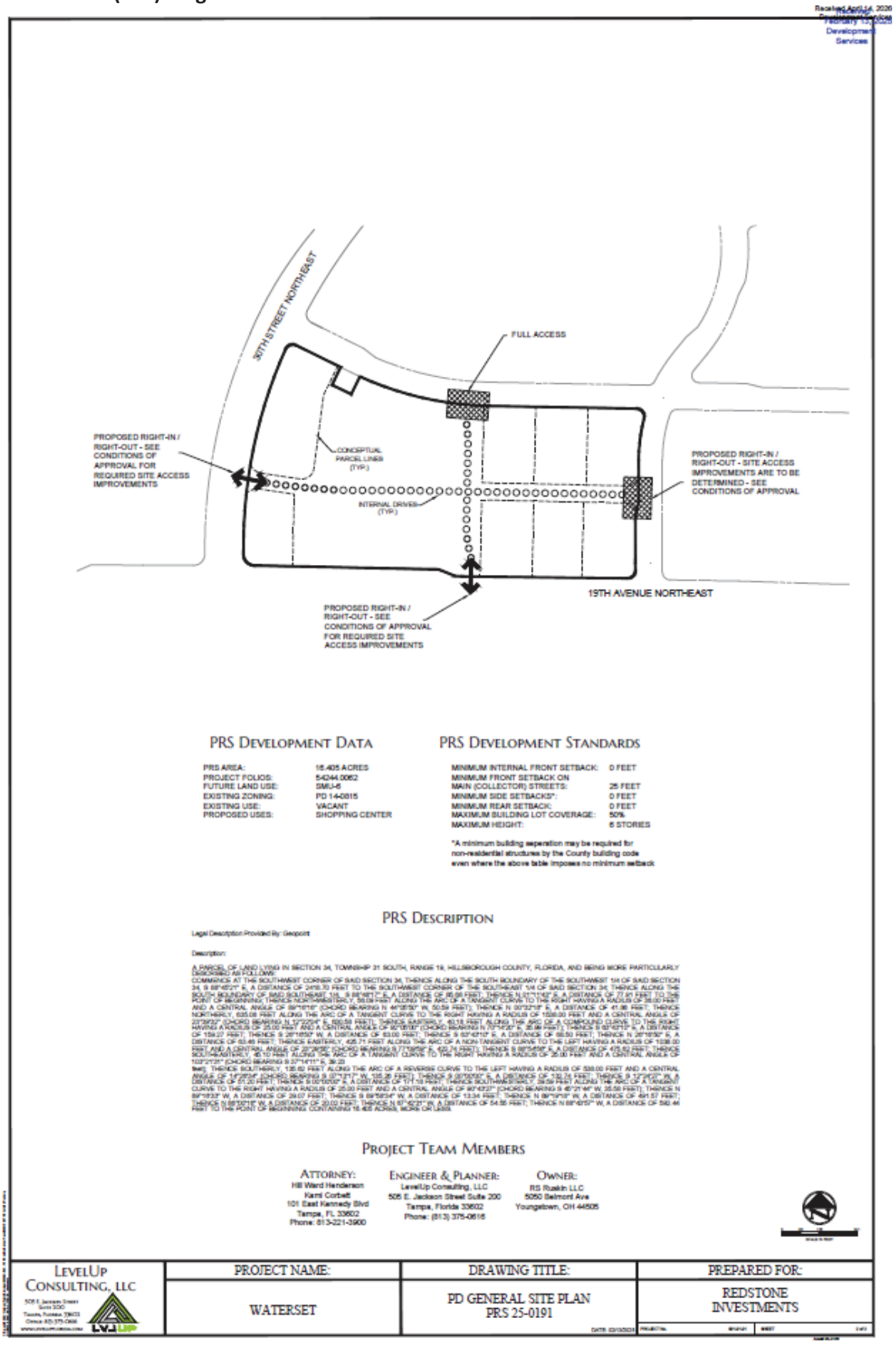
8.0 Site Plan

8.4 Proposed Site Plan (Full): Page 3 of 4



8.0 Site Plan

8.4 Proposed Site Plan (Full): Page 4 of 4



8.0 FULL TRANSPORTATION REPORT

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department DATE: 4/22/2026

REVIEWER: Richard Perez, AICP, Executive Planner AGENCY/DEPT: Transportation

PLANNING AREA: Apollo Beach PETITION NO: PRS 26-0473

☐ This agency has no comments.

☐ This agency has no objection.

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

☐ This agency objects for the reasons set forth below.

CONDITIONS OF APPROVAL

- If PRS 26-0473 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated March 16, 2026), which was found approvable on April 13, 2026. Approval of this Administrative Variance will allow the subject site to exceed the maximum two (2) access connections permitted under County Land Development Code, Section 6.04.03.I. to allow for an additional access connection.
- The subject parcel (Folio# 54244.0082) shall be permitted the following access connections:
    - One restricted right-in/right-out access on 19th Ave NE. The access shall be constructed with a westbound right turn lane and a traffic separator to prevent left turn movements to and from 19th Ave NE.
    - One restricted right-in/right-out access on Turnbuckle Dr. The access shall be constructed with a northbound right turn lane and a traffic separator to prevent left turn movements to and from Turnbuckle Dr.
    - One full access connection to Myers Glade Ave. within the bounding box shown on the PD site plan. The access connection will only be permitted along the project frontage if it can meet minimum required spacing from all other access (driveway) connections and roadway intersections along Myers Glade Ave.
    - Shared access/cross access shall be provided to the adjacent property (folio# 54244.0084) to the east.
- A westbound left turn lane shall be constructed at the intersection of Myers Glade Ave. and Turnbuckle Dr. with the initial increment of development.
- With each increment of development, a trip generation and site access analysis shall be submitted to determine if additional turn lanes or site access improvements are needed.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a minor modification, also known as a Personal Appearance (PRS), to approved Planned Development (PD) #14-0815, as most recently amended by PRS 25-0191. This modification proposes to construct one right-in/right-out access to 19th Ave NE, one right-in/right-out access to Turnbuckle Dr., and one full access to Myers Glade Ave. via a shared access facility with the adjacent property to the east, Folio #54244.0084. The site is within the Waterset DRI. The future land use is Suburban Mixed Use - 6 (SMU-6).

Trip Generation Analysis

While the proposed modification would not result in any new entitlements, the applicant submitted a site access analysis to determine any site access improvements needed to serve the proposed new accesses. The proposed modification would not result in any change to the trip generation. For information purposes, the following trip generation analysis is from the original PD rezoning approval (PD 14-0815) for the entire planned development.

Proposed Land Use	ITE LUC	No. of Units	Unit Type	Daily	AM Peak	PM Peak
Single Family Detached	210	3,619	D.U.	26,640	2,495	2,462
Apartments	220	1,350	D.U.	7,756	653	704
Condominium/Townhouse	230	959	D.U.	4,294	309	356
Senior Adult Housing – Detached	251	400	D.U.	1,516	96	117
Senior Adult Housing - Attached	252	100	D.U.	298	20	24
Regional Park	417	80	Acres	366	0	16
*Elementary School***	520	950	Students	122	43	14
*Middle School****	522	1,350	Students	1,258	419	124
Retail/Office Area – Office	710	10,000	SQFT	158	14	13
Retail/Office Area – Retail	820	130,680	SQFT	3,554	78	359
Town Center Area – Office	710	100,000	SQFT	912	177	154
Town Center Area – Retail	820	150,000	SQFT	3,972	88	398
Mixed-Use Central Area – Retail	820	20,000	SQFT	616	45	156
Mixed-Use South Area – Office	710	88,900	SQFT	834	160	146
Mixed-Use South Area – Retails.	820	197,800	SQFT	4,950	108	498

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

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

Turnbuckle Dr. is a standard 2-lane, divided, county maintained, urban collector roadway. The roadway is characterized by +/- 11 ft wide travel lanes, +/- 7 ft wide bike lanes on both sides, and within +/- 76 ft of the right of way.

Myers Glade Ave. is a standard 2-lane, divided, county maintained, urban collector roadway. The roadway is characterized by +/- 11 ft wide travel lanes, +/- 7 ft wide bike lanes on both sides, and within +/- 76 ft of the right of way.

SITE ACCESS

The minor modification proposes three (3) access connections to the subject modification area (folio# 54244.0082) located at the northeast corner of 19th Ave. NE and Turnbuckle Dr. The PD site plan for the modification area shows one right-in/right-out access to 19th Ave NE, one right-in/right-out access to Turnbuckle Dr., and one full access to Myers Glade Ave. via a shared access facility with the adjacent property to the east, Folio #54244.0084. A bounding box along the project's Myers Glade Ave. is shown on the PD site plan to allow flexibility with the final location of the access connection in the event the subject property and the adjacent property, to the east, establish a different access arrangement with separate connections for each site that meets the County LDC minimum spacing requirements.

The applicant's site access analysis identifies a northbound right turn lane warranted for the right-in/right out access on Turnbuckle Dr. and proposes a westbound right turn lane at the 19th Ave NE right-in/right-out access to facilitate safe access. Staff is recommending a traffic separator be constructed by the developer along the restricted right-in/right-out accesses to prevent vehicles from attempting to make illegal left turns in and out of the site.

Staff notes that additional site access improvements are required pursuant to the applicant's site access analysis. According to the analysis, westbound left turn movements will exceed the turn lane warrants at the Myers Glade Ave. and Turnbuckle Dr. intersection. Myers Glade Ave. is a dead-end roadway and all project traffic exiting the site from the Myers Glade access will have to travel through the Myers Glade Ave. and Turnbuckle Dr. intersection. As such, the developer will be required to construct a westbound left turn lane at the intersection.

REQUESTED ADMINISTRATIVE VARIANCE: MAXIMUM NUMBER OF ACCESS POINTS

The proposed access to the modification area exceeds the maximum number of accesses permitted to serve the site pursuant to LDC, Sec. 6.04.03.I. The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated March 16, 2026) from the Section 6.04.03.I. LDC requirement, governing number of driveways which may be permitted. Based upon the functional classification of adjacent roadways, the LDC requires (and permits) only two (2) access connections for the subject PD. The applicant is proposing three (3) access connections to serve the proposed project. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on April 13, 2026. If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Turnbuckle Dr. and Myers Glade Dr. are not included in the LOS Report.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
30th St. NE	Shell Point Rd	19th Ave NE	D	C
19th Ave NE	24th St NE	Cypress Village Blvd	D	F

Source: Hillsborough County 2024 Level of Service Report.

From:	Williams, Michael
To:	Steven Henry
Cc:	Stephen Sposato; Lampkin, Timothy; Perez, Richard; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject:	FW: PRS 26-0473 - Administrative Variance Review
Date:	Monday, April 13, 2026 7:31:58 PM
Attachments:	26-0473 AVReq 03-23-26.pdf image001.png

Steve,
I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 26-0473 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hillsboroughcounty.org 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@hillsboroughcounty.org

Mike

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

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HillsboroughCounty.org
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, April 13, 2026 2:29 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>; Kami Corbett <kami.corbett@hwhlaw.com>
Subject: PRS 26-0473 - Administrative Variance Review

Hello Mike,

The attached AV is **Approvable** to me, please include the following people in your response:

shenry@lincks.com
stephen@levelupflorida.com
lampkint@hcfl.gov
perezrl@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services

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

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

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Hillsborough County Florida

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

Received March 23, 2026
Development Services

Hillsborough County Florida
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at deleone@HCFL.gov or via telephone at (813) 307-1707 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. Number of Accesses ☐ 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	Waterset Commercial

Important: *The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.*

Folio Number(s)	54244.0082 ☐ Check This Box If There Are More Than Five Folio Numbers

Important: *List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").*

Name of Person Submitting Request	Steven J. Henry, P.E.

Important: *All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.*

Current Property Zoning Designation	PD 14-0815

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	PRS 26-0473

Important: *If a rezoning application is pending, enter the application number proceeded 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".*

Received March 23, 2026
Development Services

TMC Traffic & Mobility CONSULTANTS
Formerly Lincks & Associates, LLC

March 16, 2026

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: Waterset Commercial
PRS 26-0473
Folio Numbers: 54244.0082
Lincks Project No. 260034.02.04

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03I of the Hillsborough County Land Development Code for the number of accesses for the project. The property is proposed to be developed for the following land uses:

- Fast Food Restaurant w/Drive Thru – 2,500 Square Feet
- Fast Food Restaurant w/Drive Thru - 2,500 Square Feet
- Medical Office – 4,200 Square Feet
- Retail – 4,900 Square Feet
- Day Care – 13,600 Square Feet
  – 175 Students

Tables 1, 2 and 3 provide the trip generation for the proposed project.

The current PD for the property has the following accesses:

- One (1) right-in/right-out access to Turnbuckle Drive
- One (1) shared access to Encompass Health which has full access to Myers Glade Avenue

The request is to add one (1) right-in/right-out access to 19th Avenue.

The request is for an Administrative Variance to Section 6.04.03I of the Hillsborough County LDC for the number of accesses to serve the project. As shown in Table 4, 2 accesses would be allowed for the current development plan. An additional access to 19th Avenue is proposed.

The justification for the variance is as follows:

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

(a) there is an unreasonable burden on the applicant,

The parcel has frontage on 19th Avenue, Turnbuckle Drive and Myers Glade Avenue. Due to the parcel frontage and adjacent parcels, the access to Turnbuckle Drive is limited to right-in/right-out access and no direct access to Myers Glade Avenue is proposed. Without the additional accesses the existing traffic for the site would have a circuitous route to go west on 19th Avenue and south on 30th Street. Therefore, without the waiver there is an unreasonable burden on the applicant.

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

The additional access to 19th Avenue would not be detrimental to the public health, safety and welfare for the following reasons:

1) The proposed access to 19th Avenue meets the access spacing criteria per the LDC.

2) The access is to be limited to right-in/right-out access which will be designed to include a median within 19th Avenue to restrict the movements.

3) A westbound right turn lane is proposed to be provided for the right-in/right-out access so as not to impact westbound traffic on 19th Avenue.

4) The location of the access to 19th Avenue meets the stopping sight distance from the I-75 overpass on 19th Avenue, as shown in Figure 1.

5) The additional access allows for the better distribution of the project traffic to the accesses serving the project.

Based on the above, the additional access would not be detrimental to the public health, safety and welfare.

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

The additional access to 19th Avenue provides a better distribution of the project traffic for both the Waterset Commercial and Encompass Health Facility. Without the access a more circuitous route is required for both the Waterset Commercial and the Encompass Health Facility.

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

Best Regards,

Steven J Henry
President
Lincks & Associates, LLC
A TMC Company
P.E. #51555

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

_____Disapproved
_____Approved
_____Approved with Conditions

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

Date _____

Sincerely,

Michael J. Williams

Hillsborough County Engineer

TABLE 1

ESTIMATED DAILY TRIP GENERATION

Land Use	ITE LUC	Size	Daily Trip Ends (1)	Passerby Trip Ends (2)	New Daily Trip Ends
Fast Food Restaurant w/Drive Thru	934	2,500 SF	1,120	560	560
Fast Food Restaurant w/Drive Thru	934	2,500 SF	1,120	560	560
Medical Office	720	4,200 SF	143	0	143
Retail	822	4,900 SF	267	107	160
Day Care	565	175 Students	663	265	398
		Total	3,313	1,492	1,821

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.
(2) Source: ITE Trip Generation Manual, 11th Edition.
- Passerby Trip Ends
  - Fast Food Restaurant - 50%
    - 1,120 x 0.50 = 560
  - Retail: 40%
    - 267 x 0.40 = 107
  - Day Care - 44%
    - 663 x 0.44 = 265
- Passerby traffic should not exceed 10% of the adjacent street traffic.
  - 25,567 (a) x 0.10 = 2,557 > 1,492
  - (a) Based on PM peak hour background traffic at the intersection of 30th Street and 19th Avenue and K = 0.09.

TABLE 2

ESTIMATED AM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Passerby Trip Ends (2)			New AM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total
Fast Food Restaurant w/Drive Thru	934	2,500 SF	42	41	83	21	21	42	21	20	41
Fast Food Restaurant w/Drive Thru	934	2,500 SF	42	41	83	21	21	42	21	20	41
Medical Office	720	4,200 SF	11	3	14	0	0	0	11	3	14
Retail	822	4,900 SF	10	9	19	4	4	8	6	5	11
Day Care	565	13,600 SF	78	70	148	34	31	65	44	39	83
		Total	183	164	347	80	77	157	103	87	190

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.
(2) Source: ITE Trip Generation Manual, 11th Edition.
- Passerby Trip Ends
  - Fast Food Restaurant - 50%
    - In: 42 x 0.50 = 21
    - Out: 41 x 0.50 = 21
  - Retail - 40%
    - In: 10 x 0.40 = 4
    - Out: 9 x 0.40 = 4
  - Day Care - 44%
    - In: 78 x 0.44 = 34
    - Out: 70 x 0.44 = 31
- Passerby trip ends should not exceed 10% of the adjacent street traffic.
  - 2,306 (a) x 0.10 = 231 > 157
  - (a) AM peak hour peak season traffic at the intersection of 30th Street and 19 Avenue.

TABLE 3

ESTIMATED PM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)			Passerby Trip Ends (2)			New PM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total
Fast Food Restaurant w/Drive Thru	934	2,500 SF	41	38	79	23	21	44	18	17	35
Fast Food Restaurant w/Drive Thru	934	2,500 SF	41	38	79	23	21	44	18	17	35
Medical Office	720	4,200 SF	3	7	10	0	0	0	3	7	10
Retail	822	4,900 SF	24	23	47	10	9	19	14	14	28
Day Care	565	13,600 SF	69	77	146	30	34	64	39	43	82
		Total	178	183	361	86	85	171	92	98	190

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.
(2) Source: ITE Trip Generation Manual, 11th Edition.
- Passerby Trip Ends
  - Fast Food Restaurant - 55%
    - In: 41 x 0.55 = 23
    - Out: 38 x 0.55 = 21
  - Retail: 40%
    - In: 24 x 0.40 = 10
    - Out: 23 x 0.40 = 9
  - Day Care - 44%
    - In: 69 x 0.44 = 30
    - Out: 77 x 0.44 = 34
- Passerby trip ends should not exceed 10% of the adjacent street traffic.
  - 2,301 (a) x 0.10 = 230 > 171
  - (a) PM peak hour background traffic at the intersection of 30th Street 19th Avenue.

