

PD Modification Application: MM 25-0810

Zoning Hearing Master Date: January 26, 2026

BOCC LUM Meeting Date: March 10, 2026



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: University Energy Park, LLC

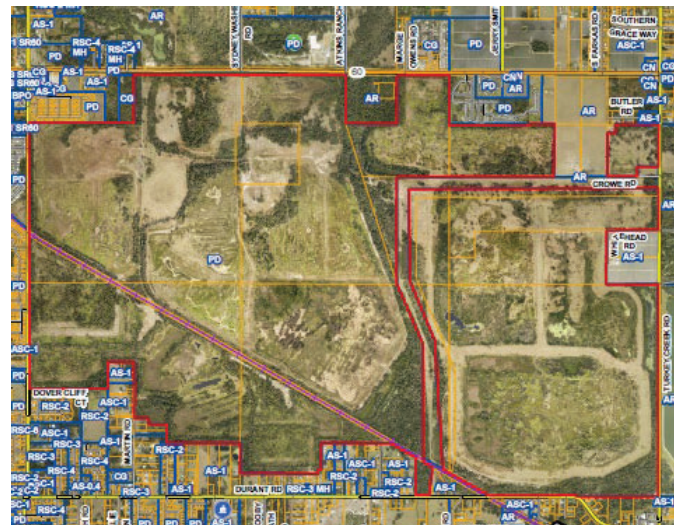
FLU Category: EIP

Service Area: Urban

Site Acreage: +/-2,978.04 acres

Community
Plan Area: None

Overlay: None



Introduction Summary:

PD 10-0692 rezoned the +/-2,978.04-acre subject property from Agricultural Rural (AR) Agricultural, Single Family (AS-1) to Planned Development located southwest of the intersection of E. State Road 60 and S. Dover Road and west of Turkey Creek Drive. The Planned Development (PD) was approved for an Energy Industrial Park (EIP), now known as Energy Innovation Park, as described in the Future Land Use Element of the Hillsborough Comprehensive Plan.

The main uses of the property are for the research and generation of renewable energy in any of its forms (such as solar panel farms, aquaculture, agriculture, biomass and research facilities) as well as allowing for other renewable energy generating technologies that are still being developed; and industrial/office/commercial park.

Most Recent MM 24-0675: The Major Modification requested creating sub-pockets to allow industrial use in the sub-pockets and allow commercial uses in a 17-acre sub-pocket located along State Road 60.

Major Modification 25-0810 proposes a **2nd Option to Pocket E** to allow up to 1,200 residential homes as a residential option in Pocket E as approved in the Comprehensive plan Amendment to the Energy Innovation Park. Additional revisions include modifying the acreage of Pocket I, which is a buffer pocket, to account for the reduced buffer area if Pocket E is developed with the residential option; modifying Pocket J to redesignate as open space and not a buffer; and modify conditions of approval to reflect the new development option. The applicant also proposes to allow hotels and motels in Pocket "A".

Existing Approval(s):	Proposed Modification(s):
1. Pocket E allows Energy Uses including Renewable Alternative Energy, Energy Research, and Agricultural Uses.	1. Amend Pocket E by creating a Residential 2 nd Option for Pocket E. Option 2 would allow a maximum of 1,200 residential units with accessory solar/wind power generating elements located throughout the community in the neighborhood parks, and association owned areas.

2. Pocket A allows Commercial and Office Uses. Hotels and motels are not permitted.	2. Amend Pocket A to also allow hotels and motels. No change proposed to the existing commercial entitlements.
3. Pocket J is designated as a buffer.	3. Amend Pocket J by designating it as Open Space for both development options.
4. Pocket I within Pocket E is designated as a 200-foot-wide "buffer pocket" along the southern and western Pocket boundaries.	4. Pocket I within Pocket E for the Residential Option. Proposes a 100-foot-wide buffer, along the southern perimeter of Pocket E and 50-foot-wide buffer along the western boundary of Pocket E including a berm with a minimum 6-foot height shall be provided, if the Residential Option is developed.
5. A 200-foot buffer/screen that includes the existing berm identified as Pockets I and J shall be maintained as open space.	5. If developed with residential, reduce to a 100-foot perimeter buffer/screening with berm to include solar/wind energy production elements and walls. No berm required along Dover Road.
6. There is no current emergency access at the property boundary and Hinson Road.	6. Add emergency access point at property boundary and Hinson Road.
7. No access points along southern PD boundary (Pocket E).	7. Add two access points along southern PD boundary (Pocket E).
8. Cross access is shown between Pocket E over the railroad tracks.	8. Modify cross access conditions to exempt Pocket E cross access across the railroad tracks, if developed for residential.
9. Pocket B permits a maximum of 6,466,319 sf.	9. Pocket B reduces square footage maximum to 6,116,319

Additional Information:

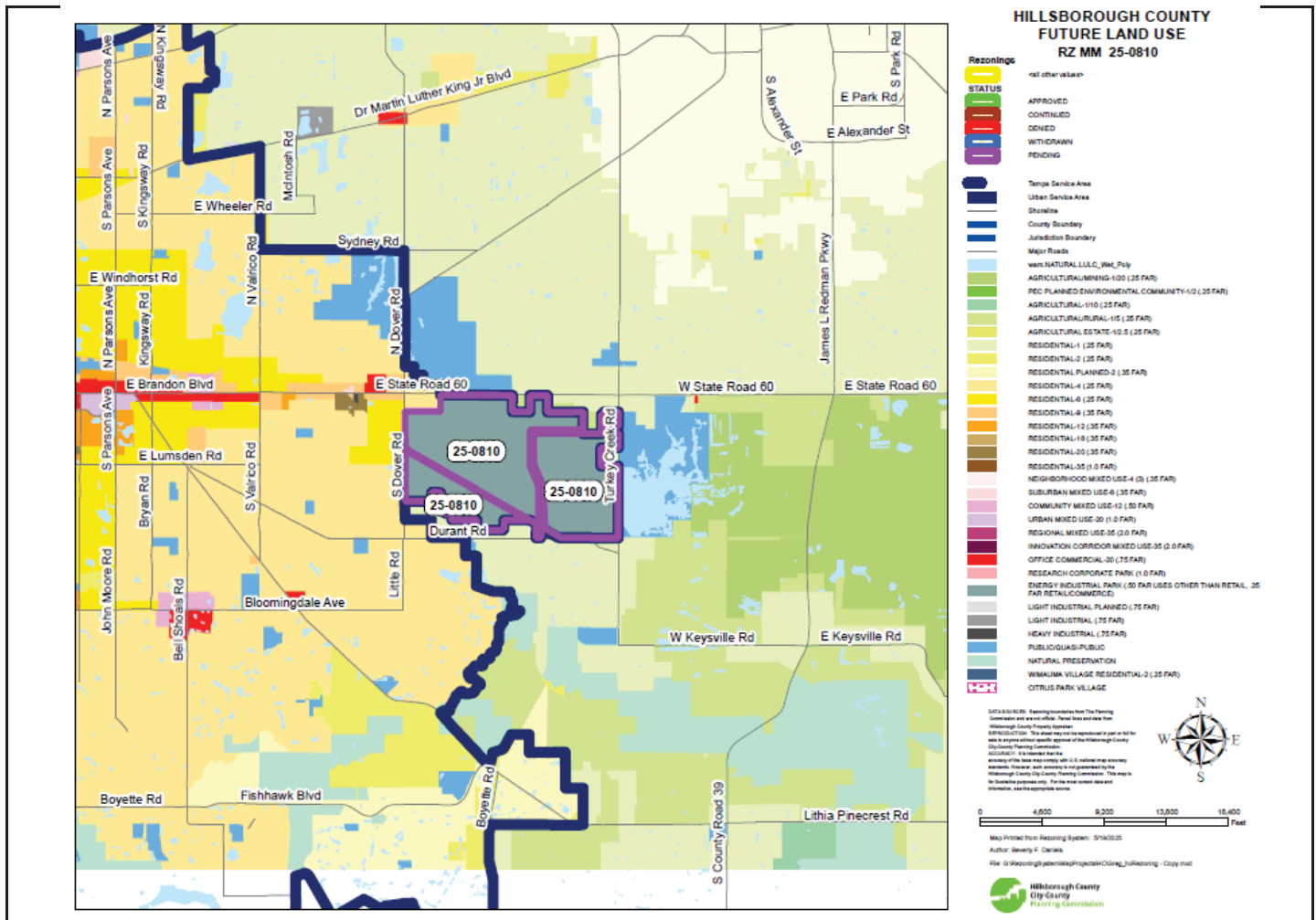
PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	None Requested.

Planning Commission Recommendation:

Consistent

Development Services Recommendation:

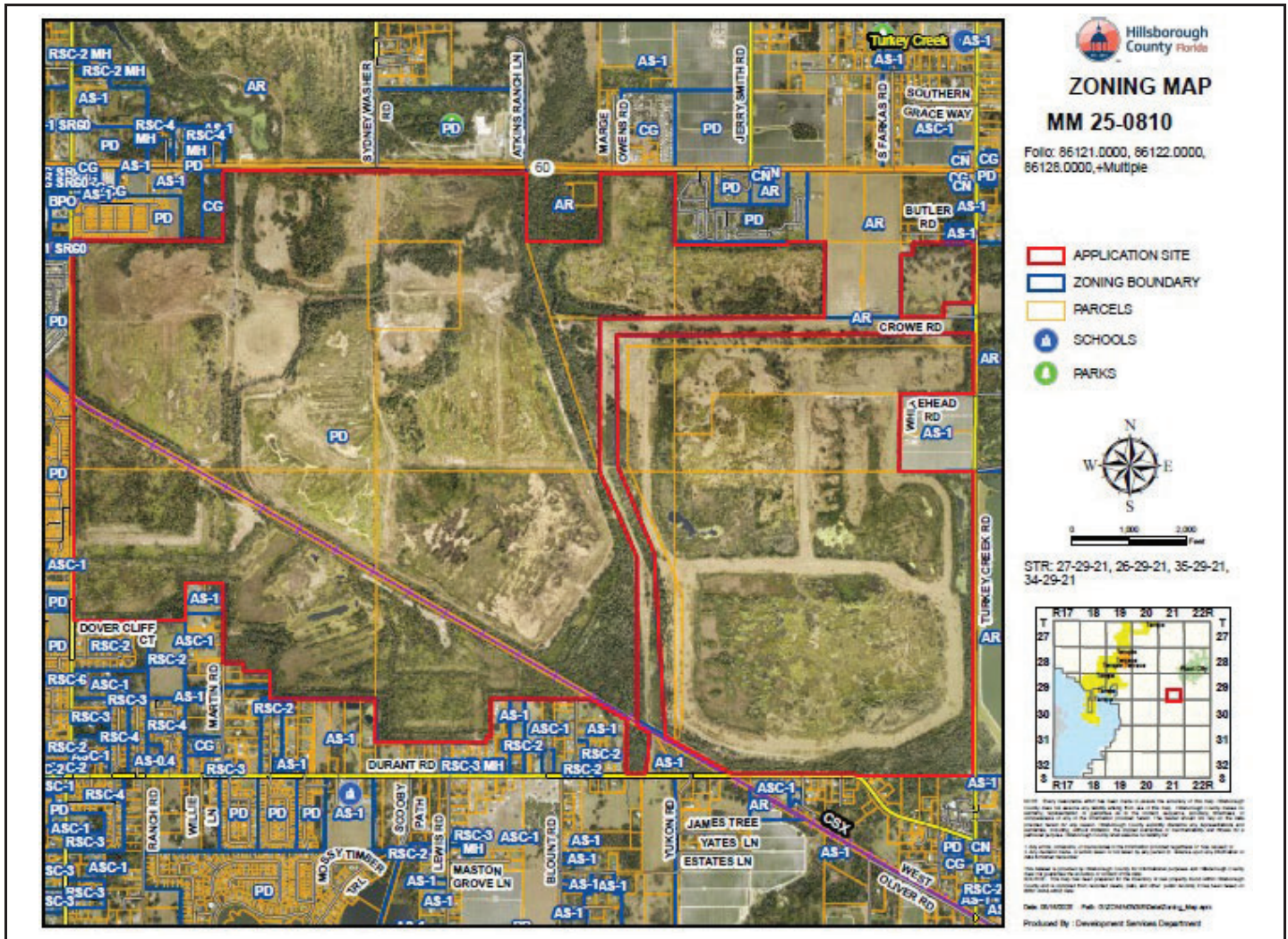
Approvable, subject to proposed conditions