TABLE 4

NUMBER OF ACCESS DETERMINATION

Project Traffic (1)		Maximum Vehicular Flow (2)	Number of Accesses (3)
AM Peak Hour	PM Peak Hour		
358	372	360	1.03

(1) includes Waterset Commercial and Encompass Health
(2) LDC Section 6.04.03 - Table 2
- Turnbuckle - 180
- Myers Glade - 180

360

(3) Number Accesses - 372/360 = 1.03

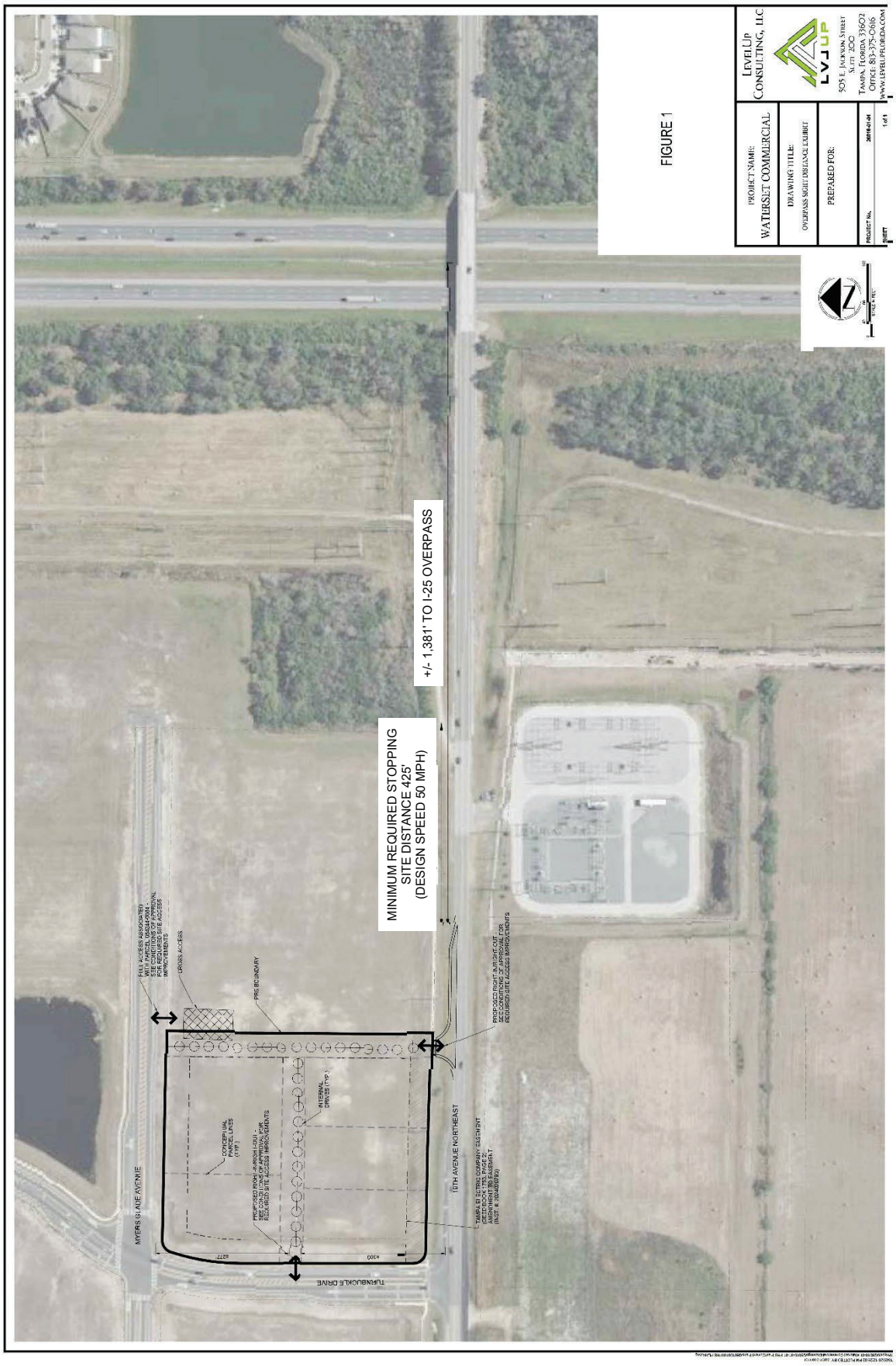
FIGURE 1
LEVEL UP CONSULTING, LLC
505 E. JACKSON STREET
SUITE 200
TAMPA, FLORIDA 33602
OFFICE: 813-375-0616
WWW.LEVELUPFLORIDA.COM
PROJECT NAME:
WATERSET COMMERCIAL
DRAWING TITLE:
OVERPASS SIGHT DISTANCE EXHIBIT
PREPARED FOR:
PROJECT No.
2026-0104
SHEET
1 of 1
+/- 1,381' TO I-25 OVERPASS
MINIMUM REQUIRED STOPPING
SITE DISTANCE 425'
(DESIGN SPEED 50 MPH)
MYERS ISLAND AVENUE
TURNBUCKLE DRIVE
18TH AVENUE NORTHEAST
PROPOSED RIGHT-IN/RIGHT-OUT
ACCESS POINT #1 -
REQUIRES STATE ACCESS IMPROVEMENTS
CONCEPTUAL
PARCEL LINES
(TYP.)
INTERNAL
DRIVES (TYP.)
PROPOSED RIGHT-IN/RIGHT-OUT
ACCESS POINT #2 -
REQUIRES STATE ACCESS IMPROVEMENTS
PRE BOUNDARY
CROSS ACCESS
PHS ACCESS (MODIFIED)
WITH PARCEL 0604-0084 -
SEE CONDITIONS OF APPROVAL
FOR REQUIRED STATE ACCESS
IMPROVEMENTS
6277
4300

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APPENDIX

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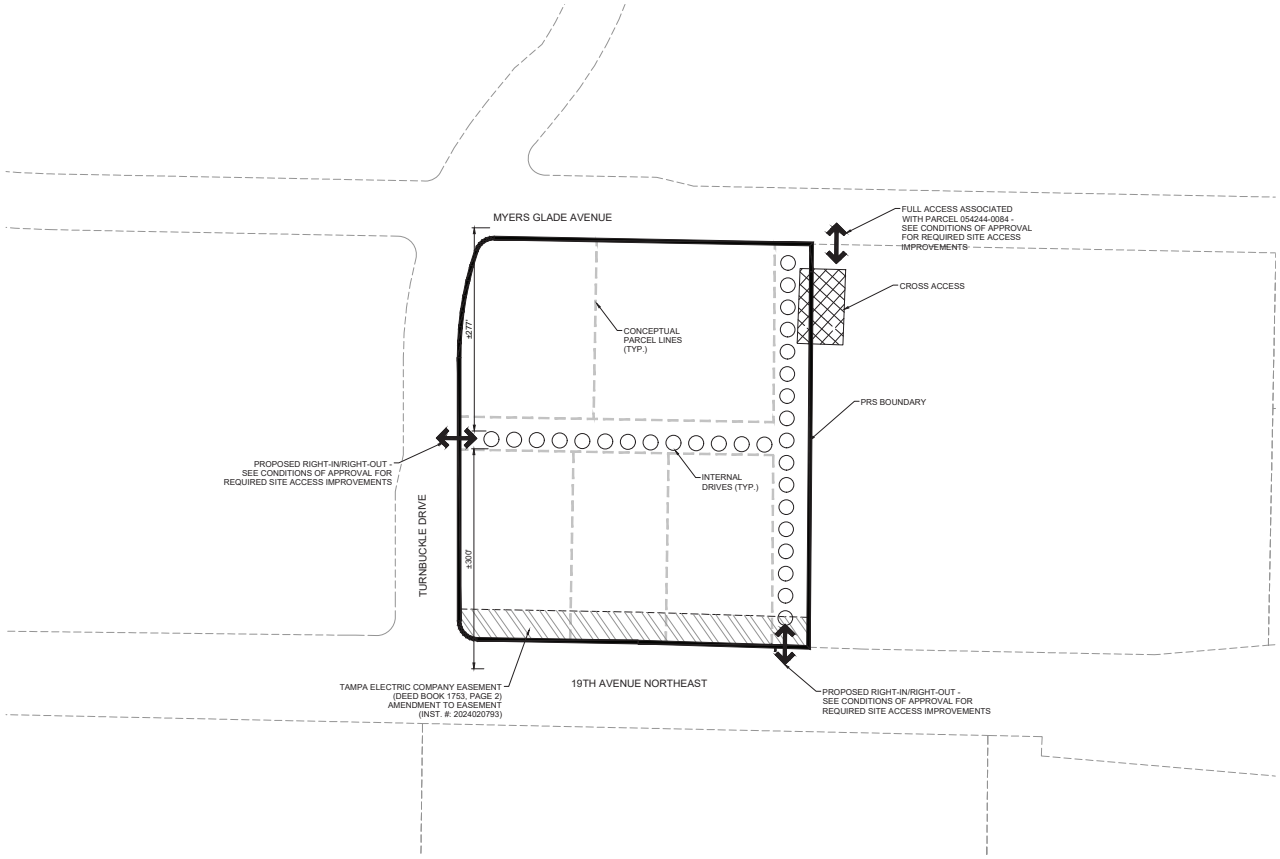
PD PLAN

TMC Traffic & Mobility CONSULTANTS

Formerly Lincks & Associates, LLC

26-0473

Received March 23, 2026
Development Services



PRS DEVELOPMENT DATA

PRS AREA:	5.91 ACRES
PROJECT FOLIO:	54244.0082
FUTURE LAND USE:	SMU-6
EXISTING ZONING:	PD 14-0815
EXISTING USE:	VACANT
PROPOSED USES:	SHOPPING CENTER

PRS DEVELOPMENT STANDARDS

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

*A minimum building separation may be required for non-residential structures by the County building code even where the above table imposes no minimum setback.
**An individual parcel may exceed the maximum as long as the cumulative for the +/-5.91 acre project site does not exceed the 50%.

PROPERTY DESCRIPTION

LOT 2A, WATERSET WOLF CREEK PHASE F LOT 2 REPLAT, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 149, PAGES 87 THROUGH 94, INCLUSIVE, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA (THE "**PLAT**").

PROJECT TEAM MEMBERS

Developer:	Legal Counsel:	Engineer & Planner:	Transportation:
WMG Development 270 W Plant St. Winter Garden, FL 34787	Hill Ward Henderson 101 E Kennedy Blvd Suite 3700 Tampa, FL 33602	LevelUp Consulting, LLC 505 E. Jackson Street Suite 200 Tampa, Florida 33602	Lincks and Associates 5023 W Laurel Street Tampa, FL 33607

LevelUp Consulting, LLC
505 E. Jackson Street, Suite 200
Tampa, Florida 33602
Office: 813-375-0616
www.levelupflorida.com

PROJECT NAME: WATERSET COMMERCIAL

DRAWING TITLE: PD GENERAL SITE PLAN

PREPARED FOR: WMG DEVELOPMENT

SHEET 2 of 2

26-0473

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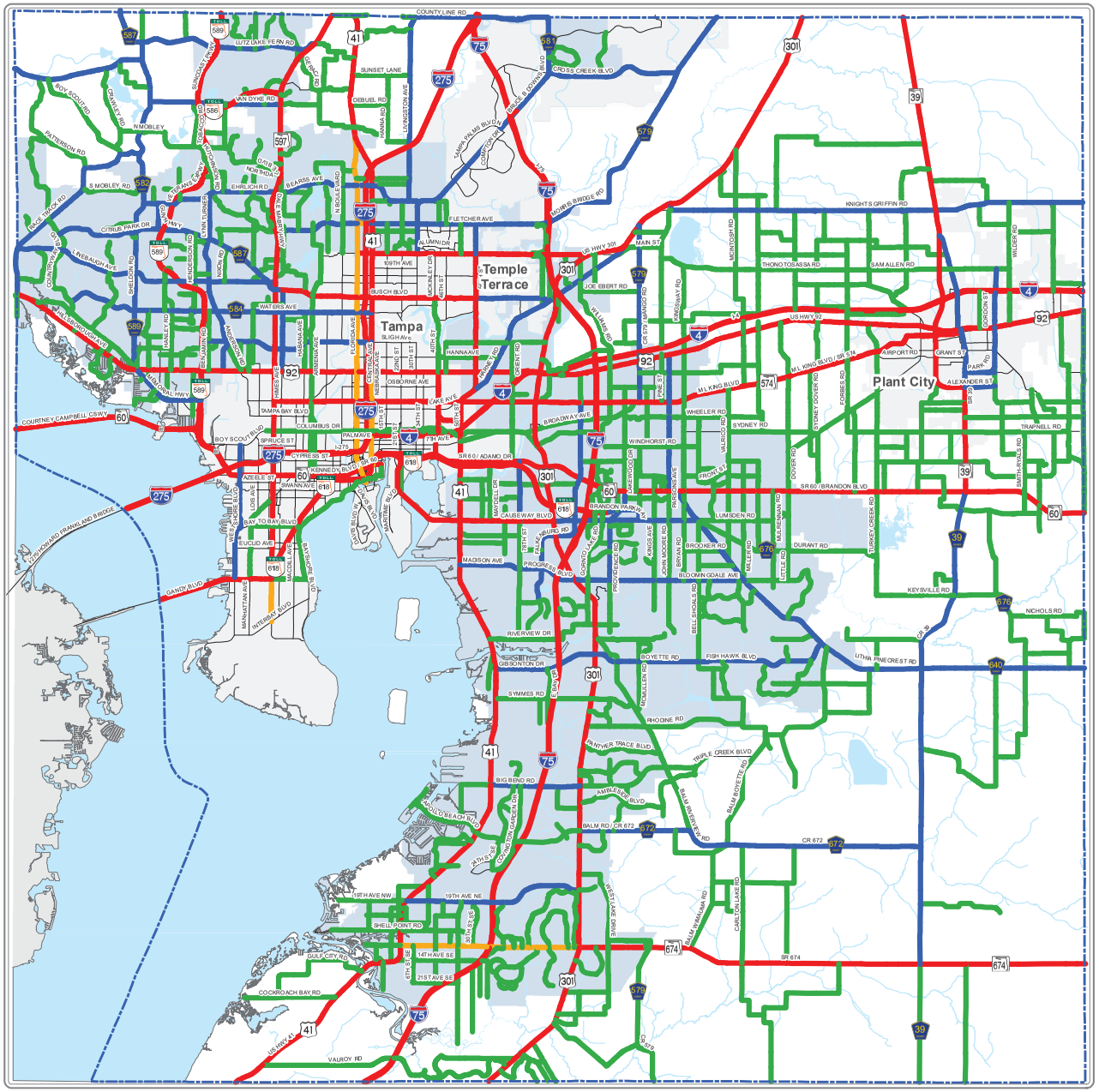
HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP

TMC Traffic & Mobility CONSULTANTS
Formerly Lincks & Associates, LLC

26-0473



HILLSBOROUGH COUNTY COMPREHENSIVE PLAN
LOCAL FUNCTIONAL CLASSIFICATION
MAP 4

Plan Hillsborough
planhillsborough.org

LEGEND

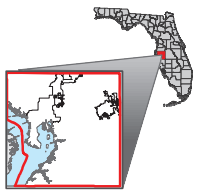
STATE ROADS
- PRINCIPAL ARTERIAL
- ARTERIAL
- UNCLASSIFIED ROADS

COUNTY ROADS
- ARTERIAL
- COLLECTOR
- UNCLASSIFIED ROADS

ROADS AND BOUNDARY LINES
- COUNTY BOUNDARY
- MAJOR ROADS
- HILLSBOROUGH COUNTY
- PINELLAS COUNTY
- JURISDICTIONS
- URBAN SERVICE AREA

NATURAL FEATURES
- WATER AND BAY
- STREAMS/RIVERS

LOCATOR MAP AND REFERENCE INFORMATION



CONTEXT CLASSIFICATIONS: Hillsborough County - These classifications are preliminary and subject to change.

JURISDICTIONAL AREAS: Hillsborough County City-County Planning Commission. Effective to Present.

URBAN SERVICE AREA BOUNDARIES: Hillsborough County City-County Planning Commission. Effective to Present.

MAJOR ROADS: Transportation Planning Organization Long Range Transportation Plan. See Adopted TPO Long Range Transportation Plan for specific improvements.

ACCURACY: It is intended that the accuracy of the base map comply with U.S. map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission.

REPRODUCTION: This sheet may not be reproduced in part or full for sale to anyone without specific approval of the Hillsborough County City-County Planning Commission.

Author: RMathie

Date: 1/21/2025

Path: G:\gisroot\Projects\Roger\HC_Comp_Plan\HC_Comp_Plan_2021\Map4_2022_Local_Functional_Classification_Network_V26_06122024_Adopted.mxd

PlanHillsborough.org

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HILLSBOROUGH COUNTY LDC
SECTION 6.04.04

TMC Traffic & Mobility CONSULTANTS
Formerly Lincks & Associates, LLC

Received March 23, 2026
Development Services

Sec. 6.04.01. - Generally

A. Purpose

The following design and construction standards have been adopted by Hillsborough County to protect the public health, safety and welfare; maintain smooth and efficient traffic flow; maintain proper roadway drainage; and to protect the functional level of the public roadway system. The standards that apply to a particular access are based upon the "Access Classification" of the main roadway and the connection "Type".

B. General Requirement

No person shall construct or modify any connection providing vehicular or pedestrian access to or from any County roadway from or to adjacent property without a connection permit issued pursuant to this Division. Unless an unusual risk to the public health safety or welfare is identified, the portion of these access management standards dealing with number, size, and location of access points and the requirements for cross-access or joint access are not mandatory on previously approved and unexpired General Site Plans and Site Plan District Zoning where specific access points have been approved.

C. Permit Classifications

Roadway connections will be classified in accordance with the proposed land use and anticipated traffic generation. Traffic generation estimates shall be based on the Institute of Transportation Engineer's Trip Generation or other rates accepted by Hillsborough County. The standards governing design and construction of the connection will be based on the connection type and the public roadways access classification. The County shall determine the type and classification of all connections.

D. Type I—MINIMUM CONNECTION or SIDEWALK

Low volume traffic generator. Provides access to a single family dwelling, a duplex or multi family dwelling units. The term shall also apply to driveways used as access to agricultural land including field entrances and to all sidewalk and bikeway connections. Land uses served by Type I connections are expected to generate fewer than 50 daily vehicle trip ends. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

E. Type II—MINOR CONNECTION

Medium volume traffic generator. Provides access to property being used for other than nominal residential and agricultural uses. Land uses served by Type II connections are expected to generate 50 or more daily vehicle trip ends, but fewer than 1,500 daily vehicle trip ends per average weekday. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

F. Type III—MAJOR CONNECTION

Highway volume traffic generator. Provides access to facilities which generate high traffic volumes such as shopping centers, industrial parks, office parks, colleges, apartment or condominium complexes, etc. Land uses served by Type III connections are expected to generate 1,500 or more daily vehicle trip ends. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

G. Type IV—PUBLIC/PRIVATE ROADS

All new public or private streets or roads.

H. Type V—SPECIAL CORRIDORS

Access to public roadways designated as Special Corridors by the Board of County Commissioners.

1. Daily trip ends, as used in this section, shall be based on the peak traffic generating day of the proposed land use(s).
2. Access "Type" for new or substantially changed land uses shall be based on the projected trip generation for the entire site. Access "Type" for additional access to existing land uses which are not being significantly changed may be based upon the anticipated daily traffic volumes which are expected to be generated at the requested additional access. The applicant shall provide, to the County for its review and concurrence, an estimate of traffic distribution at the existing access point(s) and at the requested additional access(s).

I. Permit Required

1. Before any connection to the public street system of unincorporated Hillsborough County is constructed or modified in any way, Hillsborough County shall either issue a permit for the work or make a determination that no permit is required. If a connection permit is required, the application should be submitted at the same time as the construction plans for the applicable type of development. More than one new or modified driveway at the same site may be included on a single permit. A connection permit shall generally be required for the following:
   a. All new driveways onto the public street system, regardless of whether the development served by the driveway is new or existed previously.

b. All modifications to existing driveways that will result in a significant change in the driveway's traffic volumes and/or dimensions, location, profile, or in the manner in which stormwater is handled.

c. Any modification to the driveway(s) required by the County due to changes made by the property owner that affect the safe and efficient operation of the driveway(s) or public street system.

d. All new public or private roads, or modifications to private roads desired by the County or the property owner. For new development under the subdivision regulations of the County, approval of the final construction plans by the Administrator shall serve as approval of the new connection(s) and no separate permit will be required.

e. All sidewalk or bikeway connections to the public street system.

f. Temporary driveways which would accommodate access to parcels of land that are vacant or on which a building is under construction and that are not served by a permanent driveway.

2. If a connection permit is required due to construction (for or by the County) on the public street or due to other conditions beyond the control of the property owner, all action required will be taken by the County, or other responsible agency and no fees will be assessed against the property owner.

3. For any new connections or substantial modifications to existing connections within unincorporated Hillsborough County that are related to construction off the right-of-way, requiring a Building Permit, a Hillsborough County Connections Permit is also required. In this case, an application for connection permit must be filed with, or prior to, the application for the Building Permit, or site construction plans.

4. An access connection permit from the Florida Department of Transportation must be obtained prior to the beginning of any construction on the State's right-of-way. The Florida Department of Transportation has original jurisdiction over the State Highway System within Hillsborough County.

5. A connection permit is required for new connections or substantial modifications to existing connections to County right-of-way which is unimproved and/or unmaintained by the County. Connection permits to unimproved and/or unmaintained right-of-way may only be issued where the right-of-way provides sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles. Permits for connections to unimproved and/or unmaintained right-of-way shall not be issued until the owner of the property served by the connection signs and provides proof of recording with the Clerk of the Circuit Court in the public records of Hillsborough County a notice, in a format approved by the County Attorney's Office, providing that:

a. The property does not have access from a Hillsborough County maintained road, and the route of access to and from the property is not maintained with public funds; and

b. Maintenance of the access route and/or drainage facilities as may be needed is the sole responsibility of the property owner; and

c. The property owner is responsible for maintaining the access route to the property so as to provide sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles.

(Ord. No. 08029, § 2, eff. 2-1-09)

Sec. 6.04.02. - Access Management Review Procedures And Submission Requirements

A. General Procedure

Except as modified below, an application for a connection permit shall be submitted and reviewed in accord with the Procedures for Issuance of Development Permits at 10.01.00 of this Code. Information shall be submitted in accord with the requirements in the Development Review Procedures Manual, Section 4.1.7.

B. Variance Procedure and Criteria

1. A request for variance from the standards or requirements of this Division shall be submitted to the issuing authority with the permit application and shall be considered an attachment to the permit application form. The request for variance shall include specific and documented reasons for the request.

2. The issuing authority shall consider the variance request along with the permit application. If, in the opinion of the issuing authority, the variance request is consistent with the requirements of this Section, the variance may be accepted. If the remainder of the permit application is in order, the permit may be approved and the accepted variance attached.

3. 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, (b) the variance would not be detrimental to the public health, safety, and welfare, (c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

4. The issuing authority shall review all the materials submitted with the variance request and, if necessary, request additional information or justification from the applicant.

5. When, in the opinion of the issuing authority, all of the criteria listed in subsection 3 above are met, than the issuing agency may authorize a variance from the standards and requirements of this document.

6. The conclusion of the issuing authority regarding the variance shall be in writing and signed by the Administrator. A copy of the variance conclusion, along with all pertinent information shall be included as part of the permit application record. The issuing authority may include in its action, any special terms or conditions that shall be imposed on the permit, if approved.
7. The conclusion of the issuing authority with respect to approval or denial of a variance request may be appealed to the Administrator.
8. The conclusion of the Administrator with respect to approval or denial of a variance request may be appealed to the Land Use Hearing Officer.

C. Final Inspection

1. All approved connection permits shall remain valid for 180 days or until the work covered by the permit is properly completed, whichever occurs first, except in those instances when a connection permit is issued with a Building Permit, Site Development or Subdivision Construction Plan Approval. In this case, the connection permit will remain valid as long as the construction approvals listed above, remain valid.
2. The Permittee shall notify the Planning and Growth Management Department's Construction Services Section when the connection or other work on the site is ready for final inspection. In order to assure timely inspection, the permittee shall give two (2) working days notice of the desire for a final inspection.
3. As-built plans are required if the following construction is accomplished in County right-of-way:
    a. Main-line roadway improvements including, but not limited to, additions of through or auxiliary lanes, acceleration/deceleration lanes or tapers.
    b. Stormwater, water, wastewater and reclaimed water, improvements exceeding 100' in length, and associated inlets and man holes.
4. As-built plan packages shall be supplied in accordance with the requirements of the Development Review Procedures Manual Section 4.1.5 for the applicable development type.
5. If the work covered by the connection permit is not substantially complete within the time frames listed above, the Permittee may request, in writing, from the issuing authority, one additional 180-day time extension, or an extension equal to the time frame for a site development or subdivision construction plan approval extension. If construction is substantially complete upon the expiration of the original permit (if no time extension is requested) or upon expiration of the time extension, if granted, the permit shall be invalid.
6. A permit which becomes invalid as a result of the expiration of the time limits and extension, if any, before construction has begun, shall require a new application which will be reviewed as per the requirements of this document and which may result in the issuance of a new permit which may contain new or modified conditions of approval.

7. A permit which becomes invalid as a result of the expiration of the time limits and extensions, if any, after construction has, in the opinion of the issuing authority substantially begun, may be required to submit a new application which will be reviewed as per the requirements of this document and which may result in the issuance of a new permit which may contain new or modified conditions of approval.

(Ord. No. 01-26, § 2, 9-12-01)

Sec. 6.04.03. - General Access Standards

A. Applicability

The following standards apply to all Connection Types.

B. Access to Residential Property

Direct access from residential property adjacent to arterial streets shall be prohibited when access can be provided via a collector roadway, unless it can be demonstrated by the applicant that access to the arterial roadway will provide a greater public benefit.

C. Primary Access to Non-Residential Property

If non-residential property is located such that access can be provided to either an arterial or collector facility, primary access shall be via the collector facility, unless it can be demonstrated by the applicant that primary access to the arterial roadway will provide a greater public benefit.

D. Shared Access

Shared access facilities onto arterial and collector streets are encouraged when two or more contiguous sites are planned for compatible uses. Shared access is desirable where the trip generation from the anticipated land uses will not be large enough to warrant a traffic signal.

E. Off-site Street Parking

Except for Single Family Residential Units or other types of residential units approved by the County, off-site street parking shall be designed to insure that all vehicles leaving or entering the public street right-of-way shall be traveling in a forward motion.

F. Sight Distance; Visibility At Intersections

1. Sight Distance Access points shall be located along the property frontage in such a manner as to provide adequate sight distance per the requirements of the Hillsborough County Transportation Technical Manual latest edition and Florida Department of Transportation Standard(s).
2. No structure or portion of any structure shall be placed or erected, no motor vehicle, trailer or equipment shall be allowed to park, stand, stop or be stored, and no vegetation shall be maintained, planted or allowed to grow in a manner which materially impedes the visibility

from a street, alley or driveway of lawfully oncoming traffic from any direction in the intersecting public street, between heights of two and one-half feet and eight feet, as measured from the pavement edge, of the adjacent roadway across sight distances complying with the Hillsborough County Transportation Technical Manual. Alternatively, the comparable design standards of the Florida Department of Transportation may be utilized.

G. Operational Characteristics of Access

The driveway should be constructed so that all entering and exiting movements can be accomplished with minimum disruption to traffic flow on the intersecting roadway. For developments having drive-in services, the service area should be far enough from the roadway to ensure adequate vehicle storage space within the property limits, i.e., avoid vehicle backups blocking the service operation and interfering with the safe movement of highway traffic. Where possible, a minimum of 50' (for Type II) or 100' (for Type III or higher) of the driveway throat shall remain free of internal connections or parking spaces which might interfere with the movement of vehicles into or out of the access. The applicant may submit an analysis showing that for his particular site, a throat of less than 100' is appropriate and will result in no adverse impact to the public roadway system.

H. Access Along Acceleration/Deceleration Lanes

A driveway shall not be constructed along acceleration or deceleration tapers connecting to interchange ramp terminals, intersecting roadways, bus bays or other driveways unless access would be unreasonably denied and the driveway can be made to function properly, i.e., safe and efficient traffic operation.

I. Number of Access Points

1. The minimum number of driveways should be allowed that will adequately serve the need for the abutting property, and yet not seriously impact the function and capacity of the highway to which access is desired.
2. The number of entrances shall be determined based on the maximum desirable vehicle flow rate at entrances for residential and non-residential land uses based on the street characteristics.
3. All access drives shall be required to comply with access spacing criteria and cross access connections are considered as a driveway connection for the purpose of complying with this section of the LDC. Cross access connections shall be consistent with Section 6.04.03 (Q) of the Land Development Code.
4. Properties that are bordered by physical impediments such as railroad tracks, limited access highways, existing navigable river or government owned property with restrictions may request an Administrative Variance pursuant to Section 6.04.02(B) of the Land Development

Code.

5. The applicant may be permitted fewer driveway connections than required by the threshold matrix if through an approved traffic engineering study it is demonstrated that the proposed driveway connections will provide adequate capacity for the project to operate in a safe and efficient manner without causing delays or backups on the impacted roadways.
6. Where Non-Residential development abuts Collector/Arterial and Local roads primary driveway connections shall be at Collector/Arterial roads and Local roads shall be use for secondary access.

Table 1: Function and Driveway Guidelines

Residential Uses

Street Character **Function**	**Maximum Vehicle Flow** **Peak Hour Total**
Local	90
Collector/Arterial	180

Table 2: Function and Driveway Guidelines

Non-Residential Uses

Street Character **Function**	**Maximum Vehicle Flow** **Peak Hour Total**
Local	180
Collector/Arterial	300

Calculation Formula

Number of Driveways = Peak Hour Total Project Traffic/Maximum Vehicle Flow. Fractional results shall be rounded up to the next highest whole number.

Sample Calculation:

Example: A developer plans to construct a shopping center at a site near the intersection of two arterial roadways, which will house 250,000 square feet leasable area. The developer proposes three arterial connections.

Are three arterial connections adequate for this site? As with the above sample, we start by calculating the number of peak hour trips generated by the site. In this case the ITE trip generation indicates a total of 1,146 peak hour vehicle trips. We reference Table 2 and find the non-residential collector maximum vehicle flow figure. Dividing the peak hour total by 300 results in the need for 3.82 or four driveways. Therefore, the number of collector connections should be four.

J. Spacing of Accesses and Median Openings

The minimum spacing between adjacent access points and between adjacent median openings are a function of the Access Class assigned to the main roadway. The distances shown in 6.04.07 are minimums and may not be sufficient if extensive right or left turn storage is required. Greater distances may be required to provide sufficient site-specific storage. Right turn in/right turn out movement and accesses which do not meet the minimum spacing may be permitted where, due to size, configuration, or location of the parcel, there is no feasible alternative access meeting the desired standard.

K. Drainage Considerations

Access shall be constructed in accordance with the requirements of Hillsborough County Stormwater Management Technical Manual.

L. Existing Facilities

1. Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.
2. Where driveways are constructed within the limits of existing curb and gutter construction, the existing curb and gutter shall be removed either to the nearest joints or to the extent that no remaining section is less than five feet long. If the curb is not removed to the nearest joint, the curb will be cleanly cut with a concrete saw. Driveways materials type should conform to the original construction on a section unless otherwise specifically provided on the permit.

M. Intersections

At an intersection, no driveway shall be allowed within the radius return of the intersecting roadways. An exception for existing developments may be considered when driveways are reconstructed as part of a roadway reconstruction project.

N. Emergency Access

In addition to minimum yard and building spacing requirements specified in this Code, all buildings and other structures, land preparation, and landscaping shall be so located and arranged on lots as to provide safe and convenient access for emergency purposes, fire protection, servicing, and off-street parking and loading located on the premises.

O. Prohibition of Use of Residentially Zoned Private Property for Access to Uses Not Permitted in Residential Districts; Exceptions

No private land which is agriculturally or residentially zoned shall be used for vehicular or pedestrian access to land or structures in other districts used for any purpose not permitted in agricultural or residential districts, except as provided below or otherwise authorized by this Code or other lawful regulations:

1. Where provision does not exist for safe access for emergency and public service vehicles and such access is not reasonably feasible except through privately owned residential or agricultural land, access reserved for and limited to such vehicles may be authorized by the Land Use Hearing Officer, subject to conditions and safeguards designed to protect the tranquility and character of the residential land so traversed.
2. Where convenience and safety would be promoted, walkways and bicycle paths to non-residentially zoned land may be authorized by the Land Use Hearing Officer across privately owned residentially zoned land, subject to conditions and safeguards to protect the tranquility and character of the residential land so traversed.

P. Right-of-Way Protection and Acquisition

1. No development activity (buildings, parking areas, water retention, etc.) shall be permitted within existing right-of-way corridors, as established and recorded through the Hillsborough County Thoroughfare Plan Regulations.
2. Prior to the development of land contiguous to public transportation corridors, right-of-way shall be reserved or dedicated to the appropriate governmental jurisdiction in accordance with an adopted Hillsborough County Transportation Corridor Map. In the absence of an adopted Corridor Map, right of way shall be reserved or dedicated to the appropriate governmental jurisdiction in accordance with the current MPO Long Range Transportation Needs Assessment Map in effect at the time of the request for reservation or conveyance. No development activity shall be permitted within the designated transportation corridors.

Q. Cross-Access Criteria and Requirements

1. The purpose of requiring cross-access in certain situations is to reduce the necessity to use the public street system in order to move between adjacent and complementary land uses where such interchange of vehicular or pedestrian trips are likely to occur.
2. When each of the following conditions exist, provisions for vehicular and pedestrian cross-access must be provided:
   a. The site is on at least one roadway with an Access Management Classification of 1 through 6.
   b. The site has a commercial or office land use or zoning designation, and is adjacent to a parcel which also has a commercial or office land use designation or zoning and which has access on the same roadway.
3. When each of the following conditions exists, provisions for pedestrian cross-access must be provided.
   a. The site has frontage on at least one roadway with an Access Management Classification of 1 through 6.
   b. The site has a commercial or office land use or zoning designation and is adjacent to a parcel having frontage on the same roadway which has a land use or zoning designation allowing 12 dwelling units per acre or more, or
   c. The site has a residential land use or zoning designation allowing 12 dwelling units or more per acre and is adjacent to a parcel having a land use or zoning designation of 12 dwelling units or more per acre or a commercial or office land use or zoning designation and which has access on the same roadway.
4. As used herein, "provisions for cross-access" shall mean that the developer of the property shall design his site in such a manner as to make cross-access possible as provided in this division.
5. When the criteria in 2 or 3 above are met, provisions for cross-access must be provided as established below:
   a. If the adjacent site is developed and, in the opinion of Hillsborough County, cross-access is feasible, the developer shall design and build the appropriate cross-access to the property line of the adjacent parcel.
   b. If the adjacent site is developed but, in the opinion of Hillsborough County, cross-access is not feasible at this time, the developer shall design and designate on the site plan the location of future cross access, but will not be required to construct the cross-access at the time of initial site development. The owner shall commit, in writing, to construct and allow cross-access at such time as Hillsborough County determines that cross-access is feasible and desirable.
   c.

If the adjacent site is undeveloped, the developer shall design and build the cross-access to the property line of the adjacent parcel in anticipation of future connection when that site is developed.

d. The minimum width of a vehicular cross-access shall be 24 feet. The minimum width of a pedestrian cross-access shall be five feet.

R. Corner Clearance

Corner clearances for all connections shall meet or exceed the minimum connection spacing requirements of 6.04.07 of this division except as provided below:

1. Type I. The minimum corner clearance for a Type I connection shall be ten feet.
2. All Other Types. Isolated Corner Property—A single connection (on each frontage) may be placed closer to the intersection if, due to property size, the applicable minimum spacing standards in Table I cannot be met, and where joint access which meets or exceeds the applicable connection spacing cannot be obtained with a neighboring property or, it is determined by the County that joint access is not feasible based on conflicting land uses or conflicting traffic volumes/characteristics, then the minimum corner clearance given in 6.04.08 can be used. Such properties, for the purpose of this document will be called "isolated corner properties".
3. In cases where connections are permitted under this criteria, the permit will contain the following conditions:
   a. There will be no more than one connection per frontage.
   b. When joint or alternative access which meets or exceeds the applicable minimum connection spacing becomes available, the permittee will close the permitted connection, unless the permittee shows that such closure is not feasible because of conflicting land use or conflicting traffic volumes/characteristics or existing structures which preclude a change in the existing connection.

S. Rail Line Crossings on Private Roads

All new development or redevelopment, including agritourism activities, accessed by a privately owned and maintained street or roadway, easement, or commonly owned parcel that crosses a rail line to reach a public Right of Way, shall obtain a written authorization and approval from the rail line owner. The rail line owner shall consider whether such crossing of the rail line would be appropriate from a safety standpoint and identify what type of crossing controls are appropriate if they were to approve the crossing. The type of use, intensity or crossing frequency and hours shall be considered as part of the authorization review and approval.

a. The applicant or property owner shall provide the written authorization by the rail line owner to the County prior to the approval of site development plans, building permits or change of use applications for the project or site.

b. Any operator of an agritourism activity, as defined in Section 570.86, Florida Statues, on land classified as agricultural land under Section 193.461, Florida Statues, that is accessed by a privately owned and maintained street or roadway, easement, or commonly owned parcel that crosses a rail line to reach a public Right-of-Way, shall provide the written authorization by the rail line owner to the County's Development Services Department prior to commencement of any event or activity on site.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 01-30, § 2, 11-15-01; Ord. No. 02-13, § 2, 8-1-02; Ord. No. 09-62, Item B, 10-26-09, eff. 2-1-2010; Ord. No. 20-17, § 2(Exh. A), 9-24-20, eff. 10-2-20; Ord. No. 24-16, § 2(Exh. A), 6-6-24, eff. 6-13-24)

Sec. 6.04.04. - Design Standards

A. Driveway Width/Length

Driveways provide the physical transition between a site and the abutting roadway. Driveways should be located and designed to minimize impacts on traffic while providing safe entry and exit from the development served. The location and design of the connection must take into account characteristics of the roadway, the site, and the potential users.

The actual width and length of driveways shall be subject to internal and external traffic flow considerations. The driveway width considerations include, but are not limited to the number of lanes, the driveway geometrics, internal obstructions, traffic safety, etc. The length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. The driveway length therefore, will be subject to the anticipated required stacking length of entering and exiting vehicle during the peak period.

1. For driveways that will be signalized, driveway length should be determined by a traffic study of expected traffic and queues. An important measurement in determining the driveway length is the outbound queue.
2. For unsignalized driveways, the following minimum lengths will be used:

Land Use	Driveway Length (In Feet)
Any major entrance with 4 or more total lanes in the in the driveway. Typically malls, and "Super" retail centers	300 or greater, based on traffic study

Regional Shopping Centers (over 150,000 sq. ft.)	250
Community Shopping Center (100-150,000 sq. ft.) (Supermarket, drug store, etc.)	150
Small Strip Shopping Center	50
Smaller Commercial Development (convenience store with gas pumps)	30

3. For residential developments, the maximum length shall be:

Land Use	Driveway Length (In Feet)
Residential Developments	250

B. Driveway Grades

1. Driveway grades shall conform to the requirements of FDOT Roadway and Traffic Design Standard Indices, latest edition.
2. For driveways with high volumes and where curve radii turnouts would be a prime benefit to traffic movements, the following factors should be considered:
   a. It is desirable to have driveway slope upward from gutter line without any vertical curve. The upward slope with curbs will allow better control of drainage.
   b. It is desirable to have a relatively flat area adjacent to the roadway, where vehicles may turn off without an immediate climbing or descending need. Then exiting vehicles may wait to enter traffic flow at approximately roadway level.
   c. Within the limits of curve radii, no drop curb shall be allowed except as required for curb cut ramps.

C. Traffic Control Devices

1. The installation of signs and pavement markings at private roadways and residential or commercial driveways, and the installation of traffic signals at high-volume commercial Type III driveways may be required in order to provide for safe and efficient movement of traffic. All

traffic control devices shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the current County standards and specifications and shall be approved by the County Public Works Department, Traffic Section.

2. The approval to install traffic signals shall be based on a traffic engineering study which addresses the warrants, the design, and the operation of the signals. The study and design shall be approved by the County Public Works Department, Traffic Section and FDOT, if on the State Highway System. The responsibility for the engineering study shall rest with the permittee. If a traffic signal is installed, all signal elements and appropriate portions of the access approach to assure efficient signal operation, shall be on public right-of-way or on easements granted to the public.
3. Any required traffic control devices, including signs, signals or pavement markings shall be installed by the permittee. The permittee shall be responsible for all purchase and installation costs involved.

D. Auxiliary Lanes

Auxiliary Lanes refer to left-turn, right-turn, acceleration, deceleration, and storage lanes. Developments which generate AM or PM Peak Hour Traffic which exceeds the following thresholds shall provide the following site related acceleration, deceleration, and storage lanes:

1. If more than 20 left turning vehicles per hour on a two-lane arterial or collector roadway, then left turn lanes are warranted,
2. If more than 50 right turning vehicles per hour on a two-lane arterial or collector roadway, then right turn lanes are warranted,
3. If more than 40 right turning vehicles per hour, on a four-lane rural roadway, then a right turn lane is warranted,
4. If more than 80 right turning vehicles per hour, on a four-lane urban roadway, then a right turn lane is warranted,
5. If more than 60 right turning vehicles per hour, on a six-lane rural roadway, then a right turn lane is warranted,
6. If more than 100 right turning vehicles per hour, on a six-lane urban roadway, then a right turn lane is warranted,
7. On multi-lane roadways, left turn lanes shall be constructed when there are more than 20 left turning vehicles.

(Ord. No. 00-38, § 2, 11-2-00; Ord. No. 05-22, § 2, 11-17-05; Ord. No. 07-18, § 2, 7-19-07, eff. 10-1-07)

Sec. 6.04.05. - Access Pavement Requirements

A. Type I

1. Rural Section—Driveway does not need to be paved except for a four-foot paved transition extending from the edge of the roadway towards the site. The purpose of the paved transition is to protect the edge of pavement of the public roadway from damage and deterioration. This requirement does not apply when the public roadway has a four-foot (or wider) paved shoulder.
2. Urban Section—Driveway shall be paved to the right-of-way line or to the back of sidewalk, whichever is less.

B. Type II

1. Urban Section. These accesses shall be paved to the right-of-way line or to the back of sidewalk, whichever is distance is less.
2. Rural Section. These accesses shall be paved to the right-of-way line.

C. Type III

Rural and Urban Sections. These accesses shall be paved to the right-of-way line.

D. Surfacing Requirements

The pavement should be structurally adequate to meet the expected traffic loads an shall not be less than the requirements contained in the Hillsborough County Transportation Technical Manual, latest edition.

Sec. 6.04.06. - Maintenance Responsibilities

A. Introduction

The purpose of this section is to identify the various responsibilities relative to maintenance of access points. The occupant and the owner of the property services by the access shall be responsible for meeting the terms and conditions of the permit, if any.

B. Maintenance Responsibility by Jurisdiction

1. State Highway System. For those connections onto the State Highway System, the Florida Department of Transportation will normally maintain the connection surface, sidewalks, and all drainage facilities within the right-of-way.
2. County Roadway System. For the connections onto the County Roadway System, within the unincorporated portion of the County, the County Public Works Department will maintain the first four feet, nearest the edge of pavement, of the connection. In addition, the Department will maintain drainage structures within the right-of-way which accommodates roadway drainage.
3. Traffic Control Devices. All traffic control devices, including signs, signals and pavement markings, installed and properly permitted on the public right-of-way or public easements to control traffic utilizing the connection, shall be maintained by the County. Any devices

required by the permit but installed off the public right-of-way shall be maintained by the permittee in a condition satisfactory to the County's Director of Public Works. The permittee shall be responsible for correcting any on-site deficiencies in an appropriate an timely manner.

Sec. 6.04.07. - Table: Minimum Spacing

MINIMUM SPACING			
ACCESS CLASSIFICATION(See Notes)	MINIMUM CONNECTION SPACING	MINIMUM MEDIAN; OPENING SPACING (Directional)	MINIMUM MEDIAN OPENING SPACING (Full)
CLASS 1	(See Federal Highway Administration and FDOT Requirements)		
Roadway providing for high speed, high volume traffic movement serving interstate, interregional and intercity needs as well as some intracity travel. These roadways do not provide direct property connections.			
CLASS 2			
A specially protected corridor distinguished by an extensive existing or planned system of access roads and restrictive median treatments.	>45 mph 1320 ft ≤45 mph 660 ft	>45 mph 1320 ft ≤ 45 mph 660'	>45 mph 2640 ft ≤ 45 mph 1320 ft
CLASS 3			

New and existing roadways primarily in areas without extensive development or extensive subdivided properties. These corridors will be distinguished by existing or desired restrictive median treatments. Two lane highways with a desired high degree of access management should also be included.	>45 mph 660 ft ≤45 mph 330 ft	>45 mph 1320 ft ≤45 mph 660 ft	>45 mph 2640 ft ≤45 mph 1320 ft
CLASS 4			
New and existing roadways primarily in areas without extensive development or extensive subdivided properties. These corridors will be distinguished by nonrestrictive median treatments or highways with two-way left turn lanes.	>45 mph 660 ft≤45 mph 330 ft	N.A.	N.A.
CLASS 5			
Existing roadways primarily in areas with moderate or extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or desired restrictive median treatments.	>45 mph 330 ft ≤ 45 mph 245 ft	All Speeds 660 ft	>45 mph 1320 ft ≤ 45 mph 660 ft
CLASS 6			
Existing roadways primarily in areas with extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or expected non restrictive medians, such as an undivided two or four lane highway or multi-lane highways with two-way left turn lanes.	>45 mph 330 ft ≤45 mph 245 ft	N.A.	N.A.