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

Subject Site Future Land Use Category:	Energy Innovation Park (EIP)
Maximum Density/F.A.R.:	Energy Innovation Park 0.25 FAR – commercial/office/lodging/security housing uses. 0.50 FAR – energy uses; 0.75 FAR industrial uses. Residential: 3 dwelling units per acre.
Typical Uses:	Typical uses in the EIP category include industrial, manufacturing and processing, alternative renewable energy production, agricultural and residential.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



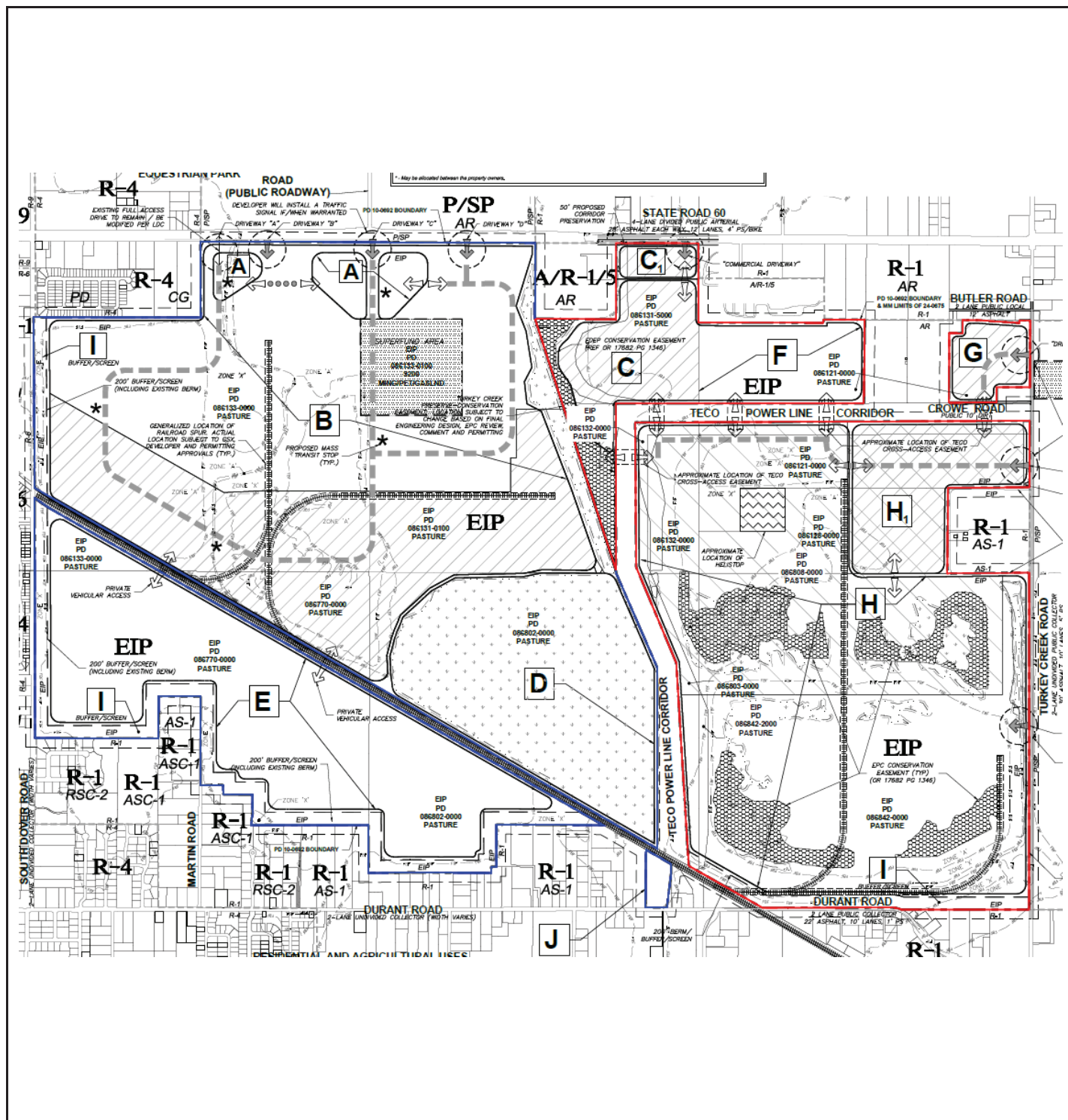
Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North of Pockets A & E	PD 10-0692 North of Pocket A	State Road 60 AR	Right of Way Agriculture/Residential	State Road 60 Undeveloped (County Owned)
	PD 10-0692 North of Pocket E	Pocket B (north of Pocket E): 0.50 Max. FAR for Energy Uses 0.35 Max. FAR for Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Pocket B: Energy Uses including Renewable Alternative Energy, Resource Recovery (Biomass), Energy Research, Agricultural, Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Vacant
	Railroad North of Pocket E	NA	Right-of-way	Railroad tracks

South	PD 10-0692 Pocket E	AS-1: 1 du / acre	AG and Residential	SF Residential
		ASC-1: 1 du / acre	AG and Residential	SF Residential
		RSC-2: 2 du / acre	Single family Residential	SF Residential
	PD 10-0692 (South of Pocket A)	Pocket B (south of Pocket A): 0.50 Max. FAR for Energy Uses 0.35 Max. FAR for Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Pocket B: Energy Uses including Renewable Alternative Energy, Resource Recovery (Biomass), Energy Research, Agricultural. Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Vacant and Superfund Area
East	PD 10-0692 East of Pocket E	Pocket D (East of Pocket E): 0.50 Max. FAR for Energy Uses 0.35 Max. FAR for Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Pocket D: Energy Uses including Renewable Alternative Energy, Resource Recovery (Biomass), Energy Research, Agricultural.	Vacant, wetlands, and railroad tracks
	PD 10-0692 East of Pocket E	AS-1: 1 du / acre	AG and Residential	AG, SF Residential, Vacant
	PD 10-0692 East of Pocket A	Pocket B (east of Pocket A): 0.50 Max. FAR for Energy Uses 0.35 Max. FAR for Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Pocket B: Energy Uses including Renewable Alternative Energy, Resource Recovery (Biomass), Energy Research, Agricultural. Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Vacant
West	PD 10-0692 West of Pocket E	AS-1: 1 du / acre	AG and Residential	SF Residential
		ASC-1: 1 du / acre	AG and Residential	SF Residential
		PD 19-0988: +/-6 du/acre (Min. Lot Size: 7,200 sf)	Single-family Residential	SF Residential
		PD 05-1725/PRS 13-0587: +/-6.2 du/acre (Min. Lot Size: 7,000 sf)	Single-family Residential	SF Residential
		PD 99-0403/MM 08-0133: 5.33 du/acre (Min. Lot Size: 4,000-5,000 sf)	Single-family Residential	SF Residential

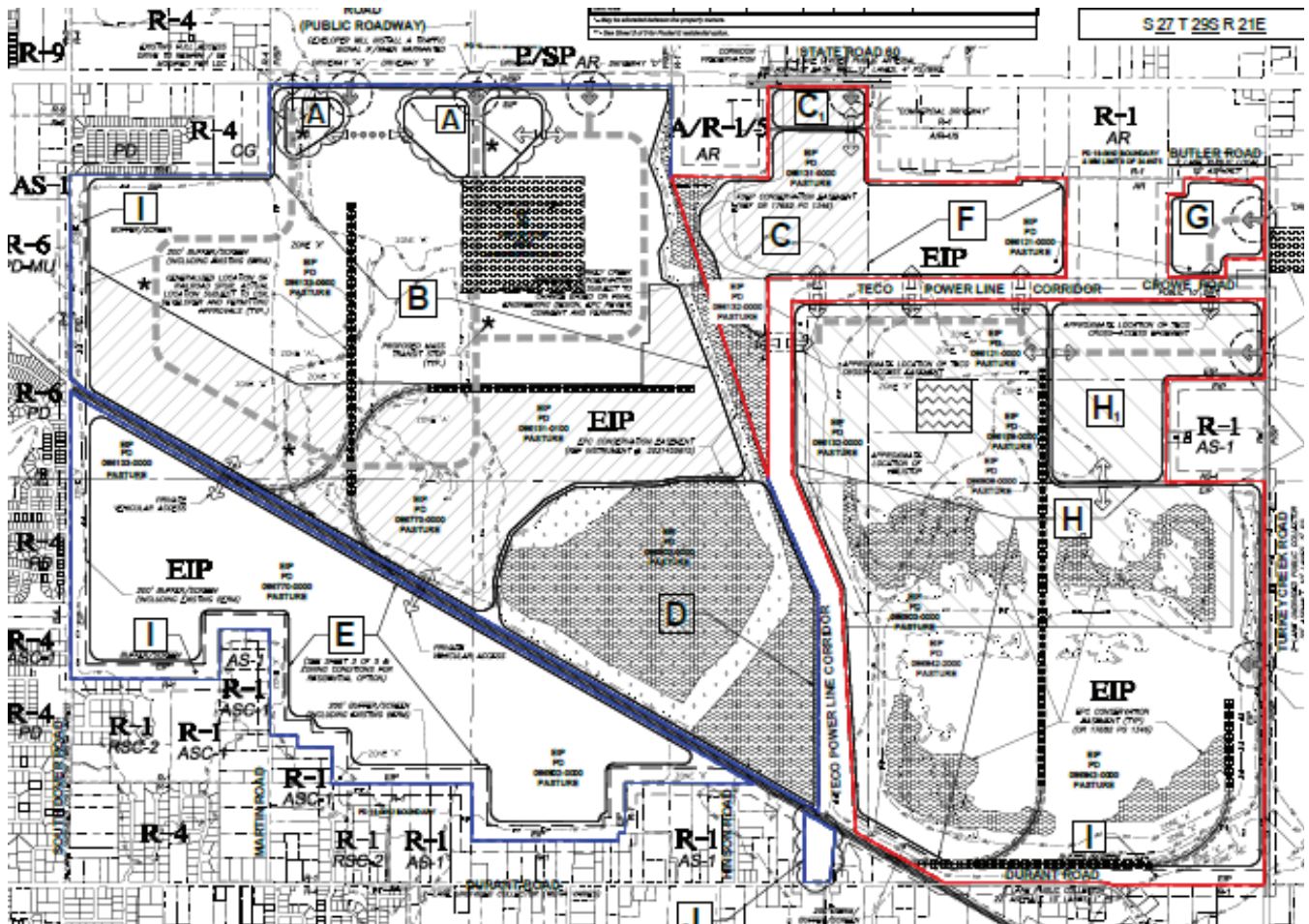
	PD 10-0692 West of Pocket A	Pocket B (west of Pocket A): 0.50 Max. FAR for Energy Uses 0.35 Max. FAR for Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Pocket B: Energy Uses including Renewable Alternative Energy, Resource Recovery (Biomass), Energy Research, Agricultural. Industrial, Research, Manufacturing, Warehousing and Distribution Uses.	Vacant
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2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)

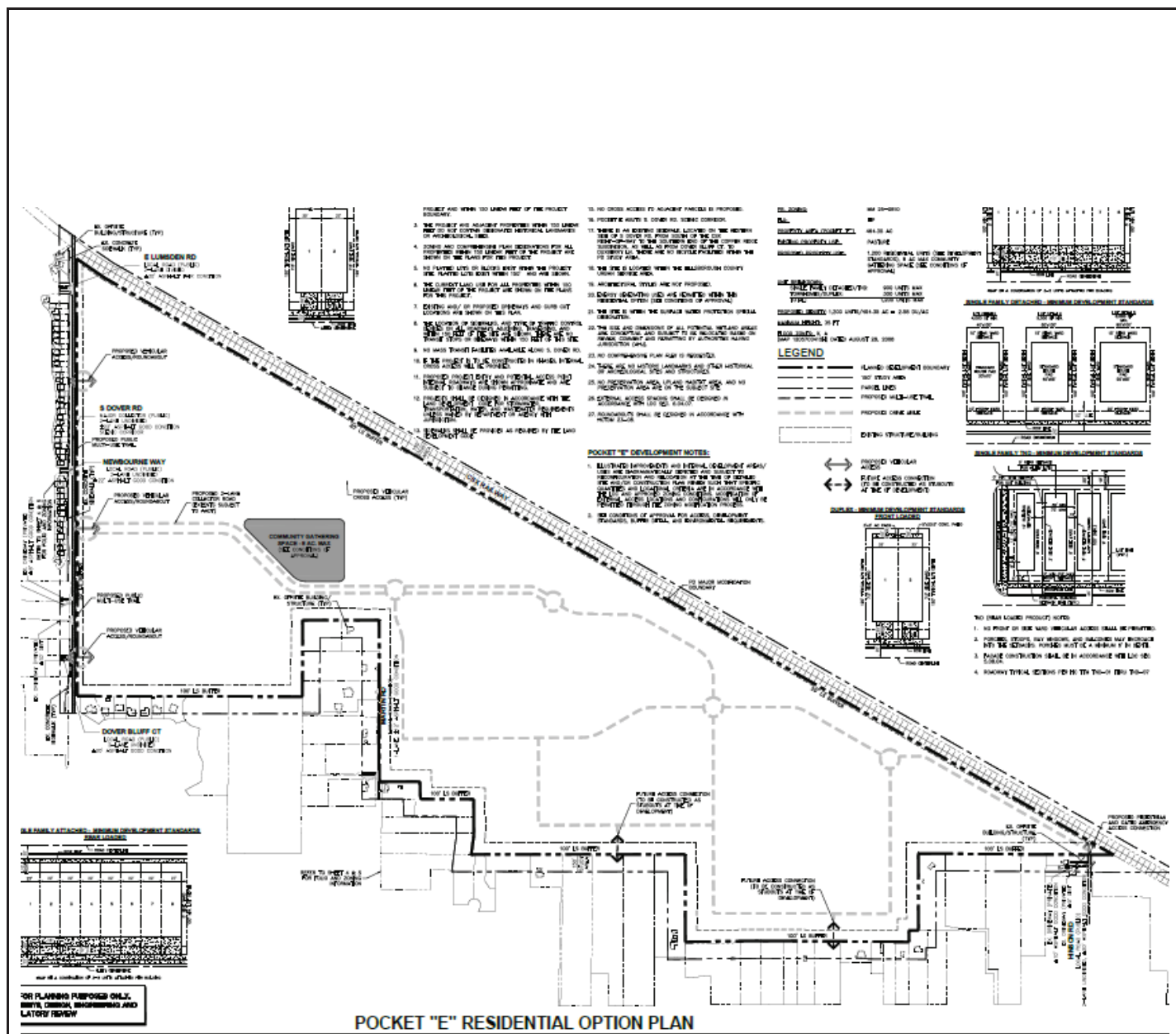


2.0 LAND USE MAP SET AND SUMMARY DATA

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



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



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
SR 60	FDOT Principal Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD
Turkey Creek Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - ROW Dedication
Dover Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for Urban Section)	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <i>(Only Applicable if Pocket E Residential Option Is Developed)</i> <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	50,990	2,208	4,368
Proposed	51,349	2,672	4,639
Difference (+/-)	(+) 359	(+) 464	(+) 271

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

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Pedestrian & Vehicular	None	Meets LDC
South		Pedestrian & Vehicular*	None	Meets LDC
East	X	Pedestrian & Vehicular	None	Meets LDC
West	X*	None	None	Meets LDC
Notes: *Only Applicable if Pocket E Residential Option Is Developed				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Turkey Creek Rd./ Substandard Road	Deminimis Design Exception Requested	Previously Approved
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes: Applicant has requested that a determination of the extent of substandard road improvements to Dover Rd., if any, be deferred to site/subdivision review stage.		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input checked="" type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other: _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees <div style="display: flex; justify-content: space-between;"> <div> Single Family Detached (Fee estimate is based on a 2,000 s.f.) Mobility: \$9,183 * 1,200 = \$11,019,600 Parks: \$2,145 * 1,200 = \$2,574,000 School: \$8,227 * 1,200 = \$9,872,400 Fire: \$335 * 1,200 = \$402,000 Total per House: \$19,890 * 1,200 = \$23,868,000 </div> <div> Hotel/Motel (Per Room Mobility/Park) Mobility: \$4,168/\$1,969 Fire (per 1,000 s.f.): \$313 Park: \$1,327 </div> <div> Med Office <10k/10k+ s.f. (Per 1,000 s.f.) Mobility: \$21,860/\$31,459 Fire: \$158 </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> Industrial, Light (Per 1,000 s.f.) Mobility: \$4,230 Fire: \$57 </div> <div> Warehouse (Per 1,000 s.f.) Mobility: \$1,377 Fire: \$34 </div> <div> Manufacturing (Per 1,000 s.f.) Mobility: \$3,315 Fire: \$57 </div> <div> Gen Office (Per 1,000 s.f.) Mobility: \$8,336 Fire: \$158 </div> <div> Single Tenant Office (Per 1,000 s.f.) Mobility: \$10,005 Fire: \$15 </div> </div> <p>Urban Mobility, Central Parks/Fire - 1200 single family homes in Pocket A; Pocket A clarification 350,000 sq ft comm/office, including Hotels/motels; Pocket B clarification of uses to max of 6,116,319 sq ft of industrial/warehouse/research/distribution/Manufacturing.</p>				

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Density Bonus Requested <input type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See "Hillsborough County Planning Commission Review".

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject property is located on approximately 2,978.04-acres. located southeast of the intersection of E. State Road 60 and S. Dover Road and west of Turkey Creek Drive. There was a recent comprehensive plan amendment (HC/CPA 23-15), amending the text of the Energy Innovation Park (EIP) as described in the Future Land Use Element of the Hillsborough Comprehensive Plan, approved for adoption at the April 10, 2025, BOCC hearing which allowed for limited residential.

Pocket A is located directly south along State Road 60 in the northern portion of the EIP. Currently, hotels and motels are prohibited uses. The applicant proposes amending the conditions to include hotel and motel uses in the permitted use list for Pocket A. In the application, the applicant states that, *“these uses were not previously removed for compatibility reasons; rather, the original prohibition was tied to DRI threshold concerns at the time of initial zoning approval”*. It should be noted that future hotel development would draw from the existing approved commercial entitlements. Pocket B which allows Energy Uses including Renewable Alternative Energy, Resource Recovery (Biomass), Energy Research, Agricultural, Industrial, Research, Manufacturing, Warehousing and Distribution Uses predominantly surround Pocket A.

Given the surrounding residential development, development of single-family residential within Pocket E is a compatible use. Pocket E will retain the existing 200-foot buffer width if developed as nonresidential. If developed with residential, the +/-464.35-acre Pocket E southern boundary buffer will be reduced to 100-foot wide along the southern perimeter and redesignated within Pocket E. The proposed 100-foot-wide and 50-foot wide buffers tied to the Pocket E Residential Option exceeds Land Development Code (LDC) requirements. Normally, a buffer would not be required for single-family residential adjacent to single-family residential. These enhancements—especially the wide buffers and use of a meandering berm—support compatibility with adjacent existing residential uses while offering a transition for the proposed residential development in the proposed Residential Option.

The applicant has not requested any variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; 6.06.00, Landscaping, Irrigation and Buffering Requirements; or 6.07.00, Fences and Walls of the Land Development Code. The application shall be required to be in compliance with all other requirements of the Hillsborough County Land Development Code.

See Section 7 regarding additional information for Environmental Protocols addressing environmental considerations and requirements for Pocket E residential uses pursuant to Comprehensive Plan Policy 4.16.2.5, Policy 4.16.3.5 and Policy 4.16.5.6, adopted per HC/CPA 24-06 text amendment.

5.2 Recommendation

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

Prior to Site Plan Certification the following shall be amended:

- On Sheet 2 of 5:
 - Add an asterisk for each typical lot layout heading to add with a footnote which states “*Minimum setbacks shall be increased where required, see zoning conditions for additional information.”;
 - Remove all dimensions from the edge of lot to roadway centerline from all typical log layouts (e.g. remove the 20-foot edge of lot to road centerline dimension from the Rear Loaded Duplex typical lot layout). Staff notes these conflict with typical section standards.
 - Revise the typical lot layout label which states, “SINGLE FAMILY DETACHED - MINIMUM DEVELOPMENT STANDARDS” to instead state “SINGLE FAMILY DETACHED (FRONT OR SIDE LOAD ONLY) - MINIMUM DEVELOPMENT STANDARDS”.
 - Revise the typical lot layout label which states, “SINGLE FAMILY TND - MINIMUM DEVELOPMENT STANDARDS” to instead state “SINGLE FAMILY TND (REAR LOAD ONLY) - MINIMUM DEVELOPMENT STANDARDS”.
 - Revise the TND (Rear Loaded Product) note 4 to either delete the note or revise to match the proposed conditions of approval.
 - Revise the Single-Family TND lot layout to label the alleyway as one-way, revise the label stating “20’ Alley” to instead state “20’ Min. Alley”, and delete the dimension/label stating “10’ roadway”, and all a label at the front of the building which states “Roadway”.
 - Delete notes 11 and 26. Staff notes that the PD is site plan controlled and only minor deviations are permitted at the time of site/construction plan approval without a PD modification.
 - Revise Note 15 to add the statement “Access stubouts shall be provided as shown.”
 - Revise Note 14 to add the statement “Notwithstanding the above, internal roadways shall comply with Policy 4.1.4 of the Hillsborough County Mobility Element, which will be determined at the time of plat/site/construction plan review.”

Staff finds the request approvable, subject to the following conditions listed below, and based on the general site plan submitted August 8, 2025.

1. The Planned Development (PD) is approved for an Energy Innovation Park (EIP) as described in the Future Land Use Element of the Hillsborough Comprehensive Plan. The primary use is for a Resource Recovery Facility as defined by the Land Development Code (LDC). As stated in the Comprehensive Plan EIP policy, Energy Uses are defined as alternative energy production. Renewable alternative energy production or research includes but is not limited to the following uses: agriculture, aquaculture, solar technology, windmills or similar machines designed for the capture of wind power, resource recovery facilities, processing, renewable energy research facilities and supporting structures and facilities such as greenhouses, silos, barns, warehouses, classrooms, research laboratories, or the manufacture and/or distribution of such technologies. Other renewable alternative energy technologies may be considered with a modification to the Renewable Energy Producing Facilities pursuant to a minor modification. A minimum of 20 percent of the gross land area shall be developed with Energy Uses.

The project shall be phased such that the Energy Use(s), are constructed and are ready to operate in accordance with Hillsborough County Building Department permits before a Certificate of Occupancy can be issued for any non-renewable energy oriented Industrial, Research, Manufacturing, Institutional, Warehousing, and Distribution use or Retail/Commercial use.

*Each developer’s responsible portion of the required Renewable Energy Producing Facilities is as follows:

- Turkey Creek Preserve (TCP)—12 percent of Production Outputs for renewable energy production.
- University Energy Park (UEP) —88 percent of Production Outputs for renewable energy production.

Each developer shall construct their proportionate share of either (i) two (2) Renewable Energy Producing Facilities with the proportioned stated production outputs, or (ii) one (1) Renewable Producing Facility with double the production portioned output stated therein. The election of either Option i or ii shall be determined at the time of the first increment of development for its proportionate share of the renewable energy production.

Any building permits for restricted uses filed prior to two Energy Uses being in compliance with the above requirements shall include documentation from the permit applicant acknowledging that final permit approvals (i.e., Certificates of Occupancy) from the County will not be issued until such time that the above requirements for the Energy Uses are satisfied. If applicable, said documentation shall also include verification that third party end users of the building(s) have been notified of the above permit restrictions.

Once a developer completes their portion of the Renewable Energy Producing Facilities, that developer's allocation of non-renewable oriented Industrial, Research, Manufacturing, Institutional, Warehousing, and Distribution use or Commercial and Office use shall be able to obtain a Certificate of Occupancy for any other use.

The Renewable Energy Producing Facilities, which may be chosen by the developer, by type, are:

TYPE	MINIMUM PRODUCTION OUPUTS		
	TCP (east)	UEP (west)	Total
Wind	60 KW	440 KW	500 KW
Solar	0.12 Megawatt	0.88 Megawatt	1 Megawatt
Biomass Gasification	3.6 Megawatts	26.4 Megawatts	30 Megawatts
Aquaculture	120,000 Pounds	880,000 Pounds	1,000,000 Pounds
Hydroponics	24,000 Pounds	176,000 Pounds	200,000 Pounds
Algae Systems	1.8 Acres	13.2 Acres	15 Acres

The applicant will submit documentation certifying that these minimum standards have been met.