CLASS 7			
Subdivision roads and all other local roadways functioning as subdivision roads.	TYPE I = 10 ft Type II = 50 ft (<5000 vpd*) 175 ft (≥ 5000 vpd*)	ALL SPEEDS 330 ft	ALL SPEEDS 330 ft
March 1, 1991	Type III =50 ft (<5000 vpd*) 250 ft (≥ 5000 vpd*) * refers to volume on adjacent roadway		

NOTES AND SPECIAL REQUIREMENTS

1. Access road systems in Access Class 2 assumes the provision of an access road system or adequate internal property circulation through existing or new public and private roads in transportation and comprehensive plans and through local land development regulations.
2. Minimum connection and directional median spacing openings specified here may not be adequate if extensive right or left-turn storage is required. Greater distances may be required to provide sufficient site-specific storage.
3. Connections and median openings on the public roadway system located up to ¼ mile from an interchange area or up to the first intersection with an arterial roadway, whichever distance is less, shall be regulated to protect the safety and operational efficiency of the limited access facility and the interchange area. The ¼ mile distance shall be measured from the end of the taper of the ramp furthest from the interchange.
    a. The distance to the first connection shall be at least 660 feet where the posted speed limit is greater than 45 mph or 440 feet where the posted speed limit is 45 mph or less. The distance will be measured from the end of the taper for the particular quadrant of the interchange. If the above connection spacing cannot be provided, a single connection per

property will be provided if no other reasonable access to the property exists and the issuing authority determines that the connection does not create a safety, operational or weaving hazard.

b. The minimum distance to the first median opening shall be at least 1,320 feet as measured from the end of the taper of the egress ramp.

c. Connections and median openings meeting the above spacing standards still may not be permitted in the location requested in the permit application, when the issuing authority determines, based on traffic engineering principles, that the safety or operation of the interchange or the limited access highway would be adversely affected.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 08-15, § 2, 6-12-08, eff. 10-1-08)

Sec. 6.04.08. - Table: Corner Clearance at Intersections

CORNER CLEARANCE AT INTERSECTIONS For Isolated Corner Properties Only		
Position	Access Allowed	Minimum Clearance
With Restrictive Median		
Approaching Intersection	Right In/Out	115′
Approaching Intersection	Right In Only	75′
Departing Intersection	Right In Out	230′ (125)*
Departing Intersection	Right Out Only	100′
Without Restrictive Median		
Approaching Intersection	Full Access	230′ (125)*
Approaching Intersection	Right In Only**	100′
Departing Intersection	Full Access	230′ (125)*
Departing Intersection	Right Out Only**	100′

Isolated corner properties that, because of size or configuration cannot meet the above spacing requirements may apply for a variance as provided in 6.04.02 C.

* Access Class 7 may use the measurements in parenthesis if the posted speed limit is 35 MPH or less.

** Right In/Out Right in Only and Right Out Only connections on roadways without restrictive medians shall, by design of the connection, effectively eliminate unpermitted movements.

CURRENTLY APPROVED

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted September 4, 2025.

1. The development of the Waterset project shall proceed in strict accordance with the terms and conditions contained in the Development Order for the DRI, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County. Approval is based upon the General Site Plan received September 8, 2014.

2. The total number of residential units is 6,428, commercial use is 498,480 square feet, and office use is 198,900 square feet. Land Uses may be modified based on the approved Land Use Equivalency Matrix in accordance with the DRI #266 Development Order. As shown in the following table, in order to preserve the multi-use nature of this development, land use exchanges will be limited so that the following minimums and maximums (30%) for each land use will be observed:

Use	Minimum	Approved	Maximum
Single-Family Detached Residential (dus)	2,533	4,0191	4,705
Single-Family Attached Residential (dus)	671	1,0592	1,247
Multi-Family Apartment (dus)	945	1,350	1,755
Commercial I / Retail	336,336	498,480	648,024
Office (sf)	139,230	198,900	258,570
[1] 400 units shall be for Senior Adult Living			
[2] 100 units shall be for Senior Adult Living			

2.1 The area on the certified general site plan identified as Tract 12A cannot be used toward calculating density and/or intensity (FAR) within the Planned Development. Available entitlements under the Comprehensive Plan for this parcel are reserved for the adjacent Planned Development (PD 03-1417). Tract 12A has been removed from the adjacent PD through PRS 14-1076 with the entitlements for Tract 12A remaining in the adjacent PD (PD 03-1417.); and

2.2 Notwithstanding anything on the PD site plan or herein these conditions to the contrary, the maximum amount of development within the area designed on the certified general site plan as Tract 9A shall be limited by certain restrictions placed on the allowable uses and the cumulative trip generation of all existing and proposed uses within Tract 9A, as further detailed below. This condition has the effect that, depending upon the amount and type of uses ultimately developed within the PD, the maximum entitlements described above may not be constructible. Each of the following shall apply:

a. Access to Covington Garden Dr. serving Tracts 9A and 10 shall be required. Such access shall be restricted to right-in/right-out movements only, and the developer shall construct a raised concrete separator concurrent with the initial increment of development within Tract 9A. Access to Paseo al Mar Blvd. serving Tracts 9A and 10 shall be optional. Only right-in/right-out access to Paseo al Mar Blvd. shall be permitted. If there is access only to Covington Garden Dr., then the maximum development potential within Tract 9A shall be significantly less, as governed by the trip cap thresholds which apply separate to each access as further described below. Additionally, in the event optional Paseo al Mar. Blvd. access is constructed:

i. The internal layout/configuration of the internal drive aisles within Tract 9A shall be subject to review and approval of Hillsborough County Public Utilities at the time of plat/site/construction plan review; and,
ii. Concurrent with plat/site/construction plan approval, the property owner shall dedicate and convey an ingress/egress easement to Hillsborough County, such that Tract 10 can be accessed through the optional driveway connection within Tract 9A.

b. The cumulative gross trip generation of all uses within Tract 9A shall not exceed the following thresholds at the required Tract 9A Covington Garden Dr. access:

i. An inbound a.m. peak hour amount equal to 50 gross inbound a.m. peak hour trips less the number of gross inbound a.m. peak hour trips generated by development within Tract 10; and,
ii. An inbound p.m. peak hour amount equal to 50 gross inbound p.m. peak hour trips less the number of gross inbound p.m. peak hour trips generated by development within Tract 10.

c. The cumulative gross trip generation of all uses within Tract 9A shall not exceed the following thresholds at the optional Tract 9A Paseo al Mar Blvd. access:

i. An inbound a.m. peak hour amount equal to 80 gross inbound a.m. peak hour trips less the number of gross inbound a.m. peak hour trips generated by development within Tract 10; and,
ii. An inbound p.m. peak hour amount equal to 80 gross inbound p.m. peak hour trips less the number of gross inbound p.m. peak hour trips generated by development within Tract 10.

d. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on the site. The list shall contain data including gross floor area, type of use, date the use was approved by Hillsborough County, references to the site/subdivision Project Identification (Pl) number (or if no PI number exists, a copy of the permit or other official reference number), calculations detailing the individual increment and cumulative project gross trip generation impacts, and source for the data used to develop such estimates.

e. In calculating the trip generation impacts of existing and proposed development, sole authority to determine the appropriateness of certain ITE land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE Trip Generation Manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine appropriate trip generation rates for proposes of calculating whether proposed entitlements exceed the trip cap. Given the wide range of potential uses, and since the transportation analysis submitted for purposes of the zoning does not necessarily represent a worst-case scenario of potential trip generation impacts for any individual use or group of uses, the utilization of certain land

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

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

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

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

5. Single-family, duplex and townhome residential development shall comply with the following requirements:

Single-Family Design Standards

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

Minimum Side Yard (cl	0 ft (c)	0 ft (c)	0 ft (c)	5 ft (g)
Minimum Rear Yard (d)	15 ft (d)	15 ft (d)	15 ft (d)	5 ft (g)
Maximum Lot Coverage	50%	70%	70%	80%(f)
Maximum Height	45 ft	45 ft	45 ft	45 ft

(a) Single-family detached standard lots and single-family detached slim lots less than 4,000 sf shall not exceed 25% of the total SFD lots.

(b) Front loaded garages shall be setback a minimum of 20-feet from the right-of-way.

(c) Minimum building separation is 10 feet; If proposed side yard is less than 5-feet, applicant must demonstrate that the 10-foot separation will be provided, through submittal of adjacent property survey showing location of adjacent structure or deed restriction/easement; When the side yard setback is less than 7.5 feet or building separation is less than 15-feet, roof gutters must be installed on that side of the structure. An attached porte cochere may utilize a 3-foot side yard setback.

(d) An attached garage may utilize a 3-foot rear yard setback. If accessed by an alley, garages shall be setback either 5 ft, 11 ft or 20 ft or greater, from the edge of the alley pavement.

(e) Units shall include architectural features such as decorative roof elements, arbors or pergolas as the front and rear facades. The level of detailing shall be consistent with the architectural theme. At comer lots, the detailing shall be continued onto the exposed side wall; and, where the home design directs roof runoff water to the side yards, gutters shall be provided on each unit that direct water to the front or rear of the lot. The front door of the unit shall be on the front façade facing the street. The building shall be a minimum of two (2) stories. The garage door shall be single wide and the front yard garage setbacks will be staggered with a 20-foot minimum setback and a 30-foot maximum setback. The parking ratio shall be 3-spaces per unit with one garage space, one driveway space and one space in a common parking lot. Common parking areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.

(f) Cluster homes shall be comprised of single-family detached units, duplex units or a combination of both, with a shared drive aisle and vehicular courtyard; the shared drive aisle does not count towards lot area; the parking ratio shall be 3-spaces per unit. A minimum of two parking spaces per unit shall be provided on-site. Remaining required parking spaces may be provided through on-street parking or in a common parking area, or in a combination of both. Common parking areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.

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

Duplex and Townhouses Design Standards

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

(a) Front loaded garages shall be setback a minimum of 20-feet from the right-of-way.

(b) Minimum building separation is 10 feet. An attached porte cochere may utilize a 3 foot side yard setback; when the side yard setback is less than 7.5 feet or building separation is less than 15-feet, roof gutters must be installed on that side of the structure.

(c) An attached garage may utilize a 3-foot rear yard setback. If accessed by an alley, garages shall be setback either 5 ft, 11 ft or 20 ft or greater, from the edge of the alley pavement.

(d) Cluster homes shall be comprised of single-family detached units, duplex units or a combination of both, with a shared drive aisle and vehicular courtyard; the shared drive aisle does not count towards lot area; The parking ratio shall be 3-spaces per unit. A minimum of two parking spaces per unit shall be provided on-site. Remaining required parking spaces may be provided through on-street parking or in a common parking area, or in a combination of both. Common parking areas shall be screened with a continuous row of shrubs to be maintained at a minimum of 3 feet in height and setback 10-feet from the road right-of-way.

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

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

7. Lots adjacent to the Lake St. Clair community, and lots that are west of and across from Covington Garden Drive where Covington Garden Drive abuts the Lake St. Clair community, shall be single-family detached units and shall be a minimum of 50 feet wide.

8. Lots adjacent to the Oxford subdivision (Covington Park Phase 4A) and the Carrington subdivision (Covington Park phase 5B) shall be single-family detached units and shall be a minimum of 40 feet wide.

9. Within all tracts, each detached single-family standard dwelling unit is permitted one accessory dwelling unit, a maximum of 45' in height, on the same lot with up to 900 square feet of living space. A variance to increase this amount may be requested provided the residential lot is at least 14,520 square feet in size and

the living space proposed for the accessory dwelling does not exceed 1,200 square feet or 25 percent of the living space in the principal dwelling on the lot, whichever is less. The accessory dwelling may be a detached structure or attached to the principal single-family dwelling on the lot.

10. The Mixed Use North (MU-N), Mixed Use Central (MU-C), and Mixed Use South (MUS) tracts (Tracts 2, 8, 9, 9A, 24A and 24B) and Town Center (Tract 7) tracts shall be developed with the following uses:

10.1 Commercial General (CG) district uses with a maximum FAR of 0.25. The following CG zoning uses shall be prohibited in Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7) tracts: Radio and Television Transmitting facilities; Lawn Care/Landscaping; Lumber/Other Building Materials; Minor Motor Vehicle Repairs; Motor Vehicle Sales, Rentals, and Auctions (All Types); Recreational Vehicle Sales and Rentals; Private Pleasure Craft Sales and Rentals; Rental Leasing, Light Equipment and Farm Equipment; Wholesale Distribution; Labor Pools (All Types); Mini-warehouses.

10.2 Business Professional Office (BPO) district uses.

10.3 Residential units at a maximum density of 20 units per acre. Residential dwelling types may include single-family detached, villa-duplex, townhouse, and multi family.

10.4 Home Occupation uses may be allowed as an accessory use in a dwelling unit, in a manner clearly incidental and accessory to the residential use.

10.5 Residential support uses shall be permitted and shall include, but not be limited to, parks, recreation centers, day care, schools and churches or other religious institutions.

10.6. Mixed use buildings incorporating such uses as, but not limited to, office, retail, restaurant, livework units and residential uses shall also be permitted.

10.7 Within each tract (Tracts 2, 7, 8, 9, 9A, 24 A and 24B standard distance requirements for the Alcoholic Beverage Development Permit per Section 6.11.11.D shall not apply being these tracts are mixed uses/town center tracts.

10.8 Within the Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7), to allow interconnectivity, no buffering shall be required between residential and non-residential uses.

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

Standards:

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

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

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

Standards:

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

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

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

12.1 Facades shall be parallel to straight frontage lines and the chord of curved or broken frontage lines.

12.2 Not less than 40 percent of the total surface area of the first floor front elevation shall be in public entrances and windows. Windows utilized to meet this requirement shall be transparent.

12.3 All street-level retail uses with sidewalk frontage shall have an individual entrance with direct access to the sidewalk, regardless of any other access which may be provided.

12.4 Buildings shall be articulated so that facades which face public streets and exceed 50 feet in horizontal length shall include vertical piers, columns, colonnades or other vertical visual elements to break the plane of the facade. Such vertical visual elements shall be spaced 15 feet to 3 5 feet apart along the facade.

12.5 Galleries and arcades may be constructed over sidewalks in the public right-of- way provided an easement agreement is approved by and dedicated to Hillsborough County to guarantee public use of the sidewalks. In such cases, the distance from the storefront to the inside face of the support columns shall be a minimum of eight feet, and the distance from the outside face of the support columns to the inside edge of the street curb shall be no less than 36 inches.

12.6 Drive-through window services and queuing lanes for such services may not be located between the front facade of the building and the main street, and must be designed so as to have minimal impact on pedestrian traffic along the main street.

12.7 These design standards shall not be applicable to property depicted on the General Site Plan for PRS 25-0191.

13. Track 25B shall be developed with a fire station. The Retail/Office tract (Tract 25A) shall be developed with the following uses:

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

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

13.2 Business Professional Office (BPO) uses shall be in accordance with BPO district standards. To insure mixed use, a minimum of 15% of the total tract square footage of development shall be devoted to office uses.

14. Wireless communication facilities, subject to Section 06.11.29 of the Land Development Code, shall be permitted in the Mixed Use North, Mixed Use Central and Mixed Use South tracts (Tracts 2, 8, 9, 9A and 24A and 24B) the Town Center tract (Tract 7) and the Retail/Office tract (Tract 25A). All wireless communication structures shall be camouflaged.

15. Park, recreational and school uses shall be allowed on all Tracts. The School sites may be co-located with the Parks subject to the execution of a co-location agreement between the Hillsborough County School Board and the Hillsborough County Parks and Recreation Department, the acreage in Tracts 11 and 18 designated for schools, parks and recreation facilities may be modified as provided for in said agreement. Should Hillsborough County Parks Department or Hillsborough County School Board determine any of the sites are not required the use permitted shall be residential.

16. Upon request of the School Board, the Developer shall dedicate and convey at no cost to the Hillsborough County School Board, upland land of a total of 40 acres that is acceptable to the Hillsborough County School Board to accommodate up to 2,300 student stations at the elementary and/or middle school level. The Developer shall convey this acreage upon request by the School Board. The property shall be conveyed within six (6) months of the date of the request, but not conveyed prior to June 1, 2016, unless otherwise agreed upon by the Developer and the Hillsborough County School District. The Developer shall construct the roads shown on the General Site Plan that provides access to the school sites. This road will be constructed and conveyed to the appropriate governmental entity no later than January 1, 2017, unless otherwise agreed upon by the Developer and the Hillsborough County School District. Prior to any such conveyance, the Developer shall provide for construction vehicle access, as may be necessary by the Hillsborough County School District. If the school site(s) is not accepted by the Hillsborough County School Board, the site(s) may be used for single-family or multifamily residential development only so long as the total number of dwelling units does not exceed the number of units allowed. [THIS CONDITION HAS BEEN SATISFIED.]

17. There shall be a minimum of twenty-seven (27) acres of community and neighborhood park/recreation areas provided, which acreage shall include mini-parks and the trail (South Coast Greenway) corridor, throughout the project. Said parks shall be connected to all dwelling units by a system of sidewalks and crosswalks and shall be plainly visible from subdivision streets to promote user safety. They shall be distributed throughout the subdivision so the dwelling units within the subdivision are located within 1,320 feet of a park as measured in a straight line, and pedestrian access from those lots to the park is not precluded by natural or man-made barriers. The total amount may be distributed into a single area or multiple areas as necessary to provide the required placement. Said parks shall be owned and maintained by a homeowner's association, community development district, or other similar entity.

18. An 80-acre park for a regional sports complex shall be located in Tract 13.

19. The Developer shall: (a) include the school sites and the park sites in its Master Drainage Plan so as to enable the County and the School District to avoid the expense of providing on-site stormwater retention and, (b) shall provide the infrastructure for both potable water and central sewer service in conjunction with the construction of the road that will provide access to the sites.

20. Tract 10 shall be for a Hillsborough County Reclaimed Water Tank(s).

21. A community Fire Station shall be located within Tract 25B. It shall be a minimum of 1.2 acres in size or a site sufficient to accommodate the construction of a 10,000 s.f. one-story fire station facility. This acreage and/or site, shall be sufficient to provide for all related site requirements and/or improvements (e.g. parking, circular drive, ingress and egress driveways) as determined by Hillsborough County. The Developer shall provide stormwater facilities off-site, within the master storm water system or onsite within an expanded site boundary, as agreed upon by the Hillsborough County Fire Rescue Department. The site shall have direct access to 19th Ave. NE. Notwithstanding anything herein these conditions or on the PD site plan to the contrary: a) the access connection(s) serving Tract 25B shall be for the exclusive use of the Fire Station; and, b) the number and location of these access connection(s), as well as the extent to which site access improvements may be required, shall be determined at the time of site/construction plan review for development within this Tract.

    The Developer shall dedicate and convey this site to the County at no cost to the County. Impact fee offsets for the dedication of the fire station property shall be awarded in accordance with the requirements of state law and the procedures of the Consolidated Impact Assessment Program Fee Ordinance. Prior to preliminary site plan or preliminary plat approval within any of the above mentioned area, the developer shall coordinate with the Hillsborough County Fire Rescue office to determine the specific size during the site plan review phase. Within 90-days of a request by Hillsborough County Fire Rescue Department, the developer shall dedicate and convey the property.

22. Recreational enhancements to the Lake in Tract 5 may be permitted and may include, but not be limited to, such uses as boardwalks, docks, recreational buildings, and beach improvements. Any improvements shall be subject to approval by the Environmental Protection Commission and other agencies having regulatory jurisdiction. Said recreational enhancements shall be owned and maintained by a homeowner's association, community development district, or other similar entity.

23. Existing agricultural uses may continue to operate at no greater intensity than at present and shall be considered conforming uses until such time as they are developed as residential. No agricultural activities shall be initiated on land not previously under such uses. Silvicultural activities shall be limited solely to upland areas and shall not be conducted within 30 feet of the EPC wetland line.

24. Within the Mixed Use (Tracts 2, 8, 9, 9A, 24 A and 24B) and Town Center (Tract 7) tracts, on-street parking can be credited towards the required number of spaces. Parking may be permitted on another lot in conformance with Hillsborough County code Section 6.05.02(D).

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

adjacent to the 30" Street right-of-way at the southern boundary of the project. The trail may contain design features such as benches, walkways, gazebos, kiosks, and recreational amenities.

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

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

26. A minimum 8-foot wide sidewalk shall be provided which connects the South Coast Greenway to the 80-acre Regional Sports Complex. [THIS CONDITION HAS BEEN SATISFIED.]

27. Residential tracts abutting Waterset Boulevard shall have a 24-foot buffer from the road right-of-way.

28. If multi-family or single-family attached residential units are proposed along the northern property line of Tract 16 or along the southern property line of Tract 21, a minimum 30- foot setback shall be required to the principal structure(s) from the perimeter property line.