The approved uses for each pocket are as follows:

- Pockets A, B, C, C1, G, and H1 (limited to a total of 700 gross acres identified within these 6 Pockets) Industrial, Research, Manufacturing, Warehousing and Distribution, and Commercial and Office Uses or Energy Uses;
 - Maximum of 7,350,000 square feet of building area at build out.

Turkey Creek Preserve (TCP) - Pockets C1, G, H1, are limited to 83.3 acres of the 700 gross acres, and 883,681 square feet of building area subject to the following:

- Maximum of 883,681 square feet of Industrial, Research, Manufacturing, Institutional, Warehousing, and Distribution of which a maximum of 150,000 square feet may be Commercial and Office.

University Energy Park (UEP) - Pockets A and B are limited to 616.7 acres of the 700 gross acres, and 6,466,319 square feet of building are subject to the following:

- ~~Maximum of 6,466,319~~ Maximum of 6,116,319 square feet of industrial/warehouse/research/distribution uses in Pocket B and a maximum of 350,000 square feet may be of commercial/office within Pocket A.

Additionally, the following conditions shall apply to development within both TCP and UEP, where applicable:

- Pockets D, F, G, H, H1, and parts of B and C - Energy Uses as defined herein and one Helistop;

Resource Recovery (Biomass) Facilities and Helistop shall only be permitted in Pockets H and H1 shall not be permitted within 1,200 feet of the southern property boundary; These uses shall occur on a minimum of 20 percent of total gross land area of the PD;

- Pocket E – Renewable Alternative Energy, Energy Research, Agricultural uses, or a maximum of 1,200 residential units. Should Pocket E be developed with residential uses, supporting uses such as an Amenity Center, Welcome Center, community gardens, Passive Recreational Uses (including trails), and Private Community Recreational Uses (including recreation facilities) may be included. All uses shall be for Community residents and not for public use. The Community Gathering Space may contain the uses listed and Private Community Recreational Uses. Individual residential developments within the community may be gated/controlled access and, if so, shall be privately maintained by an HOA or similar entity; however, all individual residential units within the development shall have an ungated path to the primary access connection along Dover Rd. as well as at least one (1) of the two (2) roadway stubouts proposed along the southern project boundary. Non-gated roadways may be publicly maintained, subject to compliance with Sec. 4.1.4. of the Mobility Element of the Hillsborough County Comprehensive Plan. Solar/wind elements may be used to provide electrical power for the common/association owned areas within the community. The solar/wind elements may be located throughout the community in the neighborhood parks, berms/buffers, association owned areas and/or in a centralized field up to 5 acres.
- Single-family residential roof top solar is permitted throughout Pocket E of the EIP and is not counted towards the renewable energy requirements.
- Pockets I and J – Exterior Buffers;
- Pocket J –Open Space
- Open Space shall represent a minimum of 15 percent of the total acreage of the PD, as described by the EIP Comprehensive Plan policy;
- Research personnel lodging qualifies as student housing and is ancillary to research, energy and education functions and is a permitted use. Security housing or lodging to research, energy, and education functions of the project shall be subject to an FAR of 0.50 and shall not be subject to residential dwelling unit criteria pursuant to FLU Policy 4.16.15;
- Pursuant to FLU Policy 4.16.3, Research Facilities may be located anywhere on the subject sites.
- Commercial and Office uses are those permitted in the Commercial, General (CG), unless otherwise prohibited herein;
- Open storage shall be permitted as accessory to the primary use only; open storage shall not be permitted for commercial and/or office use;
- Communication Facilities, Wireless;
- Agricultural use shall be permitted in all Pockets and are those uses permitted in the AR zoning district;
- Industrial/Manufacturing/Warehousing/Distribution/Research uses are those permitted in the M zoning district, including the emergency temporary storage of debris, unless otherwise referenced herein. Emergency temporary storage of debris is permitted in Pocket H and Pocket H1;
- The following uses are prohibited: Hotels and motels (prohibited in TCP only), junkyards, and temporary labor pools.

Notwithstanding the above or anything herein these conditions to the contrary, the ability to construct such uses shall be dependent on compliance with the trip cap restrictions as set forth in Condition 26.

2. A Site Data Table shall be included with each Land Development Code (LDC) Site Development permit application submittal. The table shall document compliance with the percentages of uses and the locations and restrictions as outlined in Condition 1.
3. The development standards shall be as follows, unless otherwise referenced herein:
 - Floor Area Ratio (FAR) 0.25 percent commercial/office

- Resource Recovery Facility 0.35 percent for non-energy uses
- Helistop, Private Use 0.50 percent for all other uses
- Communication Facilities, Wireless LDC Section 6.11.84 regulations
- Agricultural uses LDC Section 6.11.47 regulations
- Commercial/Office uses/Lodging LDC Section 6.11.29 regulations, except as referenced herein
- Industrial/Manufacturing/Warehousing AR zoning district standards
- /Distribution/Research CG zoning district standards
- Commercial/office/lodging structures with a permitted height greater than 20 feet shall be setback an additional two feet for every one foot of structure height over 20 feet, except as referenced herein with a maximum of 50 feet. M zoning district standards, Unless otherwise referenced herein
- Residential Uses. (See Conditions of Approval, condition 6 and 7.)
- For M uses and the Energy Production Facilities in Parcels B and D, the 2-to-1 ratio shall apply up to 50 feet, over 50 feet in height, the setback shall be 4 feet for every 1 foot of structure height over 50 feet adjacent to a property line containing a residential use, otherwise the 2-to-1 ratio applies. For Energy Production Facilities located in Parcel H and H1, the 2-foot setback for every 1-foot of structure height will be measured from Buffer I and not the property line, as long as it does not conflict with the following 1,200 foot setback. The two to one setback does not apply adjacent to interior property lines or the TECO power line corridor.
- The Resource Recovery (Biomass) Facility and the Helistop (in the location identified on the site plan) shall only be permitted in Pocket H and H1.
- The Resource Recovery (Biomass) Facility shall not be permitted within 1,200 feet of the southern property boundary in Pocket H.
- ~~The existing berms located along the western and southern property boundaries shall remain and are subject to the EIP Comprehensive Plan policy.~~
- ~~A 200-foot buffer/screen that includes the existing berm identified as Pockets I and J shall not be removed and be maintained as open space as described in the EIP Comprehensive Plan policy if Pocket E is developed with Renewable Alternative Energy, Energy Research, and Agricultural uses as the primary uses in Pocket E however, the retention, modification or removal of the berm within this buffer is subject to the review and approval of FDEP's Nonmandatory Land Reclamation Program and the approvals of that Program shall control. If Pocket E is developed with Residential that portion of the 200-foot buffer/berm incorporated into Pocket E may be removed pursuant to the provisions in Condition 3, bullet 14 and Condition 6.8.~~
- Should Pocket E be developed in a manner that incorporates residential uses then a new berm with a minimum height of 6 feet shall be provided along the southern property line as noted on Sheet 2 of the Site Plan Set (the berm shall not be required to traverse wetland areas within the buffer). This berm will be located within a 100-foot-wide buffer and be developed in a manner to meander within the 100-foot-wide buffer area. The berm and buffer may also be further enhanced with landscaping, fences, solar/wind energy generating elements, multi-purpose trail and associated appurtenances (including but not limited to fitness equipment, benches and associated community recreation hardscaping elements), walls, stormwater management facilities and any use permitted within open space as defined by the LDC. At a minimum, landscaping within the 100-foot buffer shall comply with the requirements set forth in LDC Section 6.06.06.C.3.e.. The berm along Dover Road within Pocket E may be removed to accommodate the roundabouts, project access, multi-purpose trail and if necessary, stormwater facilities. (see condition 6.8 for berm and buffer detail for Pocket E Residential Option).
- Communication towers, windmills, and solar trees may be up to 300 feet high; setback 2 feet for every 1 foot of structure height; the structures cannot be placed in the buffer of Pockets B, E, or I and the setback is measured from the buffer line and not the property line. These uses shall not be permitted in Pockets C, C1,

F, G and J. These uses shall not be located within 600 feet from the property line where a residence is located. This setback does not apply when adjacent to interior property lines or the TECO power line corridor. These restrictions do not apply within Pocket E, if developed for the residential option. However, communication towers, windmills and solar trees shall not exceed 50 feet from grade at the time of installation.

4. To implement FLU Policy 4.16.3 which states, “Enhanced buffering is required where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Where adjacent to single-family residential uses or zoning outside the EIP, a minimum buffer greater than that required by the Land Development Code shall be provided. The width and type shall be determined within the applicable Planned Development (PD) zoning”. The following enhanced buffering and screening are required.
 - A 20-foot vegetated Buffer in compliance with Type “B” screening per LDC Section 6.06.06, shall be required along Turkey Creek Road frontage adjacent to the Industrial, Research, Manufacturing, Warehousing and Distribution uses (Pockets G and H1).
 - A 40-foot wide buffer with Type “C” screening shall be provided along the north and west boundaries of Pockets G adjacent to the residentially developed or zoned property.
5. Truck traffic is subject to compliance with the County Truck Route Plan. Trucks leaving the site on Turkey Creek Road shall only proceed to the north.
 - Prior to using Turkey Creek Road for hauling, contact the Hillsborough County Public Works Department to determine the condition and maintenance of Turkey Creek Road. If the County portion of the Turkey Creek Road haul route falls below acceptable standards, as determined by the Hillsborough County Public Works Department all hauling on Turkey Creek Road shall cease. Prior to resuming hauling on Turkey Creek Road, the haul route shall be repaired to Hillsborough County Public Works Department acceptable standards.
6. ~~Per the EIP Comprehensive Plan policy, all non-secured facilities shall demonstrate vehicular and pedestrian connectivity between uses and pockets throughout the PD as Site Development plans are submitted. Any residential use type permitted in Pocket E can be developed in any tract within Pocket E that allows residential subject to compliance with the residential development standards below by use type and other conditions herein this zoning:~~

6.1 Single Family Detached (Front or Side Loaded Only).

Minimum lot size: 4,000 sf
Minimum lot width: 40 ft
Minimum front yard setback: 10 ft
Minimum garage setback: 20 ft
Minimum side yard setback: 5 ft
Minimum rear yard setback: 10 ft
Maximum Height: 35 ft/2-stories

Minimum lot size: 5,000 sf
Minimum lot width: 50 ft
Minimum front yard setback: 20 ft
Minimum side yard setback: 5 ft
Minimum rear yard setback: 15 ft
Maximum Height: 35 ft/2-stories

Minimum lot size: 6,000 sf
Minimum lot width: 60 ft
Minimum front yard setback: 20 ft

Minimum side yard setback: 5 ft
Minimum rear yard setback: 15 ft
Maximum Height: 35 ft/2-stories

6.1.1 Corner lots shall permit a setback of 10 feet for the front yard functioning as a side yard when no vehicular access occurs from said yard.

6.1.2 Setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 20 feet between the closest edge of the sidewalk and façade of the garage. Additionally, no portion of any structure on that same frontage (including porches or other entry features on that frontage) shall be closer than 15 feet from the closest edge of the sidewalk. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 6.7.

6.1.3 Entry features may consist of, but not limited to, a covered stoop, a covered porch or other architectural feature.

6.2 Single Family Attached (townhome) (Front Loaded Only).

Minimum lot size: 1,800 sf
Minimum lot width: 18 ft.
Minimum lot depth: 100 ft.
Minimum front yard setback: 20 ft.
Minimum side yard setback: 0 ft internally and 5 ft for end units
Minimum rear yard setback: 10 ft.
Maximum Height: 35 ft/2-stories

6.2.1 Covered Patios and Patios, which may be enclosed by a screen-meshed structure, may extend up to 7 feet into rear yard setback. Notwithstanding the above, no encroachments shall be permitted which conflict with existing or proposed ingress/egress or utility easements.

6.2.2 Buildings shall contain a minimum of 3 attached units and a maximum of 8 attached units.

6.2.3. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 6.7.