29. For residential uses on Tracts adjacent to 1-75 or the CSX Railroad, buffering shall be provided in accordance with Section 6.06.00.06.C.6., Areas of Excessive Traffic or Noise.

30. Lots may have access via a shared driveway. The width of the shared driveway shall be the same as a standard driveway. Access via alleyways and shared parallel driveways to the roadways shall be encouraged and permitted, given they meet applicable County standards. The Developer may also propose additional context sensitive and livable roadway design alternatives for review and acceptance by County transportation staff.

31. The internal access points depicted on the General Site Plan are conceptual. Any modification to the location and number of access points shall be reviewed by Hillsborough County during the construction plan review phase. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department. Final design, if approved by Hillsborough County Development Services Department may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.

32. Prior to Site Plan Approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. Turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where any turn lane is provided. The Developer shall construct the turn lanes at his expense.

33. Turn lane improvements as shown in the following table will be provided at time of construction of adjacent project access roads and Traffic Signals will be provided when warranted; Annually, the Developer shall complete an evaluation with FDOT and Hillsborough County, as appropriate, to determine whether a warrant study is required for the signalization of the roadway intersections identified. Should it be determined that a warrant study is required, the Developer shall provide same in the annual report. Furthermore, if a traffic signal is warranted, and the results are approved by Hillsborough County, then the developer shall submit 100% signal design plans to Hillsborough County within 180 days of Hillsborough County approval. Construction of the traffic signal shall commence within 120 days of approval of the final signal plans by Hillsborough County. If Hillsborough County elects to conduct a traffic signal warrant and finds that a signal is warranted, then the developer shall comply with the timing schedule described above.

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

34. A minimum of fifty (50) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway. If any neighborhood pod/cluster has 150 or more dwelling units, then the Developer shall provide vehicular cross-access to an adjacent neighborhood pod/cluster that has its own access to a roadway shown on the General Site Plan, unless the cross-access is not feasible due to environmental constraints.

35. Within all Mixed Use (Tracts 2, 8, 9, 24 A and 24B) and Town Center (Tract 7) tracts, a minimum of sixty (60) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway.

36. Throughout the development, the Developer shall provide pedestrian and bicycle interconnectivity between adjacent pods/clusters that do not provide for vehicular access between the pods/clusters, unless the interconnectivity is not feasible due to environmental constraints. All access shall be via an improved surface such as a sidewalk, wood boardwalk, pavers, or pervious concrete, and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act; access shall not be via grass, gravel, sand, mulch, or some other non-compacted surface. Bicycle and pedestrian connectivity points shall be spaced such that, where possible, they are no more than 1,320 feet apart. Distance between connectivity points shall be shown on all preliminary plat submittals.

37. At the time of Final Plat approval, the Developer shall dedicate and convey a minimum of 124 feet of right-of-way for 30th Street, from the northern property line of Tract 16 to the southern project boundary, and a minimum of 110 feet of right-of-way from the southern property line of Tract 12 to Apollo Beach Boulevard. [THIS CONDITION HAS BEEN SATIFIED.]

38. At the time of Final Plat approval of the adjacent phase or at the request of Hillsborough County, whoever is earlier, the Developer shall dedicate and convey a minimum of one hundred and twenty four (124) feet of right-of-way for Road A, from the western project boundary to Waterset Blvd.

39. The Developer shall dedicate and convey to Hillsborough County a minimum of 124 feet of right-of-way for Waterset Blvd. The right-of-way shall extend from Big Bend Rd to the development's southern property boundary.

40. The Developer shall dedicate and convey a minimum of 64 feet of right-of-way for Covington Garden Dr., in the location generally shown on General Site Plan. The right-of-way extend from Big Bend Rd. to Waterset Blvd. [THIS CONDITION HAS BEEN SATIFIED.]

41. The Developer shall construct two (2) lanes of the north-south arterial (Waterset Boulevard) from the northern property boundary to the southern property boundary. The roadway shall be designed as a two (2) lane divided roadway expandable to four (4) lanes within the median. The roadway shall include bicycle lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards. Additionally:

    41.1 The Developer shall construct Waterset Boulevard, between Covington Garden Dr. and 19th Ave. NE, commensurate with the development of adjacent tracts, but in no event later than February 25, 2028.

    41.2 By December 31, 2023, the Developer shall complete a continuous north-south road connection, consisting of either: (a) Waterset Boulevard in its entirety; or, (b) Waterset Boulevard to its point of intersection with 30th Street, and 30th Street from the southern property boundary to its point of intersection with Waterset Boulevard. [CONDITION 41.2 HAS BEEN SATIFIED.]

42. With respect to the east-west collector (Road A) from Waterset Blvd. to the western property boundary:

    42.1 The master drainage system within tracts adjacent to the Road A right-of-way shall be constructed to accommodate drainage for a future four (4) lane divided roadway, and include bicycle lanes, and sidewalks.

    42.2 The design and construction of the roadway segment between Waterset Blvd. and Freestone Cir. shall be as a two (2) lane divided roadway expandable to four (4) lanes within the median. The roadway shall include bicycle lanes and sidewalks along the entire portion of the roadway. The design and construction of the roadway shall include drainage facilities to accommodate a four (4) lane roadway with turn lanes. The roadway shall be designed to meet all Hillsborough County standards.

42.3 The developer shall only be required to stabilize, sod or seed, and construct drainage systems within that portion of the 124 foot-wide-right-of-way between Freestone Circle and the western property boundary, as necessary to accommodate the stabilized interim condition.

42.4 The Developer shall construct Road A, as described above, commensurate with the development of adjacent tracts, but in no event later than February 25, 2028.

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

The Developer shall construct Covington Garden Dr., commensurate with the development of adjacent tracts, but in no event later than December 31, 2023. [THIS CONDITION HAS BEEN SATIFIED.]

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

The Developer shall construct the Apollo Beach Boulevard extension commensurate with the development of adjacent tracts, but in no event later than December 31, 2017. [THIS CONDITION HAS BEEN SATIFIED.]

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

The Developer shall construct 30th Street commensurate with the development of adjacent tracts, but in no event later than April 28, 2025. [THIS CONDITION HAS BEEN SATIFIED.]

46. Railroad crossing and/or access shall be subject to review and approval by C.S.X.

47. A sidewalk shall be constructed along the property boundary of US 41. A waiver may be permitted if the developer provides written documentation from C.S.X. railroad and FDOT that the sidewalk cannot be constructed due to railway safety issues.

48. The Developer shall provide for a continuous east-west roadway (Milestone Drive) from Covington Garden Drive through Tracts 3, 4, 5, and 7, and terminating at Apollo Beach Boulevard. If the 80-acre Regional Sports Complex is not located in Tract 12, then a roadway connection with Milestone Drive shall be provided through Tract 12 to its southern property boundary. [THIS CONDITION HAS BEEN SATISFIED.]

49. In the event the final permits and designs are completed for a 4-lane bridge extending Apollo Beach Boulevard over Interstate 75, ("the I-75 Flyover Bridge"), then within 60 days of the County's acceptance of final permits and designs the 1-75 Flyover Bridge the Developer shall dedicate and convey within Tract 6 sufficient right-of-way of a width not less than 124 feet, or that necessary to accommodate the I-7 5 Flyover Bridge as designed, whichever is greater. Such dedication and conveyance shall also include land sufficient to accommodate drainage for the 1-75 Flyover Bridge. The Developer shall be responsible for constructing the remaining 4-lane extension of Apollo Beach Boulevard from Covington Garden Drive to the I-75 Flyover Bridge approach, consistent with the designs and conditions described herein these zoning conditions.

    No development shall occur within 600 feet of the southernmost property boundary of Tract 6 until such time as the final alignment of the Apollo Beach Boulevard extension is approved by Public Works. [THIS CONDITION HAS BEEN SATIFIED.]

50. Houses fronting the collector roadways shall be permitted, if access is provided via alleyways parallel to the roadway given they meet applicable County standards. The Developer may also propose additional context sensitive and livable roadway design alternatives for review and acceptance by County transportation staff. TND street typical sections from the Hillsborough County Transportation Technical Manual may be used as an option.

51. The Developer shall construct the Regional Roadway Improvements as required in the Waterset Development of Regional Impact Development Order conditions. The Big Bend Road traffic analysis shall be started no later than January 31, 2015. The Apollo Beach and US 41 Intersection shall be completed no later than December 31, 2016, unless the process of obtaining necessary CSX approval makes it impossible for the Developer to meet this deadline, in which case the deadline shall be extended to a date mutually acceptable to the Developer and Hillsborough County. Contributions related to the 1-75 Flyover Bridge shall proceed in accordance with the terms and conditions set forth in the Development Order. [THIS CONDITION HAS BEEN SATIFIED.]

52. The Developer shall install traffic signals, when warranted and approved by Hillsborough County, at the intersections of the major north/south collector roadways. Prior to Construction Plan Approval, the Developer shall submit a Traffic Signal Warrant Study to determine when the traffic signal is warranted. Once warrants are established, the Developer shall submit preliminary design plans for the signal concurrent with the design plans for the intersection. The Developer shall be responsible for the cost of the design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department.

53. The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. Except as otherwise required herein these conditions, the sidewalks shall be a minimum width of five (5) feet and shall comply with the Americans with Disabilities Act and the Florida Accessibility Act. The trail (South Coast Greenway)

described in Condition 25 may be provided in lieu of a 5-foot sidewalk along the side of a roadway to which the trail is adjacent.

54. Transit Amenities. The Developer shall provide two bus bays with shelters and associated amenities at the bus stops and associated roadway improvements along 19" A venue, to be generally located between 24" and 30" Streets and 30" and the eastern property line respectively. The Developer shall also provide ADA sidewalks and connections from the internal development with direct access to the transit improvements.

55. The Developer shall cooperate with HART in the future placement of bus stops and related facilities along the major corridors through the project including providing notice to the Community Development District and the Home Owners Associations(s) of the planned future placement of these facilities within the community.

56. The Developer shall coordinate with HART, Tampa Electric Company (TECO) and Hillsborough County to locate a Park & Ride/Trail Head facility along Waterset Boulevard at the TECO right-of-way crossing between either Tracts 13 and 16 or Tracts 14 and 17. The Park & Ride location shall accommodate buses, bicycles, vanpools and carpools. [THIS CONDITION HAS BEEN SATIFIED.]

57. The Developer shall coordinate with HART and Tampa Bay Area Regional Transportation Authority (TBARTA) to promote multi-modal alternatives by distributing ridesharing information to be provided by HART and TBARTA to the project residents and employees.

58. The Developer shall provide documentation, satisfactory to Hillsborough County, depicting all flood zones for the development, and the potential areas of wave action for category B, C, D, and E evacuations, prior to or concurrent with construction plans or building plans submitted for approval.

59. Non-residential signs with the project shall be limited to building signs and monument signs. All monument signs shall be a maximum of 15 feet in height and shall be constructed of materials similar to the buildings they serve and comply with all Land Development Code sign regulations. Billboards shall be prohibited. Notwithstanding the foregoing, pole signage shall be permitted on folio numbers 053966.0010 and 053975.2432 in accordance with the Land Development Code.

60. Approval of this application does not ensure that water will be available at the time when the applicant seeks approval to actually develop.

61. The locations of trees that qualify as Grand Oaks must be identified on the submitted preliminary plan/plat as part of the Site Development/Subdivision Review process. Site design features to avoid the removal of these trees are to be displayed on the submitted preliminary plan.

62. An evaluation of the property identified a number of significantly mature trees. The stature of these trees would warrant every effort to minimize their removal. The applicant is encouraged prior to submittal of preliminary plans through the Land Development Code's Site Development or Subdivision process to consult with staff of the Natural Resource Unit for design input addressing these trees.

63. The developer shall provide a wildlife survey of any endangered, threatened, or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines. The survey information must be provided upon submittal of the preliminary plans through the site development/subdivision process.

64. A Gopher tortoise burrow survey in accordance with the Florida Fish and Wildlife Conservation Commission (FFWCC) published wildlife methodology guidelines must be submitted. A discussion of any commensal species observed during this survey must be included. A copy of the survey and documentation indicating the method to be used for managing gopher tortoises and other potential listed species observed on-site must be provided to Natural Resource Review of the Development Services Department upon submittal of all preliminary plats. Essential Wildlife Habitat as defined by the Hillsborough County Land Development Code must be addressed if applicable in consideration of the overall project boundaries.

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

66. Approval of the zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval. The construction and location of any proposed wetland crossing for internal roadways and adjacent development road connection alignments shall be reviewed by EPC pursuant to Chapter 1-11, Wetlands, Rules of the EPC, to determine whether such crossing and alignments are necessary to accomplish reasonable use of the subject property. Prior to the issuance of any building or land alteration permits or other development, the wetlands must be field delineated in its entirety by EPC staff and the wetland line surveyed. The survey must then be submitted to EPC staff for approval. After survey approval, the wetland line must appear on all site plans and must be labeled as "EPC Wetland Line." The wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code.

67. Construction of this site must meet the criteria of the Stormwater Technical Manual in effect at the time of Construction Plan submittal.

68. The site is located within a sub-basin of the Bullfrog Creek Watershed and is defined as having a peak-sensitive basin flow capacity (discharge limited to 2.33 year, 24-hour pre-developed peak rate), if there is a positive outfall.

69. If there are stormwater drainage complaints more stringent discharge rates may be imposed. This area does on appear on the Department of Public Works list of "redlined areas."

70. All areas which convey or store stormwater will have an associated 100-year floodplain due to stormwater runoff and flows, including those conveyance and storage facilities in storm surge areas. The Engineer - of-Record shall be responsible for determining the on-site 100-year floodplain elevations if not determined by a FEMA study. No development (structures or fill) shall be allowed in any 100-year frequency non-

tidal floodplain unless provisions are made to compensate for the reduction in storage volume due to the proposed development.

71. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.

72. The technical manuals are designed to limit impacts due to new development to adjacent properties but contain criteria that may be exceeded by conditions beyond Hillsborough County control.

73. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

74. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

75. Prior to approval by the Hillsborough County Board of County Commissioners at the scheduled Land Use Meeting, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above, the Land Development Code (LDC) and/or the recommendations of the Land Use Hearing Officer. The revised general site plan shall be certified upon approval of the petition at the scheduled Board of County Commissioners Land Use Meeting. Prior to petition approval and certification, if it is determined the certified plan does not accurately reflect the conditions of approval, the requirements of the LDC and/or the recommendations of the Land Use Hearing Officer, as may be modified at the Board of County Commissioners Land Use Meeting, said plan will be deemed invalid and a revised General Development Plan shall be submitted for certification. Certification of the revised plan (and approval of the petition) shall occur at the next available Board of County Commissioners Land Use Meeting. The submittal deadline for the revised General Development Plan under all of the above scenarios shall be the deadline for the filing of Oral Argument.

Conditions of approval 76 – 85 shall apply to area modified by PRS 25-0191, i.e. (Folio No. 54244.0062), hereinbelow referred to as the "Subject Area":

76. Notwithstanding anything herein these conditions to the contrary, the Subject Area shall be served by (and limited to) four (4) vehicular access connections at the following points, as displayed on the site plan:

    a. One (1) right-in/right-out access to 19th Ave NE;
    b. One (1) right-in/right-out access to 30th St NE;
    c. One (1) right-in/right-out access to the north-south collector roadway located along the eastern boundary of the Subject Area; and,
    d. One (1) full access to the east-west collector roadway located along the northern boundary of the Subject Area.

77. Prior to or concurrent with the initial increment of development within the Subject Area, the developer shall be required to construct the following site access improvements:

a. A northbound to eastbound right turn lane on 30th St NE into the Subject Area;
b. A westbound to northbound right turn lane on 19th Ave. NE into the Subject Area.
c. A raised concrete separator along 19th Ave NE sufficient to restrict the access authorized via Condition 76.a, above, such that only right-in/right-out movements are permitted (i.e. for a minimum distance of 100 feet from either side of the access, or as otherwise approved by Hillsborough County at the time of site/construction plan review); and,

i. A raised concrete separator along the portion of the north-south collector roadway located along the east side of the Subject Area (i.e. convert those striped portions of the existing median to a raised concrete median, such that there is a continuous raised concrete median along the north-south collector roadway between the east- west collector roadway located along the north side of the Subject Area and 19th Ave. NE).

78. The developer shall be required to convert those portions of the striped median along the east-west collector roadway located north of the Subject Area to raised medians, where such striping is not otherwise removed for the purposes of converting such area for usage as a turn lane.

79. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, the following site access and other improvements shall be substantially complete for beneficial use prior to issuance of Certificates of Occupancy (temporary or otherwise) for any development within the subject area:

a. Signalization of the intersection of 30th St. NE and 19th Ave NE;
b. Construction of an eastbound to northbound left turn lane on 19th Ave. NE at its intersection with the north-south collector roadway located immediately east of the Subject Area;

80. Prior to or concurrent with the initial increment of development within the Subject Area, the developer shall construct a mid-block pedestrian crossing between the pedestrian sidewalk located along the eastern side of 30th St. NE and the South Coast Greenway trail located along the west side of 30th St. NE. Such crossing shall be located at or in the vicinity of the intersection of 30th St. NE and the east/west collector roadway located along the northern boundary of the Subject Area. Final location shall be subject to review and approval by Hillsborough County Public Works. The developer shall be responsible for installing all signage, pedestrian signalization and/or Rapid Rectangular Flashing Beacons (RRFBs) determined to be necessary by Public Works.

81. 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.

82. 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.

83. 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).

84. 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.

85. Applicable only to the area under PRS 25-0191: Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development plan or certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.

86. Applicable only to the area under PRS 25-1200: Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development plan or certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.

86.1 In accordance with LDC Section 5.03.07.C, the certified PD general site plan for PRS 25-1200 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.

86.2 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.

86.3 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.

86.4 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.

86.5 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.

86.6 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.

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

86.8 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.

AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department DATE: 4/22/2026

REVIEWER: Richard Perez, AICP, Executive Planner AGENCY/DEPT: Transportation

PLANNING AREA: Apollo Beach PETITION NO: PRS 26-0473

☐ This agency has no comments.

☐ This agency has no objection.

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

☐ This agency objects for the reasons set forth below.

CONDITIONS OF APPROVAL

- If PRS 26-0473 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated March 16, 2026), which was found approvable on April 13, 2026. Approval of this Administrative Variance will allow the subject site to exceed the maximum two (2) access connections permitted under County Land Development Code, Section 6.04.03.I. to allow for an additional access connection.
- The subject parcel (Folio# 54244.0082) shall be permitted the following access connections:
    - One restricted right-in/right-out access on 19th Ave NE. The access shall be constructed with a westbound right turn lane and a traffic separator to prevent left turn movements to and from 19th Ave NE.
    - One restricted right-in/right-out access on Turnbuckle Dr. The access shall be constructed with a northbound right turn lane and a traffic separator to prevent left turn movements to and from Turnbuckle Dr.
    - One full access connection to Myers Glade Ave. within the bounding box shown on the PD site plan. The access connection will only be permitted along the project frontage if it can meet minimum required spacing from all other access (driveway) connections and roadway intersections along Myers Glade Ave.
    - Shared access/cross access shall be provided to the adjacent property (folio# 54244.0084) to the east.
- A westbound left turn lane shall be constructed at the intersection of Myers Glade Ave. and Turnbuckle Dr. with the initial increment of development.
- With each increment of development, a trip generation and site access analysis shall be submitted to determine if additional turn lanes or site access improvements are needed.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a minor modification, also known as a Personal Appearance (PRS), to approved Planned Development (PD) #14-0815, as most recently amended by PRS 25-0191. This modification proposes to construct one right-in/right-out access to 19th Ave NE, one right-in/right-out access to Turnbuckle Dr., and one full access to Myers Glade Ave. via a shared access facility with the adjacent property to the east, Folio #54244.0084. The site is within the Waterset DRI. The future land use is Suburban Mixed Use - 6 (SMU-6).

Trip Generation Analysis

While the proposed modification would not result in any new entitlements, the applicant submitted a site access analysis to determine any site access improvements needed to serve the proposed new accesses. The proposed modification would not result in any change to the trip generation. For information purposes, the following trip generation analysis is from the original PD rezoning approval (PD 14-0815) for the entire planned development.

Proposed Land Use	ITE LUC	No. of Units	Unit Type	Daily	AM Peak	PM Peak
Single Family Detached	210	3,619	D.U.	26,640	2,495	2,462
Apartments	220	1,350	D.U.	7,756	653	704
Condominium/Townhouse	230	959	D.U.	4,294	309	356
Senior Adult Housing – Detached	251	400	D.U.	1,516	96	117
Senior Adult Housing - Attached	252	100	D.U.	298	20	24
Regional Park	417	80	Acres	366	0	16
*Elementary School***	520	950	Students	122	43	14
*Middle School****	522	1,350	Students	1,258	419	124
Retail/Office Area – Office	710	10,000	SQFT	158	14	13
Retail/Office Area – Retail	820	130,680	SQFT	3,554	78	359
Town Center Area – Office	710	100,000	SQFT	912	177	154
Town Center Area – Retail	820	150,000	SQFT	3,972	88	398
Mixed-Use Central Area – Retail	820	20,000	SQFT	616	45	156
Mixed-Use South Area – Office	710	88,900	SQFT	834	160	146
Mixed-Use South Area – Retails.	820	197,800	SQFT	4,950	108	498

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

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

Turnbuckle Dr. is a standard 2-lane, divided, county maintained, urban collector roadway. The roadway is characterized by +/- 11 ft wide travel lanes, +/- 7 ft wide bike lanes on both sides, and within +/- 76 ft of the right of way.