6.3 Single Family Attached (townhome) (Rear Loaded Only).

Minimum lot size: 1,800 sf
Minimum lot width: 18 ft.
Minimum lot depth: 100 ft.
Minimum front yard setback: 10 ft.
Minimum side yard setback: 0 ft internally and 5 ft for end units
Minimum rear yard setback: 20 ft.
Minimum building separation: 10 ft.
Maximum impervious surface area: 100%
Maximum Height: 35 ft/2-stories

6.3.1 No front or side yard vehicular access shall be permitted.

6.3.2 Covered Patios and Patios, which may be enclosed by a screen-meshed structure, may extend up

to 7 feet into rear front yard setback. Notwithstanding the above, no encroachments shall be permitted which conflict with existing or proposed ingress/egress or utility easements.

6.3.3 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet.

6.3.4 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 6.7.

6.4 Duplex (Front Loaded Only).

Minimum lot size: 4,200 sf

Minimum lot width: 35 ft

Minimum lot depth: 120 ft

Minimum front yard setback: 20 ft

Minimum side yard setback: 0 ft internally and 7.5 ft for end units

Minimum rear yard setback: 10 ft

Maximum Height: 35 ft./2-stories

6.4.1 Covered Patios and Patios, which may be enclosed by a screen-meshed structure, may extend up to 7 feet into rear yard setback. Notwithstanding the above, no encroachments shall be permitted which conflict with existing or proposed ingress/egress or utility easements.

6.5 Duplex (Rear Loaded Only).

Minimum lot size: 4,200 sf

Minimum lot width: 35 ft

Minimum lot depth: 120 ft

Minimum front yard setback: 10 ft

Minimum side yard setback: 0 ft internally and 7.5 ft for end units

Minimum rear yard setback: 20 ft

Maximum Height: 35 ft./2-stories

6.5.1 No front or side yard vehicular access shall be permitted.

6.5.2 Covered Patios and Patios, which may be enclosed by a screen-meshed structure, may extend up to 7 feet into front yard setback. Notwithstanding the above, no encroachments shall be permitted which conflict with existing or proposed ingress/egress or utility easements.

6.5.3 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet.

6.5.4 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 6.7.

6.6 Single Family Traditional Neighborhood Development (TND) – (Rear Loaded Only)

Minimum lot size: 3,600 sf

Minimum lot width: 36 ft.

Minimum lot depth: 100 ft.

Minimum front yard setback: 12 ft.

-Minimum side yard setback: 3 ft., 0 ft. for accessory structures

Minimum rear yard setback: 3 ft.

Minimum building separation: 12 ft.

Maximum accessory building coverage: 625 sf

Maximum Height: 35 ft/2.5-stories

6.6.1 No front or side yard vehicular access shall be permitted.

6.6.2 Porches, stoops, bay windows, and balconies may encroach into the front and side yard setbacks. Porches must be a minimum of 6 feet in depth. Notwithstanding the above, no encroachments shall be permitted which conflict with existing or proposed ingress/egress or utility easements.

6.6.3 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet.

6.6.4 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 6.7.

6.6.5 Accessory Dwelling Units (ADUs) are permitted with a rear yard setback of 3 feet, subject to compliance with the additional conditions provided herein.

6.7 Notwithstanding anything herein to the contrary, for all units where vehicles will be permitted to park within residential driveways, such driveways shall meet the following minimum requirements:

6.7.1 For front and side loaded units, such driveways shall be a minimum of 20 feet long as measured between the façade of the garage (or façade of that portion of the structure adjacent to the driveway where no garage is present) and the closest edge of sidewalk. Additionally, no other portion of any structure shall be permitted within 15 feet as measured from the closest edge of the sidewalk; and,

6.7.2 For rear (alley) loaded units, such driveways shall be a minimum of 20 feet long; however, in order to ensure sufficient backing and maneuvering distance, such minimum length shall be increased as necessary to ensure there is a minimum of 24 feet between the far-side edge of alleyway pavement and the point at which the minimum 20-foot-long driveway begins.

6.8 Upon residential development of Pocket E, berms along the southern and western property lines shall be removed. A new berm with a minimum height of 6 feet shall be provided along the southern property line. This berm will be located within a 100-foot-wide buffer as depicted on Sheet 2 of the Site Plan Set and be designed in a manner to meander within the 100-foot-wide buffer area. This berm and buffer may also be further enhanced with landscaping, fences, solar/wind energy generating elements, multi-purpose trail(s) and associated appurtenances (including but not limited to fitness equipment, benches and associated community recreation hardscaping elements), walls, stormwater management facilities and any use permitted within open space as defined by the LDC. At a minimum, landscaping within the 100-foot buffer shall comply with the requirements set forth in LDC Sec. 6.06.06.C.3.e.

The berm along Dover Road will be removed to accommodate project access, roundabouts, the multipurpose trail required by Condition 8.3, and stormwater facilities, if necessary. Once the right-of-way is established for Dover Road, for the roundabouts/stormwater and multi-purpose trail, a 50-foot-wide buffer will be provided. Within this buffer, landscaping (at a minimum meeting the requirements set forth in Sec. 6.06.06.C.3.e.), entry/architectural features, signage, lighting, fencing, stormwater, and environmental facilities may be included.

6.9 Pocket E, if developed with residential, shall provide one community gathering space where depicted on the site plan. The community gathering space shall be a minimum of 8 acres in size and may include the following uses, in addition to those specified in the Land Development Code:

- a. Recreation uses, private community;
- b. Welcome/Amenity Center;
- c. Gathering Place for the Pocket E residential community;
- d. Community garden/farm.

7. 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.

8. With respect to substandard County roadways:

8.1 The applicant may be required to improve/widen developer(s) of TCP shall comply with the improvements/requirements for Turkey Creek Road adjacent to the site to Hillsborough County Transportation Technical Manual standards. If the Developer can provide signed and sealed documentation that the current pavement and right of way width on Turkey Creek Road meets the current standards for a two lane rural collector roadway, the Developer may not be required to dedicate right of way or widen the roadway as specified in the approved Design Exception (see related Condition 27).

8.2 As Dover Rd. is a substandard collector roadway, if Pocket E is developed with residential uses, the developer will be required to improve Dover Rd., between the southernmost project access and nearest roadway meeting an applicable standard (i.e. SR 60) to current County standards unless otherwise approved through the Sec. 6.04.02.B. Administrative Variance (AV) process. Deviations from Transportation Technical Manual (TTM) standards may be considered through the Design Exception (DE) or Design Deviation Memoranda (DDM) process, as applicable.

8.3 Notwithstanding the above, as proffered by the developer and regardless of whether any AV or DE is pursued, at a minimum the developer shall be required to construct a multi-purpose pathway along the

east side of the project's Dover Rd. frontage. Such pathway may require the developer to dedicate and convey additional right-of-way along the project's frontage in order to meet applicable TTM requirements.

9. The Developer shall provide vehicular and pedestrian internal cross-access to all parcels within the site. All pedestrian cross-access shall be paved to the project boundary and designed to County standards and be identified on the preliminary site plan, except for secured parcels. Notwithstanding the above:
 - 9.1 No vehicular or pedestrian cross-access or connectivity shall be required between the UEP and TCP development areas; and,
 - 9.2 Within TCP interconnectivity shall be provided at multiple locations. With the exception of Pods G and H1, all other pods within TCP shall have access to both SR 60 and Turkey Creek Road. However, at the time of development of Pods C or F, a connection to Pods G and H must be provided.
 - 9.3 Within UEP, all non-residential development shall be internally interconnected with other non-residential uses within the UEP area, as well with as all project access connections serving the non-residential parcel. Notwithstanding anything shown on the plan to the contrary, all commercial/office/hotel and motel uses shall have direct/non-circuitous access: 1) to each other internally within the project; and, 2) with a traffic signal along SR 60 (e.g. via provision of a reserve frontage roadway/driveway). If the residential development option is chosen for UEP Pocket E, this condition shall not apply to UEP Pocket E.
10. The Developer shall provide for vehicular and pedestrian cross-access from Parcel A to the adjacent western commercial property.
11. Concurrent with each increment of development, the Developer shall provide a traffic analysis, signed by a Professional Engineer, which analyzes whether turn lanes are required pursuant to Sec. 6.04.04.D. of the LDC and/or pursuant to Florida Department of Transportation (FDOT) criteria, as applicable, and which shows the length of the left and right turn lanes needed to serve development traffic ~~at~~ and provides the information necessary to determine final access locations for the associated project driveways, as well as minimum throat depth requirements. Roundabouts shall be constructed on Dover Rd. in lieu of required turn lanes and may be constructed on SR 60 within UEP, subject to approval by the applicable reviewing agencies. Unless otherwise approved by FDOT (for facilities on SR 60), required ~~The access related turn lanes site access improvements shall be constructed to applicable FDOT and/or Hillsborough County standards. Unless otherwise approved by FDOT for access connections along SR 60, the Developer shall be required to construct any turn lane found to be warranted.~~
12. At the request of Hillsborough County ~~of~~ and/or the Florida Department of Transportation (FDOT), with each increment of development the developer shall conduct a signal warrant analysis for any associated project driveway(s) along SR 60, ~~and/or~~ Turkey Creek Road, and/or Dover Road (if Pocket E is developed with residential uses). The developer shall install all traffic signals found to meet warrants, unless otherwise approved.
13. Prior to LDC Site Development submittal, the developer shall meet with HART staff regarding the specifics of the transit vehicle within the PD including but not limited to system, the location for a transit vehicle staging area, the two bus stop locations within the development, installation of a shelter and other required transit amenities, and the necessary easements.
14. An evaluation of the property supports the presumption that listed animal species may occur or have restricted activity zones throughout the property. Pursuant to the Land Development Code (LDC), 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 shall be required. This survey information must be

provided upon submittal of the preliminary plans through the Land Development Code's Site Development or Subdivision process. Essential Wildlife Habitat as defined by the LDC must be addressed, if applicable, in consideration of the Site Plan and area of influence being reviewed.

15. Natural Resources staff identified a number of significant trees, including Grand Oaks on the site. The developer shall meet with staff prior to submittal of preliminary site plans or prior to site development/construction plan review to design (or mitigate) for these trees. Every reasonable effort must be made to avoid the removal of and to design the site around these trees, unless exempt pursuant to Part 4.01.03 of the Hillsborough County Land Development Code. In this review, the County recognizes that an existing FDEP Nonmandatory Land Reclamation Permit and existing EPC Director's Authorization may require or necessitate work which will require the removal of trees. The site plan may be modified from the Certified Site Plan to avoid tree removal.
16. The post-development condition depicted in the proposed zoning plan depicts wetland impacts that have not been authorized by the Executive Director of the EPC. Approval of a site plan that depicts wetland impacts does not provide reliance that any wetland impacts, depicted or otherwise, will be authorized. Likewise, any proposed alteration to existing approved wetland mitigation on the site must be approved via submittal of a revised mitigation plan for approval by EPC staff and signature of a new mitigation agreement by the owner/applicant and the Executive Director. No reliance is provided through the zoning review process that the revised mitigation plan will be approved.
17. Wetland limits shown are to be considered as conceptual only. Wetlands that are not depicted exist within the project boundary.
18. Pursuant to FLU Policy 4.16.3, Development and operation of the EIP shall be coordinated with all appropriate Federal, State, regional and local agency regulations, including but not limited to the U.S. Army Corps of Engineers, Department of Environmental Protection, Department of Natural Resources, and Southwest Florida Water Management District. Further, the property owner and/or future developer of the land subject to the superfund site will continue to cooperate and coordinate with the U.S. Environmental Protection Agency, the Department of Environmental Protection and Hillsborough County (the "Agencies") in connection with the Agencies' obligations related to the superfund site. All restrictions set forth by the Agencies at the time of development will be adhered to by the property owners and/or developers.
19. Be advised that in accordance with Chapter 1-10 the Air Division does not regulate aircraft noise, nor do our comments take into account the provisions detailed in the Hillsborough County Land Development Code or the perspectives of nearby property owners. Please consider the comments below as suggestions that may minimize sound levels received by the nearby residential and commercial properties:
 - a. If the helicopter has not yet been purchased, limit the request to a model or type of helicopter that is considered to be less noisy by industry standards.
 - b. Limit the helicopter's direction of departure and approach to avoid noise-sensitive areas.
 - c. Equip the aircraft with sound-suppressing devices, if available.
 - d. Limit the amount of time the aircraft is on the ground with the rotor turning.
 - e. Require that the helicopter operate only during daytime hours.
 - f. Because residential land uses are located within approximately one-half mile of the proposed helipad site on the northern and eastern boundaries, the applicant should consider relocating the helipad site to an optimal area, farthest away from all surrounding residences.

20. Be advised that the applicant must conform to the Rules of the EPC during helipad construction and site preparation.
- a. All open burning for initial land clearing for commercial development is prohibited unless approved and authorized by EPC.
 - b. Construction activities occurring between the hours of 7 a.m. and 6 p.m. Monday through Friday, 8 a.m. and 6 p.m. Saturday, and 10 a.m. and 6 p.m. Sunday are exempt if reasonable precautions are taken to abate the noise from those activities. Reasonable precautions shall include but not be limited to noise abatement measures such as enclosure of the noise source, use of acoustical blankets, and change in work practice. Construction activities occurring at all other times shall be subject to the Rules.
 - c. The Applicant must use reasonable precautions to control dust emissions during construction. They may include, but are not limited to: application of water or dust suppressants, curtailing activities during high winds, limiting speed or vehicle travel on exposed soils.
21. The above Air Management Division comments are not all-inclusive and could be amended based on additional data or further review. Please be advised, these comments do not exempt the applicant from any permitting or notification requirements. It is the responsibility of the applicant to know and comply with all applicable rules and regulations on a continuing basis.
22. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission 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 right to environmental approvals.
23. Pursuant to FLU Policy 4.16.4, Infrastructure and public facilities within the EIP shall conform to the following criteria:
- The EIP shall be served by public water and wastewater services and by reclaimed water services, as may be available.
 - All capital improvement costs associated with the provision of public facilities and services as determined by the appropriate regulatory agency or public service provider, including, but not limited to, public water and wastewater shall be responsibility of the developer of the EIP and not the responsibility of Hillsborough County. Should there be more than one developer associated with the EIP, each developer will be responsible for its public facilities and services. This does not preclude the potential opportunities of public/private options, obtaining of grants or alternative funding. All necessary public facilities and services shall be provided concurrent with the development.
24. 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.
25. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
26. With respect to project trip caps:
- 26.1 Notwithstanding anything herein these conditions or on the PD site plan to contrary, no development shall be permitted within the TCP parcels that cause cumulative development within the TCP parcels to exceed

12,576 gross average daily trips, 260 gross a.m. peak hour trips, or 779 gross p.m. peak hour trips, nor shall development be permitted which exceeds 312 net new p.m. peak hour trips. Additionally:

26.1.1 Concurrent with each increment of development within the TCP parcels, the developer shall provide a list of existing and previously approved uses within the TCP parcels. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

26.2 Notwithstanding anything herein these conditions or on the PD site plan to contrary, no development shall be permitted within the UEP parcels that cause cumulative non-residential development within the UEP parcels to exceed 23,083 gross average daily trips, 1,471 gross a.m. peak hour trips, or 1,951 gross p.m. peak hour trips. Furthermore, if Pocket E is developed with residential uses, no development within UEP Pocket E shall be permitted that causes cumulative residential development within Pocket E to exceed 9,615 gross average daily trips, 666 gross a.m. peak hour trips, or 934 gross p.m. peak hour trips. Additionally:

26.2.1 Concurrent with each increment of non-residential development within the UEP parcels, the developer shall provide a list of existing and previously approved non-residential uses within the TCP parcels. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available non-residential trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

26.2.2 Concurrent with each increment of residential development within UEP Pocket E, the developer shall provide a list of existing and previously approved residential uses within UEP Pocket E. The list shall contain data including number and type of residential unit, and/or type of accessory use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available residential trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

27. If MM 25-0810~~0675~~ is approved, the County Engineer will approve a deminimis exception to the previously approved Design Exception request (dated April 5, 2025) which was found approvable approved by the County Engineer (on April 30/September 2, 2025) for the Symmes Turkey Creek Road- substandard road improvements. As Turkey Creek Road- is a substandard collector roadway, the developer will be required to make certain improvements to Turkey Creek Road. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct certain improvements and dedicate and convey additional right-of-way, as further described in the Design Exception request. Specifically:

1. Where southbound right turn lanes are required, the applicant shall:
 - a) Construct an 11-foot-wide southbound right-turn lane;

- b) Widen that portion of the southbound through lane adjacent to the turn lane;
 - c) Reconstruct the 5-foot-wide paved shoulder within the area of widening; and
 - d) Construct a 5-foot-wide bicycle lane (keyhole) between the southbound right turn and through lanes.
- 2. The developer shall construct a 5-foot-wide sidewalk along the entirety of the project's frontage which, together with the existing/reconstructed on-street bicycle facilities (on paved shoulders) shall be permitted in lieu of a 12-foot shared use path which may have been required along the western side of Turkey Creek Rd. (per the C1&C2-@U Typical Section standard as found within the Transportation Design Manual (TDM)).
- 3. The developer shall dedicate and convey 25 feet of right-of-way along the project's frontage (to accommodate the above-described widening). Additional easements (or at the developer's sole option, additional right-of-way dedication) may be needed to accommodate sidewalks required outside of the widening area, consistent with LDC Sec. 6.04.03.D. of the LDC. The amount, presence and location of such additional easement/dedication, if any, will be determined at the time of plat/site/construction plan review.
- 28. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- 29. 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.
- 30. 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 impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
- 31. 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).
- 32. Portions of the properties are located within the Surface Water Resource Protection Area (SWRPA) and Activities within the SWRPA are subject to ~~the Prohibitions and Restrictions of~~ Part 3.05.00 Wellhead and Surface Water Resource Protection of the Hillsborough County Land Development Code.
- 33. The applicant may request the County to amend the SWPRA map for the properties if a Letter of Map Amendment ("LOMA") and/or Letter of Map Revision ("LOMR") application is filed with and approved by FEMA, and a copy of the updated FEMA 100-year flood map(s) of the properties are submitted to the County for approval.
- ~~34. 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.~~
- ~~35. 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.~~

- ~~36. In accordance with LDC Section 5.03.07.C, the certified PD general site plan 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.~~
34. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alternations are restricted within the wetland setback areas unless proposed impacts are approved pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11).
35. 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.
36. 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.
37. Prior to site development approval, the applicant shall submit to Hillsborough County Environmental Services staff for review the proposed site development plans describing and showing the locations of proposed activities located in the Surface Water Resource Protection Area.
38. With respect to certain Comprehensive Plan Policies FLU 4.16.2.5, 4.16.3.5, and 4.16.5.6):
- 38.1 For consistency with FLUE Policy 4.16.2.5(b), for the areas proposed for residential uses, the developer shall conduct a Phase I Environmental Site Assessment consistent with ASTM E1528-22 that considers all former uses onsite, and if recommended by the Phase I, such Phase II Environmental Site Assessment as necessary. All environmental assessments, and any remediation, engineering controls and/or institutional controls deemed necessary by assessment results, including their timing, will be in conformance with the Contaminated Site Cleanup Criteria set forth in Chapter 62-780, Florida Administrative Code, administered by the Florida Department of Environmental Protection or in some cases delegated to the Hillsborough County Environmental Protection Commission. An ASTM-appropriate environmental professional shall certify to the County that the Phase I and, as necessary, Phase II have been conducted prior to the final approval of the Preliminary Plat.
- 38.2 For consistency with FLUE Policy 4.16.2.5(a), in recognition of the former phosphate mining operations onsite, for the areas proposed for residential , the developer shall:
- a. At or before the time of Preliminary Plat, in recognition that gamma emissions are naturally occurring throughout Florida, establish a relevant numerical baseline for naturally occurring background levels of gamma emissions in non-mine impacted locations in eastern Hillsborough and western Polk Counties (the "Local Background Value"). The Local Background Value will be determined using measurements from gamma surveys conducted by or approved by the Florida Department of Health (FDOH);

- b. Submit to FDOH or other delegated appropriate environmental oversight agency for review (i) the derivation of the Local Background Value and (ii) a corresponding proposed threshold level(s) for further site-specific characterization or mitigation (“Action Level”), which shall be based on the annual effective dose above background recommendations specified in the FDOH/FDEP Memorandum of Understanding “Evaluating Potential Risks from Exposure to Naturally Occurring Radioactive Materials in Florida,” dated August 2015 (“MOU”). Such submittal shall also be provided to Development Services as well as the Hillsborough County Environmental Protection Commission;
- c. If FDOH or other delegated appropriate environmental oversight agency does not complete a review within 60 days of the developer’s request, then the developer shall have the option of requesting, at the cost of the developer, that the County engage an independent outside expert to conduct the review, who shall be acceptable to both the County and the developer;
- d. Subsequently, the developer shall conduct a gamma survey for the areas proposed for residential uses consistent with the MOU and U.S. Nuclear Regulatory Commission guidance (Multi-Agency Radiation Survey and Site Investigation Manual, NUREG-1575, rev. 1, August 2000).
- e. Pursuant to Section III. D. Collecting Information for the Recommended Decision Guidelines of the MOU, the area-weighted average for the specific area(s) of the site where persons could reasonably be expected to be exposed will be determined. Where residential lots are platted, the area-weighted average will be calculated for each lot. Where lot boundaries are not available for residences, the area-weighted average will be calculated using a default grid area of 0.25 acre to represent residential building lots. For areas outside of residential building lots, use-specific grid sizes for area-weighted averaging will be determined based on reasonably expected exposures for their uses. For open spaces, roadways, stormwater retention ponds and amenity buildings, the grid size will be equal to the contiguous area of the corresponding features. For other specialized uses, the grid size will be either 0.25 acre or the contiguous area of the feature based on the projected use and corresponding extent of exposure.
- f. For those residential building lots or other portions of the proposed development where the area-weighted average is above the reviewed Action Level, in phases identified at the time of Preliminary Site Plan, the developer shall complete site-specific characterization or mitigation measures consistent with Section III. C. Recommended Decision Guidelines of the MOU. Mitigation measures may include the developer’s choice of removing existing soil, adding fill, or both. For each phase, following site characterization or mitigation measures, as needed, a confirmatory gamma survey demonstrating that the gamma emissions in corresponding locations comply with Section III. C. of the MOU shall be provided to the County before the subdivision construction plan approval;
- g. Take reasonable precautions to minimize dust discharge from the property. A dust management plan establishing the specific actions that will be taken to minimize dust discharge from the property shall be submitted and approved as an integral part of the subdivision construction plans;
- h. During construction of all structures, install engineered membrane vapor barriers intended for radon mitigation and consistent with ANSI/AARST CC-1000-2018 and ASTM E1745 standards under every slab in compliance with Florida Building Code and provisions regarding radon mitigation; and
- i. Prior to receiving a certificate of occupancy for all structures, provide indoor air radon testing results (long-term or short-term testing protocols per FDOH DH/PI 150-334) demonstrating average levels below

4 pCi/L. All radon testing will be completed and evaluated by a certified consultant relying on FDOH standards as set forth in FDOH's Control of Radiation Hazards regulations, 64E-5, F.A.C.

38.3 For consistency with FLUE Policy 4.16.3.5, the property owner and/or future developer of the land subject to the Sydney Mines Sludge Ponds Superfund Site will continue to cooperate and coordinate with the U.S. Environmental Protection Agency ("US EPA"), the Florida Department of Environmental Protection ("FDEP") and Hillsborough County (the "Agencies") in connection with the Agencies' obligations related to the Sydney Mines Sludge Ponds Superfund Site. As of the date of approval of MM 25-0810, the Declaration of Restrictive Covenant ("DRC") by Sydney Mines, LLC, University Millenium Park, LLC, and the FDEP executed on March 30, 2011, creates an Area of Institutional Control associated with the Sydney Mines Sludge Ponds Superfund Site. Within the Area of Institutional Control are the Delineation Area, the Superfund Area, and the Superfund Site. Each area has specific restrictions set forth in the DRC and shall be adhered to. In addition to any County enforcement of these conditions of approval, DRC restrictions are enforceable by the FDEP and the U.S. EPA. Any modification to the DRC must be in writing with sign-off from FDEP and the consent of the U.S. EPA. Among other restrictions in the DRC:

- a. There shall be no use of the groundwater except for groundwater investigations and/or remediation activities;
- b. Within the Superfund Area, a stormwater management plan must be submitted to Hillsborough County, FDEP, and the U.S. EPA for approval of any stormwater facilities. Within the Superfund Area, any dewatering activities shall require a plan approved by FDEP and U.S. EPA, as required by the DRC.
- c. For dewatering activities outside of the Superfund Area, but within the Delineation Area, the developer shall provide copies of FDEP dewatering and stormwater permits to Hillsborough County.
- d. Outside of the Superfund Area, University Energy Park and its successors and assigns will take reasonable steps to avoid any material alteration of groundwater flow, any spreading of groundwater contamination, any impact to natural attenuation, or any material adverse effect to the existing groundwater conditions.