Myers Glade Ave. is a standard 2-lane, divided, county maintained, urban collector roadway. The roadway is characterized by +/- 11 ft wide travel lanes, +/- 7 ft wide bike lanes on both sides, and within +/- 76 ft of the right of way.

SITE ACCESS

The minor modification proposes three (3) access connections to the subject modification area (folio# 54244.0082) located at the northeast corner of 19th Ave. NE and Turnbuckle Dr. The PD site plan for the modification area shows one right-in/right-out access to 19th Ave NE, one right-in/right-out access to Turnbuckle Dr., and one full access to Myers Glade Ave. via a shared access facility with the adjacent property to the east, Folio #54244.0084. A bounding box along the project's Myers Glade Ave. is shown on the PD site plan to allow flexibility with the final location of the access connection in the event the subject property and the adjacent property, to the east, establish a different access arrangement with separate connections for each site that meets the County LDC minimum spacing requirements.

The applicant's site access analysis identifies a northbound right turn lane warranted for the right-in/right out access on Turnbuckle Dr. and proposes a westbound right turn lane at the 19th Ave NE right-in/right-out access to facilitate safe access. Staff is recommending a traffic separator be constructed by the developer along the restricted right-in/right-out accesses to prevent vehicles from attempting to make illegal left turns in and out of the site.

Staff notes that additional site access improvements are required pursuant to the applicant's site access analysis. According to the analysis, westbound left turn movements will exceed the turn lane warrants at the Myers Glade Ave. and Turnbuckle Dr. intersection. Myers Glade Ave. is a dead-end roadway and all project traffic exiting the site from the Myers Glade access will have to travel through the Myers Glade Ave. and Turnbuckle Dr. intersection. As such, the developer will be required to construct a westbound left turn lane at the intersection.

REQUESTED ADMINISTRATIVE VARIANCE: MAXIMUM NUMBER OF ACCESS POINTS

The proposed access to the modification area exceeds the maximum number of accesses permitted to serve the site pursuant to LDC, Sec. 6.04.03.I. The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated March 16, 2026) from the Section 6.04.03.I. LDC requirement, governing number of driveways which may be permitted. Based upon the functional classification of adjacent roadways, the LDC requires (and permits) only two (2) access connections for the subject PD. The applicant is proposing three (3) access connections to serve the proposed project. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on April 13, 2026. If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Turnbuckle Dr. and Myers Glade Dr. are not included in the LOS Report.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
30th St. NE	Shell Point Rd	19th Ave NE	D	C
19th Ave NE	24th St NE	Cypress Village Blvd	D	F

Source: Hillsborough County 2024 Level of Service Report.

From:	Williams, Michael
To:	Steven Henry
Cc:	Stephen Sposato; Lampkin, Timothy; Perez, Richard; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject:	FW: PRS 26-0473 - Administrative Variance Review
Date:	Monday, April 13, 2026 7:31:58 PM
Attachments:	26-0473 AVReq 03-23-26.pdf image001.png

Steve,
I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 26-0473 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hillsboroughcounty.org 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@hillsboroughcounty.org

Mike

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

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HillsboroughCounty.org
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, April 13, 2026 2:29 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>; Kami Corbett <kami.corbett@hwhlaw.com>
Subject: PRS 26-0473 - Administrative Variance Review

Hello Mike,

The attached AV is **Approvable** to me, please include the following people in your response:

shenry@lincks.com
stephen@levelupflorida.com
lampkint@hcfl.gov
perezrl@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services

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

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

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Hillsborough County Florida

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

Received March 23, 2026
Development Services

Hillsborough County Florida
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at deleone@HCFL.gov or via telephone at (813) 307-1707 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. Number of Accesses ☐ 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	Waterset Commercial

Important: *The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.*

Folio Number(s)	54244.0082 ☐ Check This Box If There Are More Than Five Folio Numbers

Important: *List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").*

Name of Person Submitting Request	Steven J. Henry, P.E.

Important: *All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.*

Current Property Zoning Designation	PD 14-0815

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	PRS 26-0473

Important: *If a rezoning application is pending, enter the application number proceeded 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".*

Received March 23, 2026
Development Services

TMC Traffic & Mobility CONSULTANTS
Formerly Lincks & Associates, LLC

March 16, 2026

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: Waterset Commercial
PRS 26-0473
Folio Numbers: 54244.0082
Lincks Project No. 260034.02.04

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03I of the Hillsborough County Land Development Code for the number of accesses for the project. The property is proposed to be developed for the following land uses:

- Fast Food Restaurant w/Drive Thru – 2,500 Square Feet
- Fast Food Restaurant w/Drive Thru - 2,500 Square Feet
- Medical Office – 4,200 Square Feet
- Retail – 4,900 Square Feet
- Day Care – 13,600 Square Feet
  – 175 Students

Tables 1, 2 and 3 provide the trip generation for the proposed project.

The current PD for the property has the following accesses:

- One (1) right-in/right-out access to Turnbuckle Drive
- One (1) shared access to Encompass Health which has full access to Myers Glade Avenue

The request is to add one (1) right-in/right-out access to 19th Avenue.

The request is for an Administrative Variance to Section 6.04.03I of the Hillsborough County LDC for the number of accesses to serve the project. As shown in Table 4, 2 accesses would be allowed for the current development plan. An additional access to 19th Avenue is proposed.

The justification for the variance is as follows:

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

(a) there is an unreasonable burden on the applicant,

The parcel has frontage on 19th Avenue, Turnbuckle Drive and Myers Glade Avenue. Due to the parcel frontage and adjacent parcels, the access to Turnbuckle Drive is limited to right-in/right-out access and no direct access to Myers Glade Avenue is proposed. Without the additional accesses the existing traffic for the site would have a circuitous route to go west on 19th Avenue and south on 30th Street. Therefore, without the waiver there is an unreasonable burden on the applicant.

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

The additional access to 19th Avenue would not be detrimental to the public health, safety and welfare for the following reasons:

1) The proposed access to 19th Avenue meets the access spacing criteria per the LDC.

2) The access is to be limited to right-in/right-out access which will be designed to include a median within 19th Avenue to restrict the movements.

3) A westbound right turn lane is proposed to be provided for the right-in/right-out access so as not to impact westbound traffic on 19th Avenue.

4) The location of the access to 19th Avenue meets the stopping sight distance from the I-75 overpass on 19th Avenue, as shown in Figure 1.

5) The additional access allows for the better distribution of the project traffic to the accesses serving the project.

Based on the above, the additional access would not be detrimental to the public health, safety and welfare.

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

The additional access to 19th Avenue provides a better distribution of the project traffic for both the Waterset Commercial and Encompass Health Facility. Without the access a more circuitous route is required for both the Waterset Commercial and the Encompass Health Facility.

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

Best Regards,

Steven J Henry
President
Lincks & Associates, LLC
A TMC Company
P.E. #51555

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

_____Disapproved
_____Approved
_____Approved with Conditions

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

Date _____

Sincerely,

Michael J. Williams

Hillsborough County Engineer

TABLE 1

ESTIMATED DAILY TRIP GENERATION

Land Use	ITE LUC	Size	Daily Trip Ends (1)	Passerby Trip Ends (2)	New Daily Trip Ends
Fast Food Restaurant w/Drive Thru	934	2,500 SF	1,120	560	560
Fast Food Restaurant w/Drive Thru	934	2,500 SF	1,120	560	560
Medical Office	720	4,200 SF	143	0	143
Retail	822	4,900 SF	267	107	160
Day Care	565	175 Students	663	265	398
		Total	3,313	1,492	1,821

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.
(2) Source: ITE Trip Generation Manual, 11th Edition.
- Passerby Trip Ends
  - Fast Food Restaurant - 50%
    - 1,120 x 0.50 = 560
  - Retail: 40%
    - 267 x 0.40 = 107
  - Day Care - 44%
    - 663 x 0.44 = 265
- Passerby traffic should not exceed 10% of the adjacent street traffic.
  - 25,567 (a) x 0.10 = 2,557 > 1,492
  - (a) Based on PM peak hour background traffic at the intersection of 30th Street and 19th Avenue and K = 0.09.

TABLE 2

ESTIMATED AM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Passerby Trip Ends (2)			New AM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total
Fast Food Restaurant w/Drive Thru	934	2,500 SF	42	41	83	21	21	42	21	20	41
Fast Food Restaurant w/Drive Thru	934	2,500 SF	42	41	83	21	21	42	21	20	41
Medical Office	720	4,200 SF	11	3	14	0	0	0	11	3	14
Retail	822	4,900 SF	10	9	19	4	4	8	6	5	11
Day Care	565	13,600 SF	78	70	148	34	31	65	44	39	83
		Total	183	164	347	80	77	157	103	87	190

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.
(2) Source: ITE Trip Generation Manual, 11th Edition.
- Passerby Trip Ends
  - Fast Food Restaurant - 50%
    - In: 42 x 0.50 = 21
    - Out: 41 x 0.50 = 21
  - Retail - 40%
    - In: 10 x 0.40 = 4
    - Out: 9 x 0.40 = 4
  - Day Care - 44%
    - In: 78 x 0.44 = 34
    - Out: 70 x 0.44 = 31
- Passerby trip ends should not exceed 10% of the adjacent street traffic.
  - 2,306 (a) x 0.10 = 231 > 157
  - (a) AM peak hour peak season traffic at the intersection of 30th Street and 19 Avenue.

TABLE 3

ESTIMATED PM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)			Passerby Trip Ends (2)			New PM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total
Fast Food Restaurant w/Drive Thru	934	2,500 SF	41	38	79	23	21	44	18	17	35
Fast Food Restaurant w/Drive Thru	934	2,500 SF	41	38	79	23	21	44	18	17	35
Medical Office	720	4,200 SF	3	7	10	0	0	0	3	7	10
Retail	822	4,900 SF	24	23	47	10	9	19	14	14	28
Day Care	565	13,600 SF	69	77	146	30	34	64	39	43	82
		Total	178	183	361	86	85	171	92	98	190

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.
(2) Source: ITE Trip Generation Manual, 11th Edition.
- Passerby Trip Ends
  - Fast Food Restaurant - 55%
    - In: 41 x 0.55 = 23
    - Out: 38 x 0.55 = 21
  - Retail: 40%
    - In: 24 x 0.40 = 10
    - Out: 23 x 0.40 = 9
  - Day Care - 44%
    - In: 69 x 0.44 = 30
    - Out: 77 x 0.44 = 34
- Passerby trip ends should not exceed 10% of the adjacent street traffic.
  - 2,301 (a) x 0.10 = 230 > 171
  - (a) PM peak hour background traffic at the intersection of 30th Street 19th Avenue.

TABLE 4

NUMBER OF ACCESS DETERMINATION

Project Traffic (1)		Maximum Vehicular Flow (2)	Number of Accesses (3)
AM Peak Hour	PM Peak Hour		
358	372	360	1.03

(1) includes Waterset Commercial and Encompass Health
(2) LDC Section 6.04.03 - Table 2
- Turnbuckle - 180
- Myers Glade - 180

360

(3) Number Accesses - 372/360 = 1.03

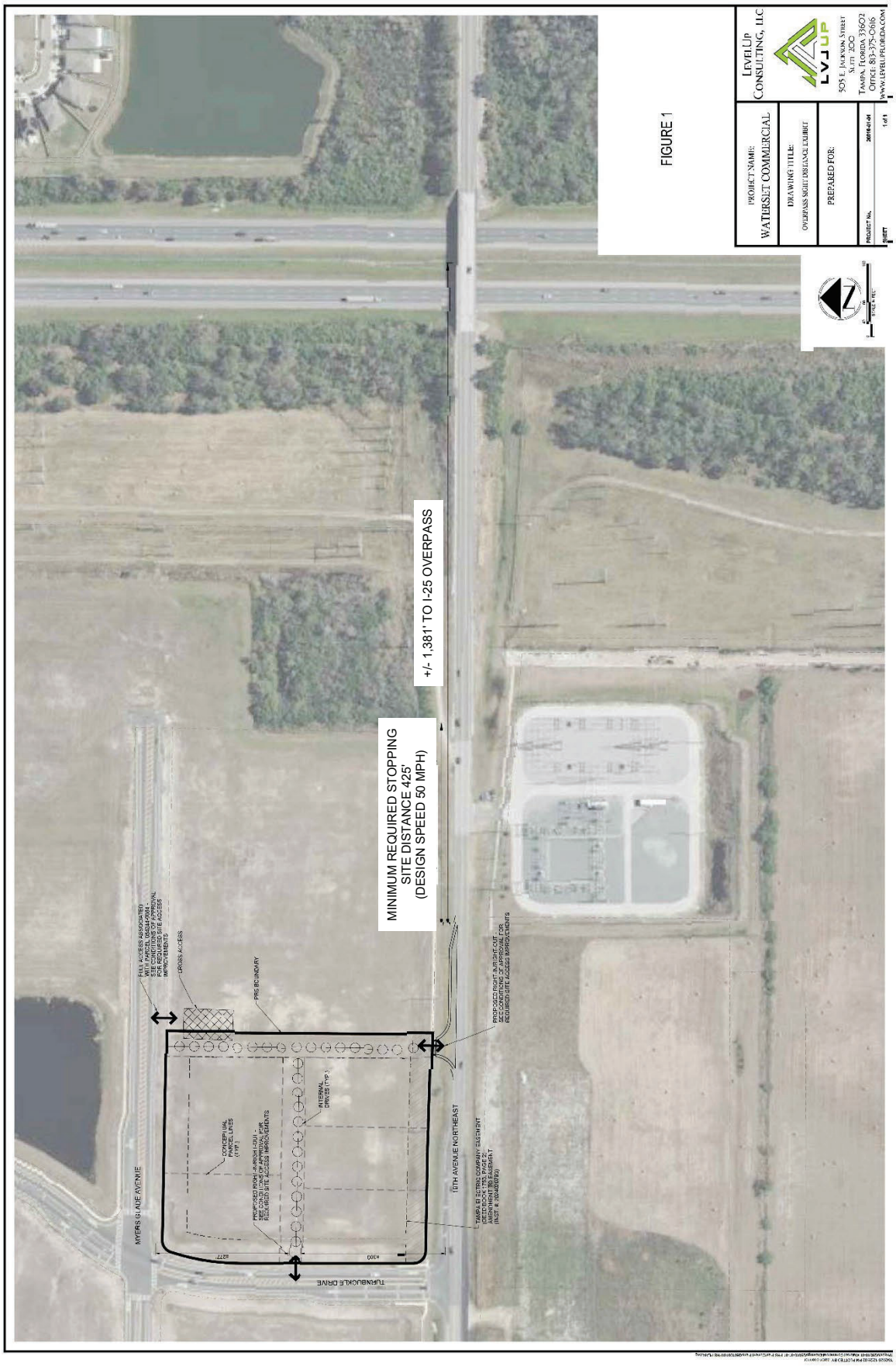
FIGURE 1
LEVEL UP CONSULTING, LLC
505 E. JACKSON STREET
SUITE 200
TAMPA, FLORIDA 33602
OFFICE: 813-375-0616
WWW.LEVELUPFLORIDA.COM
PROJECT NAME:
WATERSET COMMERCIAL
DRAWING TITLE:
OVERPASS SIGHT DISTANCE EXHIBIT
PREPARED FOR:
PROJECT No.
2026-0104
SHEET
1 of 1
+/- 1,381' TO I-25 OVERPASS
MINIMUM REQUIRED STOPPING
SITE DISTANCE 425'
(DESIGN SPEED 50 MPH)
MYERS ISLAND AVENUE
TURNBUCKLE DRIVE
18TH AVENUE NORTHEAST
PROPOSED RIGHT-IN/RIGHT-OUT
ACCESS POINT #1 -
REQUIRES STATE ACCESS IMPROVEMENTS
CONCEPTUAL
PARCEL LINES
(TYP.)
INTERNAL
DRIVES (TYP.)
PROPOSED RIGHT-IN/RIGHT-OUT
ACCESS POINT #2 -
REQUIRES STATE ACCESS IMPROVEMENTS
PRE BOUNDARY
CROSS ACCESS
PHS ACCESS (MODIFIED)
WITH PARCEL 0604-0084 -
SEE CONDITIONS OF APPROVAL
FOR REQUIRED STATE ACCESS
IMPROVEMENTS
6277
4300

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APPENDIX

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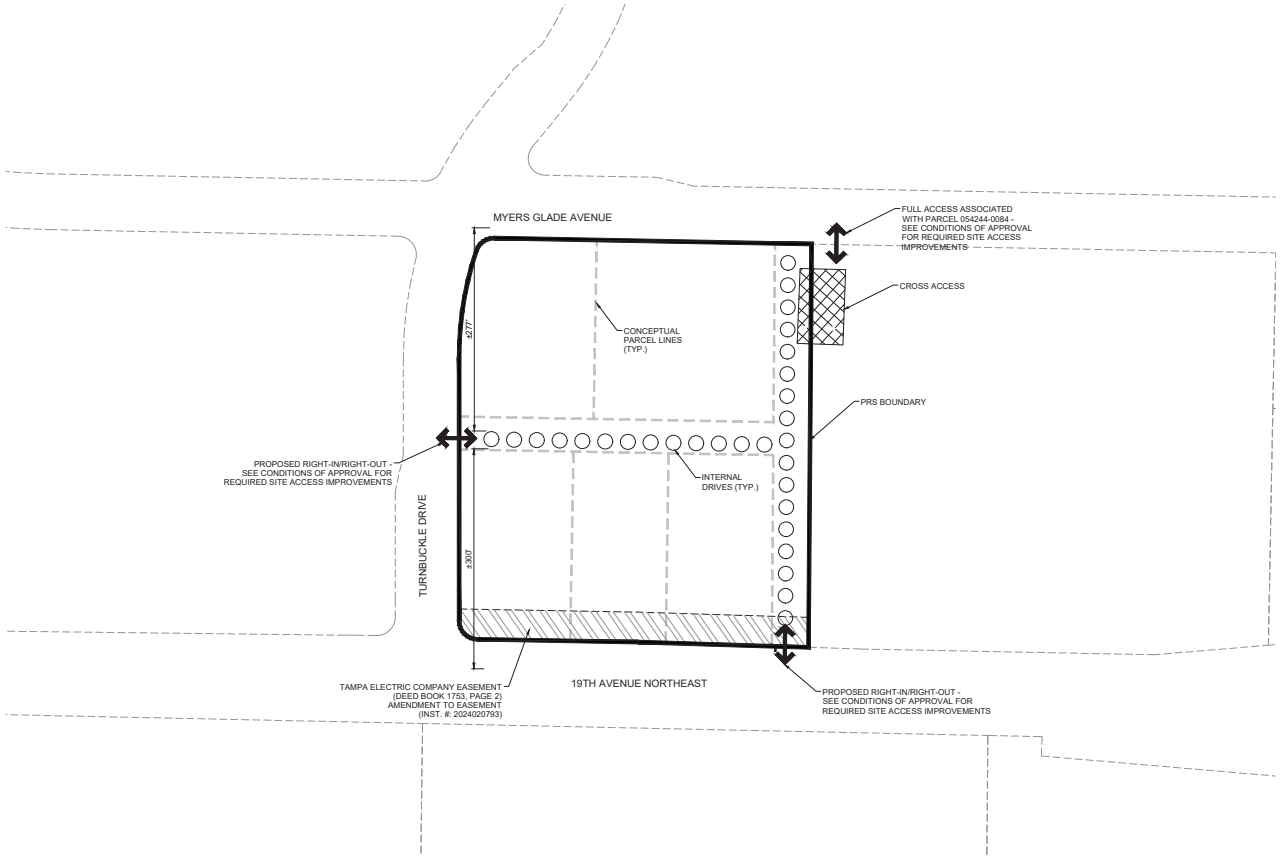
PD PLAN

TMC Traffic & Mobility CONSULTANTS

Formerly Lincks & Associates, LLC

26-0473

Received March 23, 2026
Development Services



PRS DEVELOPMENT DATA

PRS AREA:	5.91 ACRES
PROJECT FOLIO:	54244.0082
FUTURE LAND USE:	SMU-6
EXISTING ZONING:	PD 14-0815
EXISTING USE:	VACANT
PROPOSED USES:	SHOPPING CENTER

PRS DEVELOPMENT STANDARDS

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

*A minimum building separation may be required for non-residential structures by the County building code even where the above table imposes no minimum setback.
**An individual parcel may exceed the maximum as long as the cumulative for the +/-5.91 acre project site does not exceed the 50%.

PROPERTY DESCRIPTION

LOT 2A, WATERSET WOLF CREEK PHASE F LOT 2 REPLAT, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 149, PAGES 87 THROUGH 94, INCLUSIVE, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA (THE "**PLAT**").