38.4 For consistency with FLUE Policy 4.16.5.6, EPA and the County have established a testing program and delineated the extent of 1,4-dioxane related to the Sydney Mines Sludge Ponds Superfund Site. As of the date of this Major Modification approval, the County has installed monitoring wells and continues to conduct groundwater sampling in accordance with the site's U.S. EPA requirements for both the delineated 1,4-dioxane plume and the stable and non-migrating benzene plume. The County shall provide the landowner with the testing results from all monitoring events. Both groundwater plumes are located inside both of the areas identified in the existing DRC.

- a. The EIP property south of the existing CSX railroad tracks is upgradient of the delineated 1,4-dioxane plumes. Approval for residential use shall be contingent upon the demonstrated stability of the current conditions of 1,4-dioxane impacts in groundwater from the Sydney Mines Sludge Ponds Superfund Site.

For the purposes of this condition, demonstrated stability shall mean the continued stability of the 1,4 dioxane plume based on groundwater trend results from four consecutive sampling events covering more than one cycle of seasonal aquifer changes. The first round of groundwater sampling for 1,4-dioxane was conducted in August and September 2025. If results from any of the consecutive sampling events appear to be anomalous the results from that event can be superseded by a follow-up sampling event without requiring four additional consecutive events.

- b. For clarity, the developer may proceed to permitting during the ongoing sampling; however, no Subdivision Construction Plan permits for residential development shall be issued until demonstrated stability.

- c. The entire PD shall incorporate County water and wastewater systems. No potable or irrigation wells and no septic systems will be allowed or permitted, however, reclaimed water may be utilized.
39. 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.
40. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
41. In accordance with LDC Section 5.03.07.C, the certified PD general site plan 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 10 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Environmental Protocols

Pursuant to HC/CPA 24-06, text amendment to the Energy Innovation Park policies of the Future Land Use Section that made it allowable for residential included, Policies 4.16.2.5, 4.16.3.5 and 4.16.5.6 which were adopted into the comprehensive plan to ensure that any future residential development option adequately addresses potential environmental hazards associated with the site's history as a former phosphate mine and Superfund area.

Specifically, Comprehensive Plan Policy 4.16.2.5. states:

At the time that the zoning is modified to include residential uses, it shall include conditions regarding appropriate environmental testing for the areas proposed for residential uses considering the former use of much or all of the EIP land as a former phosphate mine. These conditions shall require the developer to coordinate with the appropriate environmental oversight agencies, and that prior to residential development, the developer will, if required by best industry practices and appropriate agency guidance, conduct (a) pre-construction radiation sampling to determine if mitigation systems or specialized construction techniques are needed, and, if needed, such systems and/or techniques will be installed prior to issuance of any residential certificates of occupancy; and (b) other appropriate environmental assessments, which depending on the results may require the developer to employ appropriate remediation techniques, engineering controls, and/or institutional controls.

Comprehensive Plan Policy 4.16.3.5 states:

Development and operation of the EIP shall be coordinated with all appropriate Federal, State, regional and local agency regulations, including but not limited to the U.S. Army Corps of Engineers, Department of Environmental Protection, Department of Natural Resources, and Southwest Florida Water Management District. Further, the property owner and/or future developer of the land subject to the superfund site will continue to cooperate and coordinate with the U.S. Environmental Protection Agency, the Department of Environmental Protection and Hillsborough County (the "Agencies") in connection with the Agencies' obligations related to the superfund site. All restrictions set forth by the Agencies at the time of development will be adhered to by the property owners and/or developers.

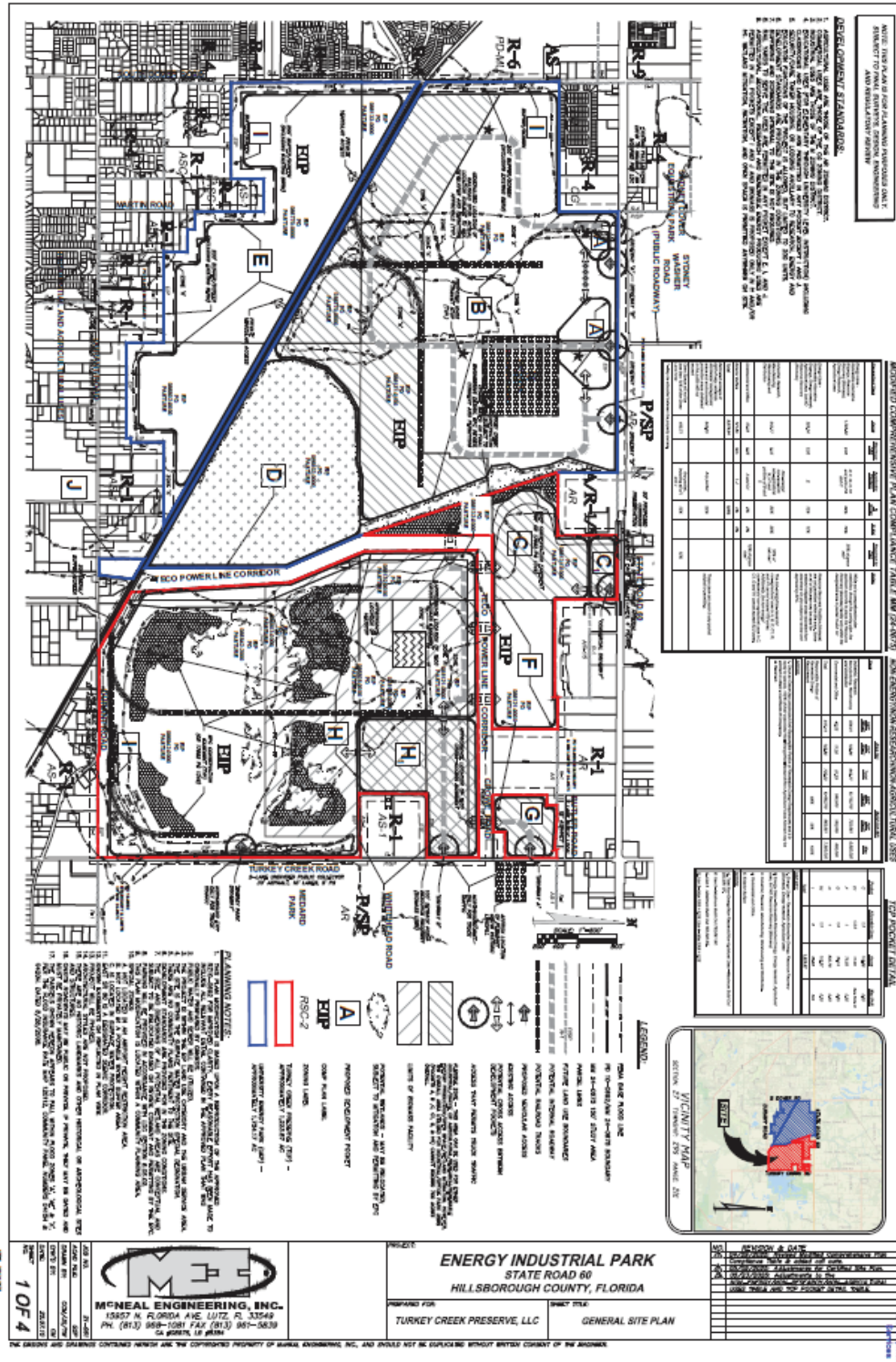
Comprehensive Plan Policy 4.16.5.6 states:

EIP property south of the existing CSX railroad tracks is limited to single family residential (both attached and detached) at a density no greater than 1,200 units and may include agriculture, solar support uses and facilities. This community shall be planned to provide a transition to densities from the R-1 areas to the more intensive uses north of the CSX railroad tracks. No change in existing land use shall be permitted within the area south of the CSX railroad tracks until the EPA and the County establish and implement an ongoing testing program to delineate the extent of 1,4-Dioxane contamination. Approval for residential use shall be contingent upon demonstrated stability of the 1,4-Dioxane contamination, as verified through continuous monitoring and testing of existing and/or newly established well sites, in accordance with regulatory agency recommendations and environmental assessment protocols. Demonstrated stability shall be defined in the Planned Development (PD) zoning. The County shall provide the landowner with the testing program and results from all monitoring events.

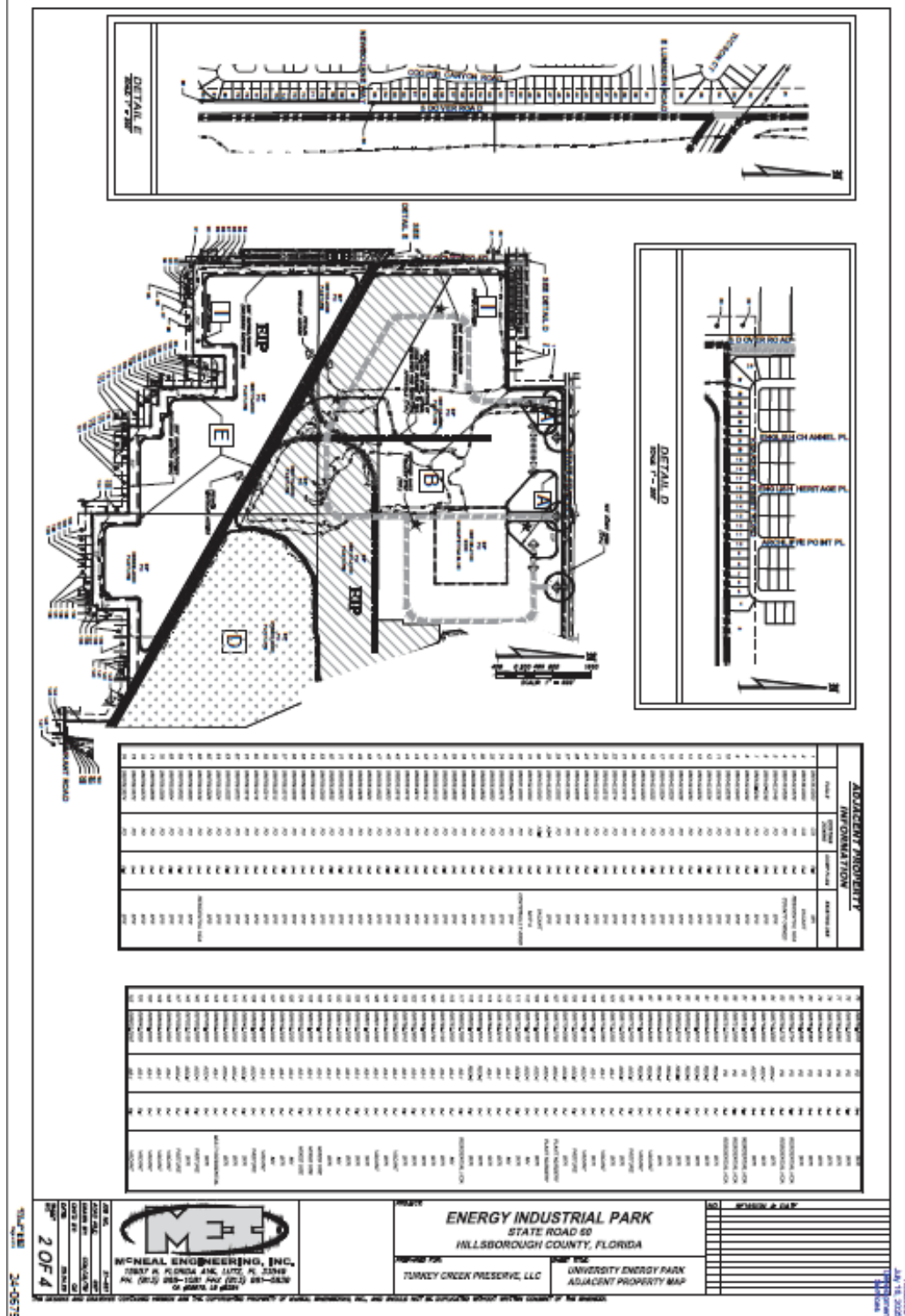
Condition 38 includes the environmental testing and mitigation requirements/protocols to address compliance with the above policies, including testing and mitigation protocols for gamma radiation and radon, coordination with appropriate environmental agencies on stormwater design and dewatering activities, and 1,4-Dioxane contamination testing protocols to demonstrate non-migration of 1,4-Dioxane contamination.