PROJECT TEAM MEMBERS

Developer:	Legal Counsel:	Engineer & Planner:	Transportation:
WMG Development 270 W Plant St. Winter Garden, FL 34787	Hill Ward Henderson 101 E Kennedy Blvd Suite 3700 Tampa, FL 33602	LevelUp Consulting, LLC 505 E. Jackson Street Suite 200 Tampa, Florida 33602	Lincks and Associates 5023 W Laurel Street Tampa, FL 33607

LevelUp Consulting, LLC
505 E. Jackson Street, Suite 200
Tampa, Florida 33602
Office: 813-375-0616
www.levelupflorida.com

PROJECT NAME: WATERSET COMMERCIAL

DRAWING TITLE: PD GENERAL SITE PLAN

PREPARED FOR: WMG DEVELOPMENT

SHEET 2 of 2

26-0473

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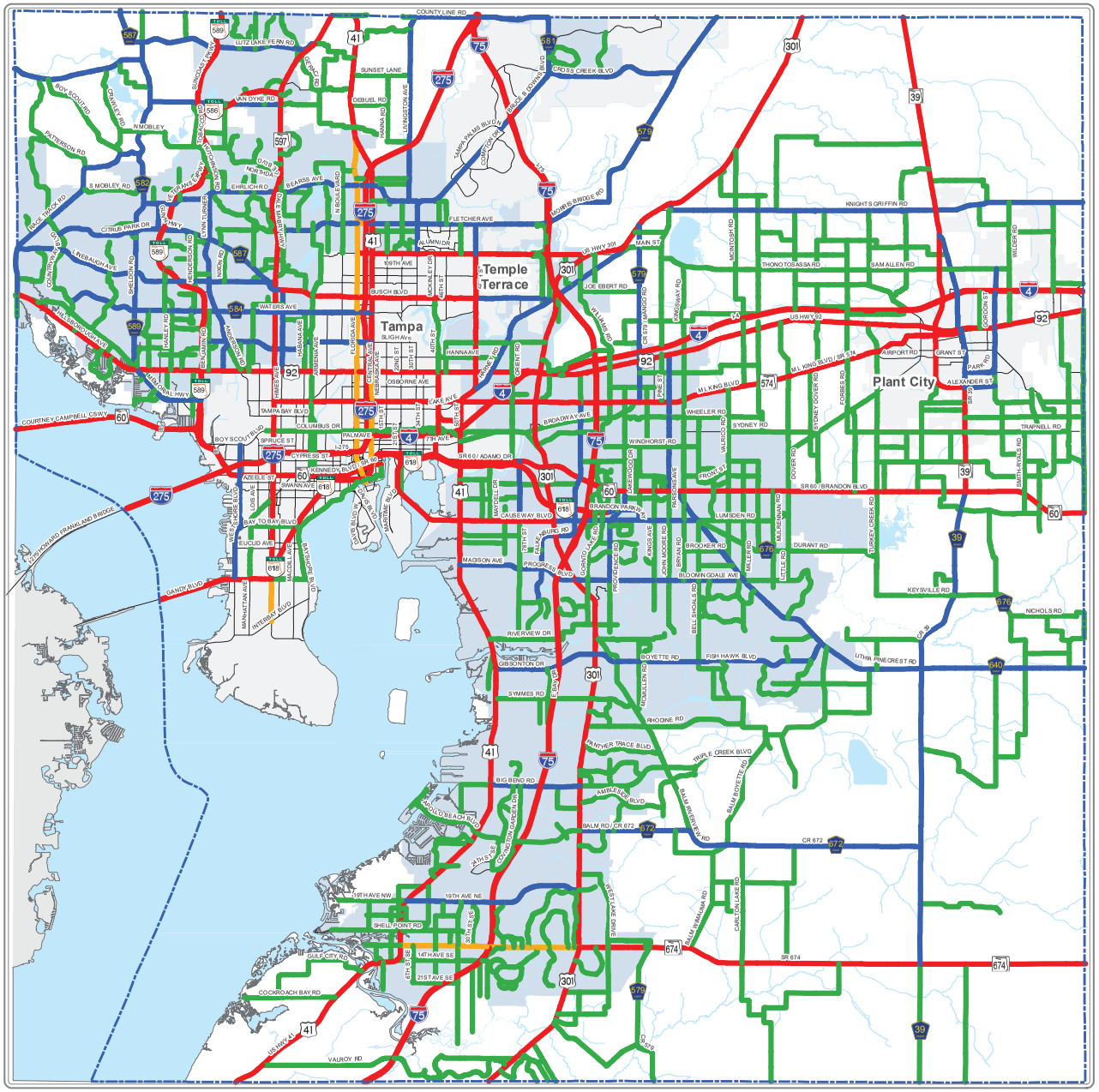
HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP

TMC Traffic & Mobility CONSULTANTS
Formerly Lincks & Associates, LLC

26-0473



HILLSBOROUGH COUNTY COMPREHENSIVE PLAN
LOCAL FUNCTIONAL CLASSIFICATION
MAP 4

Plan Hillsborough
planhillsborough.org

LEGEND

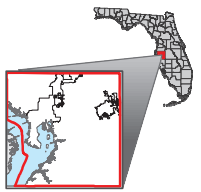
STATE ROADS
- PRINCIPAL ARTERIAL
- ARTERIAL
- UNCLASSIFIED ROADS

COUNTY ROADS
- ARTERIAL
- COLLECTOR
- UNCLASSIFIED ROADS

ROADS AND BOUNDARY LINES
- COUNTY BOUNDARY
- MAJOR ROADS
- HILLSBOROUGH COUNTY
- PINELLAS COUNTY
- JURISDICTIONS
- URBAN SERVICE AREA

NATURAL FEATURES
- WATER AND BAY
- STREAMS/RIVERS

LOCATOR MAP AND REFERENCE INFORMATION



CONTEXT CLASSIFICATIONS: Hillsborough County - These classifications are preliminary and subject to change.

JURISDICTIONAL AREAS: Hillsborough County City-County Planning Commission. Effective to Present.

URBAN SERVICE AREA BOUNDARIES: Hillsborough County City-County Planning Commission. Effective to Present.

MAJOR ROADS: Transportation Planning Organization Long Range Transportation Plan. See Adopted TPO Long Range Transportation Plan for specific improvements.

ACCURACY: It is intended that the accuracy of the base map comply with U.S. map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission.

REPRODUCTION: This sheet may not be reproduced in part or full for sale to anyone without specific approval of the Hillsborough County City-County Planning Commission.

Author: RMathie

Date: 1/21/2025

Path: G:\gisroot\Projects\Roger\HC_Comp_Plan\HC_Comp_Plan_2021\Map4_2022_Local_Functional_Classification_Network_V26_06122024_Adopted.mxd

PlanHillsborough.org

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HILLSBOROUGH COUNTY LDC
SECTION 6.04.04

TMC Traffic & Mobility CONSULTANTS
Formerly Lincks & Associates, LLC

Received March 23, 2026
Development Services

Sec. 6.04.01. - Generally

A. Purpose

The following design and construction standards have been adopted by Hillsborough County to protect the public health, safety and welfare; maintain smooth and efficient traffic flow; maintain proper roadway drainage; and to protect the functional level of the public roadway system. The standards that apply to a particular access are based upon the "Access Classification" of the main roadway and the connection "Type".

B. General Requirement

No person shall construct or modify any connection providing vehicular or pedestrian access to or from any County roadway from or to adjacent property without a connection permit issued pursuant to this Division. Unless an unusual risk to the public health safety or welfare is identified, the portion of these access management standards dealing with number, size, and location of access points and the requirements for cross-access or joint access are not mandatory on previously approved and unexpired General Site Plans and Site Plan District Zoning where specific access points have been approved.

C. Permit Classifications

Roadway connections will be classified in accordance with the proposed land use and anticipated traffic generation. Traffic generation estimates shall be based on the Institute of Transportation Engineer's Trip Generation or other rates accepted by Hillsborough County. The standards governing design and construction of the connection will be based on the connection type and the public roadways access classification. The County shall determine the type and classification of all connections.

D. Type I—MINIMUM CONNECTION or SIDEWALK

Low volume traffic generator. Provides access to a single family dwelling, a duplex or multi family dwelling units. The term shall also apply to driveways used as access to agricultural land including field entrances and to all sidewalk and bikeway connections. Land uses served by Type I connections are expected to generate fewer than 50 daily vehicle trip ends. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

E. Type II—MINOR CONNECTION

Medium volume traffic generator. Provides access to property being used for other than nominal residential and agricultural uses. Land uses served by Type II connections are expected to generate 50 or more daily vehicle trip ends, but fewer than 1,500 daily vehicle trip ends per average weekday. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

F. Type III—MAJOR CONNECTION

Highway volume traffic generator. Provides access to facilities which generate high traffic volumes such as shopping centers, industrial parks, office parks, colleges, apartment or condominium complexes, etc. Land uses served by Type III connections are expected to generate 1,500 or more daily vehicle trip ends. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

G. Type IV—PUBLIC/PRIVATE ROADS

All new public or private streets or roads.

H. Type V—SPECIAL CORRIDORS

Access to public roadways designated as Special Corridors by the Board of County Commissioners.

1. Daily trip ends, as used in this section, shall be based on the peak traffic generating day of the proposed land use(s).
2. Access "Type" for new or substantially changed land uses shall be based on the projected trip generation for the entire site. Access "Type" for additional access to existing land uses which are not being significantly changed may be based upon the anticipated daily traffic volumes which are expected to be generated at the requested additional access. The applicant shall provide, to the County for its review and concurrence, an estimate of traffic distribution at the existing access point(s) and at the requested additional access(s).

I. Permit Required

1. Before any connection to the public street system of unincorporated Hillsborough County is constructed or modified in any way, Hillsborough County shall either issue a permit for the work or make a determination that no permit is required. If a connection permit is required, the application should be submitted at the same time as the construction plans for the applicable type of development. More than one new or modified driveway at the same site may be included on a single permit. A connection permit shall generally be required for the following:
   a. All new driveways onto the public street system, regardless of whether the development served by the driveway is new or existed previously.

b. All modifications to existing driveways that will result in a significant change in the driveway's traffic volumes and/or dimensions, location, profile, or in the manner in which stormwater is handled.

c. Any modification to the driveway(s) required by the County due to changes made by the property owner that affect the safe and efficient operation of the driveway(s) or public street system.

d. All new public or private roads, or modifications to private roads desired by the County or the property owner. For new development under the subdivision regulations of the County, approval of the final construction plans by the Administrator shall serve as approval of the new connection(s) and no separate permit will be required.

e. All sidewalk or bikeway connections to the public street system.

f. Temporary driveways which would accommodate access to parcels of land that are vacant or on which a building is under construction and that are not served by a permanent driveway.

2. If a connection permit is required due to construction (for or by the County) on the public street or due to other conditions beyond the control of the property owner, all action required will be taken by the County, or other responsible agency and no fees will be assessed against the property owner.

3. For any new connections or substantial modifications to existing connections within unincorporated Hillsborough County that are related to construction off the right-of-way, requiring a Building Permit, a Hillsborough County Connections Permit is also required. In this case, an application for connection permit must be filed with, or prior to, the application for the Building Permit, or site construction plans.

4. An access connection permit from the Florida Department of Transportation must be obtained prior to the beginning of any construction on the State's right-of-way. The Florida Department of Transportation has original jurisdiction over the State Highway System within Hillsborough County.

5. A connection permit is required for new connections or substantial modifications to existing connections to County right-of-way which is unimproved and/or unmaintained by the County. Connection permits to unimproved and/or unmaintained right-of-way may only be issued where the right-of-way provides sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles. Permits for connections to unimproved and/or unmaintained right-of-way shall not be issued until the owner of the property served by the connection signs and provides proof of recording with the Clerk of the Circuit Court in the public records of Hillsborough County a notice, in a format approved by the County Attorney's Office, providing that:

a. The property does not have access from a Hillsborough County maintained road, and the route of access to and from the property is not maintained with public funds; and

b. Maintenance of the access route and/or drainage facilities as may be needed is the sole responsibility of the property owner; and

c. The property owner is responsible for maintaining the access route to the property so as to provide sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles.

(Ord. No. 08029, § 2, eff. 2-1-09)

Sec. 6.04.02. - Access Management Review Procedures And Submission Requirements

A. General Procedure

Except as modified below, an application for a connection permit shall be submitted and reviewed in accord with the Procedures for Issuance of Development Permits at 10.01.00 of this Code. Information shall be submitted in accord with the requirements in the Development Review Procedures Manual, Section 4.1.7.

B. Variance Procedure and Criteria

1. A request for variance from the standards or requirements of this Division shall be submitted to the issuing authority with the permit application and shall be considered an attachment to the permit application form. The request for variance shall include specific and documented reasons for the request.

2. The issuing authority shall consider the variance request along with the permit application. If, in the opinion of the issuing authority, the variance request is consistent with the requirements of this Section, the variance may be accepted. If the remainder of the permit application is in order, the permit may be approved and the accepted variance attached.

3. 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, (b) the variance would not be detrimental to the public health, safety, and welfare, (c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

4. The issuing authority shall review all the materials submitted with the variance request and, if necessary, request additional information or justification from the applicant.

5. When, in the opinion of the issuing authority, all of the criteria listed in subsection 3 above are met, than the issuing agency may authorize a variance from the standards and requirements of this document.

6. The conclusion of the issuing authority regarding the variance shall be in writing and signed by the Administrator. A copy of the variance conclusion, along with all pertinent information shall be included as part of the permit application record. The issuing authority may include in its action, any special terms or conditions that shall be imposed on the permit, if approved.
7. The conclusion of the issuing authority with respect to approval or denial of a variance request may be appealed to the Administrator.
8. The conclusion of the Administrator with respect to approval or denial of a variance request may be appealed to the Land Use Hearing Officer.

C. Final Inspection

1. All approved connection permits shall remain valid for 180 days or until the work covered by the permit is properly completed, whichever occurs first, except in those instances when a connection permit is issued with a Building Permit, Site Development or Subdivision Construction Plan Approval. In this case, the connection permit will remain valid as long as the construction approvals listed above, remain valid.
2. The Permittee shall notify the Planning and Growth Management Department's Construction Services Section when the connection or other work on the site is ready for final inspection. In order to assure timely inspection, the permittee shall give two (2) working days notice of the desire for a final inspection.
3. As-built plans are required if the following construction is accomplished in County right-of-way:
    a. Main-line roadway improvements including, but not limited to, additions of through or auxiliary lanes, acceleration/deceleration lanes or tapers.
    b. Stormwater, water, wastewater and reclaimed water, improvements exceeding 100' in length, and associated inlets and man holes.
4. As-built plan packages shall be supplied in accordance with the requirements of the Development Review Procedures Manual Section 4.1.5 for the applicable development type.
5. If the work covered by the connection permit is not substantially complete within the time frames listed above, the Permittee may request, in writing, from the issuing authority, one additional 180-day time extension, or an extension equal to the time frame for a site development or subdivision construction plan approval extension. If construction is substantially complete upon the expiration of the original permit (if no time extension is requested) or upon expiration of the time extension, if granted, the permit shall be invalid.
6. A permit which becomes invalid as a result of the expiration of the time limits and extension, if any, before construction has begun, shall require a new application which will be reviewed as per the requirements of this document and which may result in the issuance of a new permit which may contain new or modified conditions of approval.

7. A permit which becomes invalid as a result of the expiration of the time limits and extensions, if any, after construction has, in the opinion of the issuing authority substantially begun, may be required to submit a new application which will be reviewed as per the requirements of this document and which may result in the issuance of a new permit which may contain new or modified conditions of approval.

(Ord. No. 01-26, § 2, 9-12-01)

Sec. 6.04.03. - General Access Standards

A. Applicability

The following standards apply to all Connection Types.

B. Access to Residential Property

Direct access from residential property adjacent to arterial streets shall be prohibited when access can be provided via a collector roadway, unless it can be demonstrated by the applicant that access to the arterial roadway will provide a greater public benefit.

C. Primary Access to Non-Residential Property

If non-residential property is located such that access can be provided to either an arterial or collector facility, primary access shall be via the collector facility, unless it can be demonstrated by the applicant that primary access to the arterial roadway will provide a greater public benefit.

D. Shared Access

Shared access facilities onto arterial and collector streets are encouraged when two or more contiguous sites are planned for compatible uses. Shared access is desirable where the trip generation from the anticipated land uses will not be large enough to warrant a traffic signal.

E. Off-site Street Parking

Except for Single Family Residential Units or other types of residential units approved by the County, off-site street parking shall be designed to insure that all vehicles leaving or entering the public street right-of-way shall be traveling in a forward motion.

F. Sight Distance; Visibility At Intersections

1. Sight Distance Access points shall be located along the property frontage in such a manner as to provide adequate sight distance per the requirements of the Hillsborough County Transportation Technical Manual latest edition and Florida Department of Transportation Standard(s).
2. No structure or portion of any structure shall be placed or erected, no motor vehicle, trailer or equipment shall be allowed to park, stand, stop or be stored, and no vegetation shall be maintained, planted or allowed to grow in a manner which materially impedes the visibility

from a street, alley or driveway of lawfully oncoming traffic from any direction in the intersecting public street, between heights of two and one-half feet and eight feet, as measured from the pavement edge, of the adjacent roadway across sight distances complying with the Hillsborough County Transportation Technical Manual. Alternatively, the comparable design standards of the Florida Department of Transportation may be utilized.

G. Operational Characteristics of Access

The driveway should be constructed so that all entering and exiting movements can be accomplished with minimum disruption to traffic flow on the intersecting roadway. For developments having drive-in services, the service area should be far enough from the roadway to ensure adequate vehicle storage space within the property limits, i.e., avoid vehicle backups blocking the service operation and interfering with the safe movement of highway traffic. Where possible, a minimum of 50' (for Type II) or 100' (for Type III or higher) of the driveway throat shall remain free of internal connections or parking spaces which might interfere with the movement of vehicles into or out of the access. The applicant may submit an analysis showing that for his particular site, a throat of less than 100' is appropriate and will result in no adverse impact to the public roadway system.

H. Access Along Acceleration/Deceleration Lanes

A driveway shall not be constructed along acceleration or deceleration tapers connecting to interchange ramp terminals, intersecting roadways, bus bays or other driveways unless access would be unreasonably denied and the driveway can be made to function properly, i.e., safe and efficient traffic operation.

I. Number of Access Points

1. The minimum number of driveways should be allowed that will adequately serve the need for the abutting property, and yet not seriously impact the function and capacity of the highway to which access is desired.
2. The number of entrances shall be determined based on the maximum desirable vehicle flow rate at entrances for residential and non-residential land uses based on the street characteristics.
3. All access drives shall be required to comply with access spacing criteria and cross access connections are considered as a driveway connection for the purpose of complying with this section of the LDC. Cross access connections shall be consistent with Section 6.04.03 (Q) of the Land Development Code.
4. Properties that are bordered by physical impediments such as railroad tracks, limited access highways, existing navigable river or government owned property with restrictions may request an Administrative Variance pursuant to Section 6.04.02(B) of the Land Development

Code.

5. The applicant may be permitted fewer driveway connections than required by the threshold matrix if through an approved traffic engineering study it is demonstrated that the proposed driveway connections will provide adequate capacity for the project to operate in a safe and efficient manner without causing delays or backups on the impacted roadways.
6. Where Non-Residential development abuts Collector/Arterial and Local roads primary driveway connections shall be at Collector/Arterial roads and Local roads shall be use for secondary access.

Table 1: Function and Driveway Guidelines

Residential Uses

Street Character **Function**	**Maximum Vehicle Flow** **Peak Hour Total**
Local	90
Collector/Arterial	180

Table 2: Function and Driveway Guidelines

Non-Residential Uses

Street Character **Function**	**Maximum Vehicle Flow** **Peak Hour Total**
Local	180
Collector/Arterial	300

Calculation Formula

Number of Driveways = Peak Hour Total Project Traffic/Maximum Vehicle Flow. Fractional results shall be rounded up to the next highest whole number.

Sample Calculation:

Example: A developer plans to construct a shopping center at a site near the intersection of two arterial roadways, which will house 250,000 square feet leasable area. The developer proposes three arterial connections.

Are three arterial connections adequate for this site? As with the above sample, we start by calculating the number of peak hour trips generated by the site. In this case the ITE trip generation indicates a total of 1,146 peak hour vehicle trips. We reference Table 2 and find the non-residential collector maximum vehicle flow figure. Dividing the peak hour total by 300 results in the need for 3.82 or four driveways. Therefore, the number of collector connections should be four.

J. Spacing of Accesses and Median Openings

The minimum spacing between adjacent access points and between adjacent median openings are a function of the Access Class assigned to the main roadway. The distances shown in 6.04.07 are minimums and may not be sufficient if extensive right or left turn storage is required. Greater distances may be required to provide sufficient site-specific storage. Right turn in/right turn out movement and accesses which do not meet the minimum spacing may be permitted where, due to size, configuration, or location of the parcel, there is no feasible alternative access meeting the desired standard.

K. Drainage Considerations

Access shall be constructed in accordance with the requirements of Hillsborough County Stormwater Management Technical Manual.

L. Existing Facilities

1. Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.
2. Where driveways are constructed within the limits of existing curb and gutter construction, the existing curb and gutter shall be removed either to the nearest joints or to the extent that no remaining section is less than five feet long. If the curb is not removed to the nearest joint, the curb will be cleanly cut with a concrete saw. Driveways materials type should conform to the original construction on a section unless otherwise specifically provided on the permit.

M. Intersections

At an intersection, no driveway shall be allowed within the radius return of the intersecting roadways. An exception for existing developments may be considered when driveways are reconstructed as part of a roadway reconstruction project.

N. Emergency Access

In addition to minimum yard and building spacing requirements specified in this Code, all buildings and other structures, land preparation, and landscaping shall be so located and arranged on lots as to provide safe and convenient access for emergency purposes, fire protection, servicing, and off-street parking and loading located on the premises.

O. Prohibition of Use of Residentially Zoned Private Property for Access to Uses Not Permitted in Residential Districts; Exceptions

No private land which is agriculturally or residentially zoned shall be used for vehicular or pedestrian access to land or structures in other districts used for any purpose not permitted in agricultural or residential districts, except as provided below or otherwise authorized by this Code or other lawful regulations:

1. Where provision does not exist for safe access for emergency and public service vehicles and such access is not reasonably feasible except through privately owned residential or agricultural land, access reserved for and limited to such vehicles may be authorized by the Land Use Hearing Officer, subject to conditions and safeguards designed to protect the tranquility and character of the residential land so traversed.
2. Where convenience and safety would be promoted, walkways and bicycle paths to non-residentially zoned land may be authorized by the Land Use Hearing Officer across privately owned residentially zoned land, subject to conditions and safeguards to protect the tranquility and character of the residential land so traversed.

P. Right-of-Way Protection and Acquisition

1. No development activity (buildings, parking areas, water retention, etc.) shall be permitted within existing right-of-way corridors, as established and recorded through the Hillsborough County Thoroughfare Plan Regulations.
2. Prior to the development of land contiguous to public transportation corridors, right-of-way shall be reserved or dedicated to the appropriate governmental jurisdiction in accordance with an adopted Hillsborough County Transportation Corridor Map. In the absence of an adopted Corridor Map, right of way shall be reserved or dedicated to the appropriate governmental jurisdiction in accordance with the current MPO Long Range Transportation Needs Assessment Map in effect at the time of the request for reservation or conveyance. No development activity shall be permitted within the designated transportation corridors.

Q. Cross-Access Criteria and Requirements

1. The purpose of requiring cross-access in certain situations is to reduce the necessity to use the public street system in order to move between adjacent and complementary land uses where such interchange of vehicular or pedestrian trips are likely to occur.
2. When each of the following conditions exist, provisions for vehicular and pedestrian cross-access must be provided:
   a. The site is on at least one roadway with an Access Management Classification of 1 through 6.
   b. The site has a commercial or office land use or zoning designation, and is adjacent to a parcel which also has a commercial or office land use designation or zoning and which has access on the same roadway.
3. When each of the following conditions exists, provisions for pedestrian cross-access must be provided.
   a. The site has frontage on at least one roadway with an Access Management Classification of 1 through 6.
   b. The site has a commercial or office land use or zoning designation and is adjacent to a parcel having frontage on the same roadway which has a land use or zoning designation allowing 12 dwelling units per acre or more, or
   c. The site has a residential land use or zoning designation allowing 12 dwelling units or more per acre and is adjacent to a parcel having a land use or zoning designation of 12 dwelling units or more per acre or a commercial or office land use or zoning designation and which has access on the same roadway.
4. As used herein, "provisions for cross-access" shall mean that the developer of the property shall design his site in such a manner as to make cross-access possible as provided in this division.
5. When the criteria in 2 or 3 above are met, provisions for cross-access must be provided as established below:
   a. If the adjacent site is developed and, in the opinion of Hillsborough County, cross-access is feasible, the developer shall design and build the appropriate cross-access to the property line of the adjacent parcel.
   b. If the adjacent site is developed but, in the opinion of Hillsborough County, cross-access is not feasible at this time, the developer shall design and designate on the site plan the location of future cross access, but will not be required to construct the cross-access at the time of initial site development. The owner shall commit, in writing, to construct and allow cross-access at such time as Hillsborough County determines that cross-access is feasible and desirable.
   c.

If the adjacent site is undeveloped, the developer shall design and build the cross-access to the property line of the adjacent parcel in anticipation of future connection when that site is developed.

d. The minimum width of a vehicular cross-access shall be 24 feet. The minimum width of a pedestrian cross-access shall be five feet.

R. Corner Clearance

Corner clearances for all connections shall meet or exceed the minimum connection spacing requirements of 6.04.07 of this division except as provided below:

1. Type I. The minimum corner clearance for a Type I connection shall be ten feet.
2. All Other Types. Isolated Corner Property—A single connection (on each frontage) may be placed closer to the intersection if, due to property size, the applicable minimum spacing standards in Table I cannot be met, and where joint access which meets or exceeds the applicable connection spacing cannot be obtained with a neighboring property or, it is determined by the County that joint access is not feasible based on conflicting land uses or conflicting traffic volumes/characteristics, then the minimum corner clearance given in 6.04.08 can be used. Such properties, for the purpose of this document will be called "isolated corner properties".
3. In cases where connections are permitted under this criteria, the permit will contain the following conditions:
   a. There will be no more than one connection per frontage.
   b. When joint or alternative access which meets or exceeds the applicable minimum connection spacing becomes available, the permittee will close the permitted connection, unless the permittee shows that such closure is not feasible because of conflicting land use or conflicting traffic volumes/characteristics or existing structures which preclude a change in the existing connection.

S. Rail Line Crossings on Private Roads

All new development or redevelopment, including agritourism activities, accessed by a privately owned and maintained street or roadway, easement, or commonly owned parcel that crosses a rail line to reach a public Right of Way, shall obtain a written authorization and approval from the rail line owner. The rail line owner shall consider whether such crossing of the rail line would be appropriate from a safety standpoint and identify what type of crossing controls are appropriate if they were to approve the crossing. The type of use, intensity or crossing frequency and hours shall be considered as part of the authorization review and approval.

a. The applicant or property owner shall provide the written authorization by the rail line owner to the County prior to the approval of site development plans, building permits or change of use applications for the project or site.

b. Any operator of an agritourism activity, as defined in Section 570.86, Florida Statues, on land classified as agricultural land under Section 193.461, Florida Statues, that is accessed by a privately owned and maintained street or roadway, easement, or commonly owned parcel that crosses a rail line to reach a public Right-of-Way, shall provide the written authorization by the rail line owner to the County's Development Services Department prior to commencement of any event or activity on site.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 01-30, § 2, 11-15-01; Ord. No. 02-13, § 2, 8-1-02; Ord. No. 09-62, Item B, 10-26-09, eff. 2-1-2010; Ord. No. 20-17, § 2(Exh. A), 9-24-20, eff. 10-2-20; Ord. No. 24-16, § 2(Exh. A), 6-6-24, eff. 6-13-24)

Sec. 6.04.04. - Design Standards

A. Driveway Width/Length

Driveways provide the physical transition between a site and the abutting roadway. Driveways should be located and designed to minimize impacts on traffic while providing safe entry and exit from the development served. The location and design of the connection must take into account characteristics of the roadway, the site, and the potential users.

The actual width and length of driveways shall be subject to internal and external traffic flow considerations. The driveway width considerations include, but are not limited to the number of lanes, the driveway geometrics, internal obstructions, traffic safety, etc. The length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. The driveway length therefore, will be subject to the anticipated required stacking length of entering and exiting vehicle during the peak period.

1. For driveways that will be signalized, driveway length should be determined by a traffic study of expected traffic and queues. An important measurement in determining the driveway length is the outbound queue.
2. For unsignalized driveways, the following minimum lengths will be used:

Land Use	Driveway Length (In Feet)
Any major entrance with 4 or more total lanes in the in the driveway. Typically malls, and "Super" retail centers	300 or greater, based on traffic study

Regional Shopping Centers (over 150,000 sq. ft.)	250
Community Shopping Center (100-150,000 sq. ft.) (Supermarket, drug store, etc.)	150
Small Strip Shopping Center	50
Smaller Commercial Development (convenience store with gas pumps)	30

3. For residential developments, the maximum length shall be:

Land Use	Driveway Length (In Feet)
Residential Developments	250

B. Driveway Grades

1. Driveway grades shall conform to the requirements of FDOT Roadway and Traffic Design Standard Indices, latest edition.
2. For driveways with high volumes and where curve radii turnouts would be a prime benefit to traffic movements, the following factors should be considered:
   a. It is desirable to have driveway slope upward from gutter line without any vertical curve. The upward slope with curbs will allow better control of drainage.
   b. It is desirable to have a relatively flat area adjacent to the roadway, where vehicles may turn off without an immediate climbing or descending need. Then exiting vehicles may wait to enter traffic flow at approximately roadway level.
   c. Within the limits of curve radii, no drop curb shall be allowed except as required for curb cut ramps.

C. Traffic Control Devices

1. The installation of signs and pavement markings at private roadways and residential or commercial driveways, and the installation of traffic signals at high-volume commercial Type III driveways may be required in order to provide for safe and efficient movement of traffic. All

traffic control devices shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the current County standards and specifications and shall be approved by the County Public Works Department, Traffic Section.

2. The approval to install traffic signals shall be based on a traffic engineering study which addresses the warrants, the design, and the operation of the signals. The study and design shall be approved by the County Public Works Department, Traffic Section and FDOT, if on the State Highway System. The responsibility for the engineering study shall rest with the permittee. If a traffic signal is installed, all signal elements and appropriate portions of the access approach to assure efficient signal operation, shall be on public right-of-way or on easements granted to the public.
3. Any required traffic control devices, including signs, signals or pavement markings shall be installed by the permittee. The permittee shall be responsible for all purchase and installation costs involved.

D. Auxiliary Lanes

Auxiliary Lanes refer to left-turn, right-turn, acceleration, deceleration, and storage lanes. Developments which generate AM or PM Peak Hour Traffic which exceeds the following thresholds shall provide the following site related acceleration, deceleration, and storage lanes:

1. If more than 20 left turning vehicles per hour on a two-lane arterial or collector roadway, then left turn lanes are warranted,
2. If more than 50 right turning vehicles per hour on a two-lane arterial or collector roadway, then right turn lanes are warranted,
3. If more than 40 right turning vehicles per hour, on a four-lane rural roadway, then a right turn lane is warranted,
4. If more than 80 right turning vehicles per hour, on a four-lane urban roadway, then a right turn lane is warranted,
5. If more than 60 right turning vehicles per hour, on a six-lane rural roadway, then a right turn lane is warranted,
6. If more than 100 right turning vehicles per hour, on a six-lane urban roadway, then a right turn lane is warranted,
7. On multi-lane roadways, left turn lanes shall be constructed when there are more than 20 left turning vehicles.

(Ord. No. 00-38, § 2, 11-2-00; Ord. No. 05-22, § 2, 11-17-05; Ord. No. 07-18, § 2, 7-19-07, eff. 10-1-07)

Sec. 6.04.05. - Access Pavement Requirements

A. Type I

1. Rural Section—Driveway does not need to be paved except for a four-foot paved transition extending from the edge of the roadway towards the site. The purpose of the paved transition is to protect the edge of pavement of the public roadway from damage and deterioration. This requirement does not apply when the public roadway has a four-foot (or wider) paved shoulder.
2. Urban Section—Driveway shall be paved to the right-of-way line or to the back of sidewalk, whichever is less.

B. Type II

1. Urban Section. These accesses shall be paved to the right-of-way line or to the back of sidewalk, whichever is distance is less.
2. Rural Section. These accesses shall be paved to the right-of-way line.

C. Type III

Rural and Urban Sections. These accesses shall be paved to the right-of-way line.

D. Surfacing Requirements

The pavement should be structurally adequate to meet the expected traffic loads an shall not be less than the requirements contained in the Hillsborough County Transportation Technical Manual, latest edition.

Sec. 6.04.06. - Maintenance Responsibilities

A. Introduction

The purpose of this section is to identify the various responsibilities relative to maintenance of access points. The occupant and the owner of the property services by the access shall be responsible for meeting the terms and conditions of the permit, if any.

B. Maintenance Responsibility by Jurisdiction

1. State Highway System. For those connections onto the State Highway System, the Florida Department of Transportation will normally maintain the connection surface, sidewalks, and all drainage facilities within the right-of-way.
2. County Roadway System. For the connections onto the County Roadway System, within the unincorporated portion of the County, the County Public Works Department will maintain the first four feet, nearest the edge of pavement, of the connection. In addition, the Department will maintain drainage structures within the right-of-way which accommodates roadway drainage.
3. Traffic Control Devices. All traffic control devices, including signs, signals and pavement markings, installed and properly permitted on the public right-of-way or public easements to control traffic utilizing the connection, shall be maintained by the County. Any devices

required by the permit but installed off the public right-of-way shall be maintained by the permittee in a condition satisfactory to the County's Director of Public Works. The permittee shall be responsible for correcting any on-site deficiencies in an appropriate an timely manner.

Sec. 6.04.07. - Table: Minimum Spacing

MINIMUM SPACING			
ACCESS CLASSIFICATION(See Notes)	MINIMUM CONNECTION SPACING	MINIMUM MEDIAN; OPENING SPACING (Directional)	MINIMUM MEDIAN OPENING SPACING (Full)
CLASS 1	(See Federal Highway Administration and FDOT Requirements)		
Roadway providing for high speed, high volume traffic movement serving interstate, interregional and intercity needs as well as some intracity travel. These roadways do not provide direct property connections.			
CLASS 2			
A specially protected corridor distinguished by an extensive existing or planned system of access roads and restrictive median treatments.	>45 mph 1320 ft ≤45 mph 660 ft	>45 mph 1320 ft ≤ 45 mph 660'	>45 mph 2640 ft ≤ 45 mph 1320 ft
CLASS 3			

New and existing roadways primarily in areas without extensive development or extensive subdivided properties. These corridors will be distinguished by existing or desired restrictive median treatments. Two lane highways with a desired high degree of access management should also be included.	>45 mph 660 ft ≤45 mph 330 ft	>45 mph 1320 ft ≤45 mph 660 ft	>45 mph 2640 ft ≤45 mph 1320 ft
CLASS 4			
New and existing roadways primarily in areas without extensive development or extensive subdivided properties. These corridors will be distinguished by nonrestrictive median treatments or highways with two-way left turn lanes.	>45 mph 660 ft≤45 mph 330 ft	N.A.	N.A.
CLASS 5			
Existing roadways primarily in areas with moderate or extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or desired restrictive median treatments.	>45 mph 330 ft ≤ 45 mph 245 ft	All Speeds 660 ft	>45 mph 1320 ft ≤ 45 mph 660 ft
CLASS 6			
Existing roadways primarily in areas with extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or expected non restrictive medians, such as an undivided two or four lane highway or multi-lane highways with two-way left turn lanes.	>45 mph 330 ft ≤45 mph 245 ft	N.A.	N.A.

CLASS 7			
Subdivision roads and all other local roadways functioning as subdivision roads.	TYPE I = 10 ft Type II = 50 ft (<5000 vpd*) 175 ft (≥ 5000 vpd*)	ALL SPEEDS 330 ft	ALL SPEEDS 330 ft
March 1, 1991	Type III =50 ft (<5000 vpd*) 250 ft (≥ 5000 vpd*) * refers to volume on adjacent roadway		

NOTES AND SPECIAL REQUIREMENTS

1. Access road systems in Access Class 2 assumes the provision of an access road system or adequate internal property circulation through existing or new public and private roads in transportation and comprehensive plans and through local land development regulations.
2. Minimum connection and directional median spacing openings specified here may not be adequate if extensive right or left-turn storage is required. Greater distances may be required to provide sufficient site-specific storage.
3. Connections and median openings on the public roadway system located up to ¼ mile from an interchange area or up to the first intersection with an arterial roadway, whichever distance is less, shall be regulated to protect the safety and operational efficiency of the limited access facility and the interchange area. The ¼ mile distance shall be measured from the end of the taper of the ramp furthest from the interchange.
    a. The distance to the first connection shall be at least 660 feet where the posted speed limit is greater than 45 mph or 440 feet where the posted speed limit is 45 mph or less. The distance will be measured from the end of the taper for the particular quadrant of the interchange. If the above connection spacing cannot be provided, a single connection per

property will be provided if no other reasonable access to the property exists and the issuing authority determines that the connection does not create a safety, operational or weaving hazard.

b. The minimum distance to the first median opening shall be at least 1,320 feet as measured from the end of the taper of the egress ramp.

c. Connections and median openings meeting the above spacing standards still may not be permitted in the location requested in the permit application, when the issuing authority determines, based on traffic engineering principles, that the safety or operation of the interchange or the limited access highway would be adversely affected.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 08-15, § 2, 6-12-08, eff. 10-1-08)

Sec. 6.04.08. - Table: Corner Clearance at Intersections

CORNER CLEARANCE AT INTERSECTIONS For Isolated Corner Properties Only		
Position	Access Allowed	Minimum Clearance
With Restrictive Median		
Approaching Intersection	Right In/Out	115′
Approaching Intersection	Right In Only	75′
Departing Intersection	Right In Out	230′ (125)*
Departing Intersection	Right Out Only	100′
Without Restrictive Median		
Approaching Intersection	Full Access	230′ (125)*
Approaching Intersection	Right In Only**	100′
Departing Intersection	Full Access	230′ (125)*
Departing Intersection	Right Out Only**	100′

Isolated corner properties that, because of size or configuration cannot meet the above spacing requirements may apply for a variance as provided in 6.04.02 C.

* Access Class 7 may use the measurements in parenthesis if the posted speed limit is 35 MPH or less.

** Right In/Out Right in Only and Right Out Only connections on roadways without restrictive medians shall, by design of the connection, effectively eliminate unpermitted movements.

COMMISSION

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AGENCY COMMENT SHEET

REZONING	
HEARING DATE: April 7, 2026	**COMMENT DATE:** March 4, 2026
PETITION NO.: 26-0473	**PROPERTY ADDRESS:**
EPC REVIEWER: Kelly M. Holland	**FOLIO #:** 0542440082
CONTACT INFORMATION: (813) 627-2600 x 1222	**STR:** 34-31S-19E
EMAIL: hollandk@epchc.org	
REQUESTED ZONING: Minor Modification to Planned Development	

FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	No obvious wetlands or mapped hydric soils appear to exist on site.

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.

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.

EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite/ within the proposed construction boundaries.

Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a "WDR30 - Delineation Request Application".
Once approved, the formal wetland delineation would be binding for five years.

Kmh / app

ec: Darenda Marvin, Applicant – dmarvin@wmgdevelopment.com
Stephen Sposato, Agent – stephen@levelupflorida.com

WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: PRS 26-0473 **REVIEWED BY:** Clay Walker, E.I. **DATE:** 2/16/2026

FOLIO NO.: 54244.0082

WATER

☐ The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.

☒ A 8 inch water main exists ☐ (approximately __ feet from the site), ☒ (adjacent to the site), and is located north of the subject property within the south Right-of-Way of Myers Glade Avenue . This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

☐ Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

☐ The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.

☒ A 12 inch wastewater forcemain exists ☐ (approximately ____ feet from the project site), ☒ (adjacent to the site) and is located south of the subject property within the south Right-of-Way of 19th Avenue Northeast . This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

☐ Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

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

Hillsborough County Florida

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:**	2/2/2026
REVIEWER:	Kim Cruz, Environmental Supervisor	**REVIEW DATE:**	2/16/2026
PROPERTY OWNER:	NNP Southbend II, LLC	**PID:**	26-0473
APPLICANT:	Darenda D. Marvin, AICP		
LOCATION:	Generally located at the northeast corner of 19th Ave NE and Turnbuckle Dr. Apollo Beach, FL 33572		
FOLIO NO.:	54244.0082		

AGENCY REVIEW COMMENTS:

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

At this time, according to the Florida Department of Environmental Protection well location information, the property is not located within 500 feet of non-transient non-community and/or community water system wells; therefore, the site is not located within a Potable Water Wellfield Protection Area (PWWPA).

Based on the above Wellhead and Surface Water Resource Protection information, Hillsborough County Environmental Services Division has no objection to the applicant's request at this time.

HILLSBOROUGH COUNTY
DEVELOPMENT SERVICES
SITE AND SUBDIVISION REVIEW SHEET

FINAL PLAT

Project ID# 06-0473

PROJECT NAME PSS LLC FOLIO # 54244.0082

SUBMITTED 02/05/2026 DISTRIBUTED DUE 02-28-2026

EOR NAME & PHONE Darenda D Marvin 941-545-6261

EOR EMAIL ADDRESS: dmarvin@wmgdevelopment.com

OWNER NAME & PHONE NNP Southbend II LLC 813-375-0616

OWNER EMAIL ADDRESS: stephen@levelupflorida.com

DRC DATE n/a SECTION/TOWNSHIP/RANGE 09-29-20

	APPROVED		GRAND OAKS
	APPROVED WITH CONDITIONS		ON SITE PIPING
	RESUBMITTAL REQUIRED		OVERLAY DISTRICT / ARCHITECTURAL REVIEW
	INSUFFICIENT FOR REVIEW*		PROPORTIONATE FAIR SHARE
	NO REVIEW REQUIRED		LIGHTING PLANS
X	No Comment		FIRE MARSHAL PLAN REVIEW & PERMIT REQUIRED

CONDITIONS/COMMENTS
-No Comment

PRELIMINARY APPROVED:

REVIEWED BY: Jan Kirwan PHONE# 672-7876 DATE: 02-25-2026

	NATURAL RESOURCES	272-5600		FIRE	276-8433
	TRANSPORTATION	272-5600		PARKS	975-2160
	SITE ENGINEERING	272-5600		STREET & ADDRESSES	744-5862
	STORMWATER	272-5600		REAL ESTATE/SURVEY	307-4783
	UTILITIES	272-5600		PUBLIC WORKS (TRAFFIC SVCS)	272-5912
	ZONING	272-5600		SCHOOL DISTRICT	272-4690
	EPC	627-2600 EXT.1239	XX	CELM	672-7876