8.0 SITE PLANS (FULL)

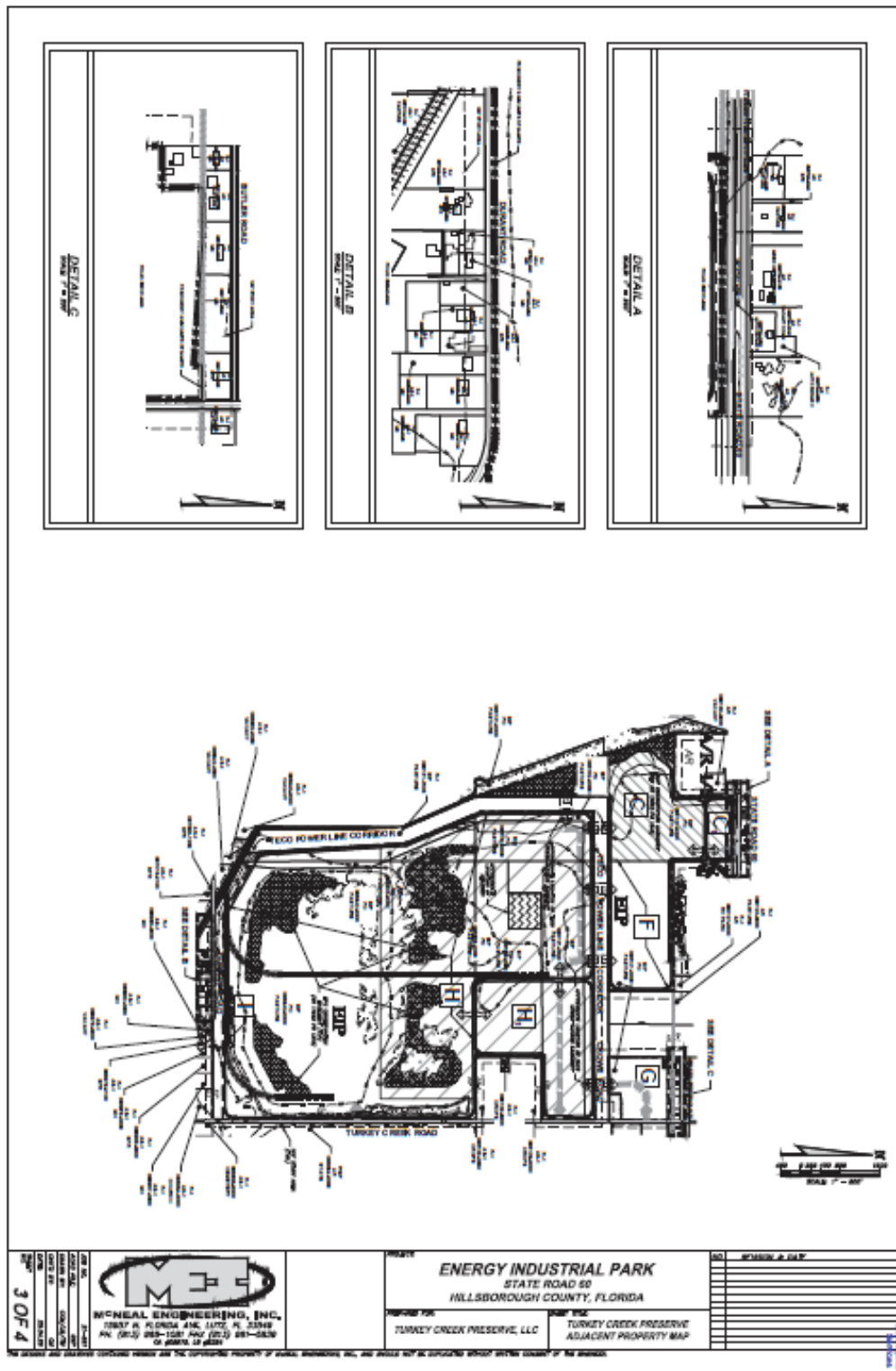
8.1 Approved Site Plan (Full) (Page 1 of 4)



8.1 Approved Site Plan (Full) (Page 2 of 4)



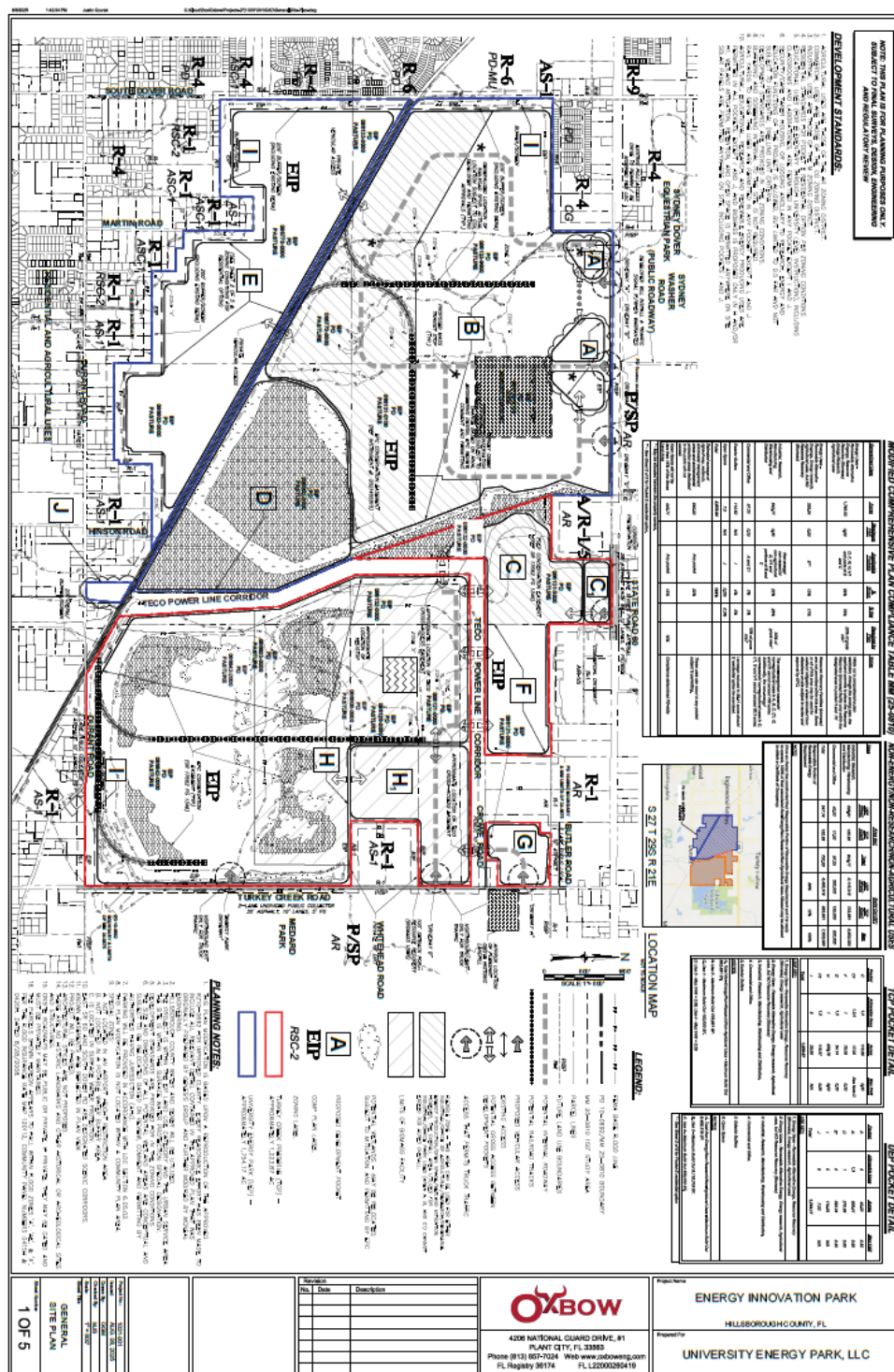
8.1 Approved Site Plan (Full) (Page 3 of 4)



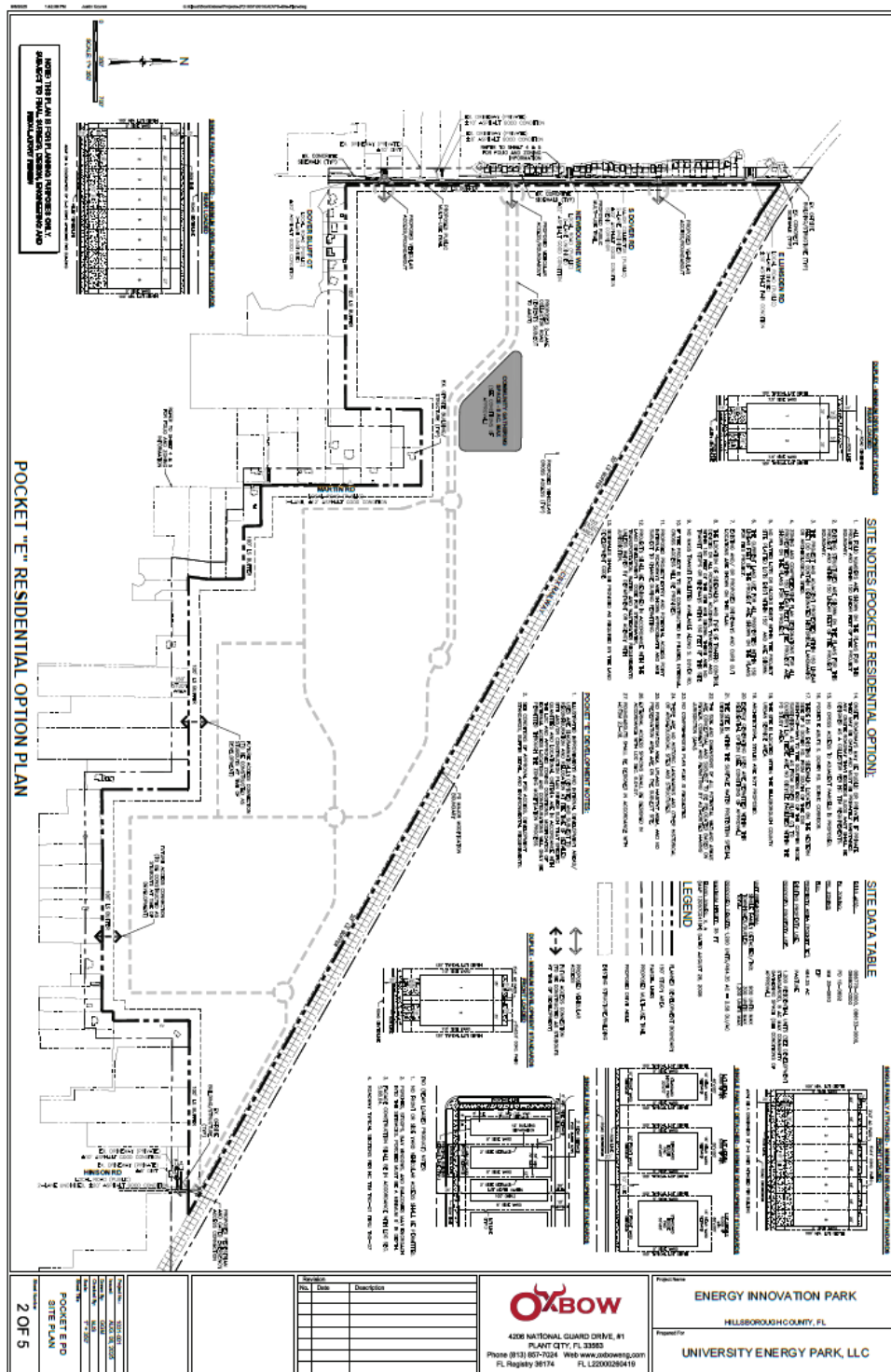
8.1 Approved Site Plan (Full) (Page 4 of 4)

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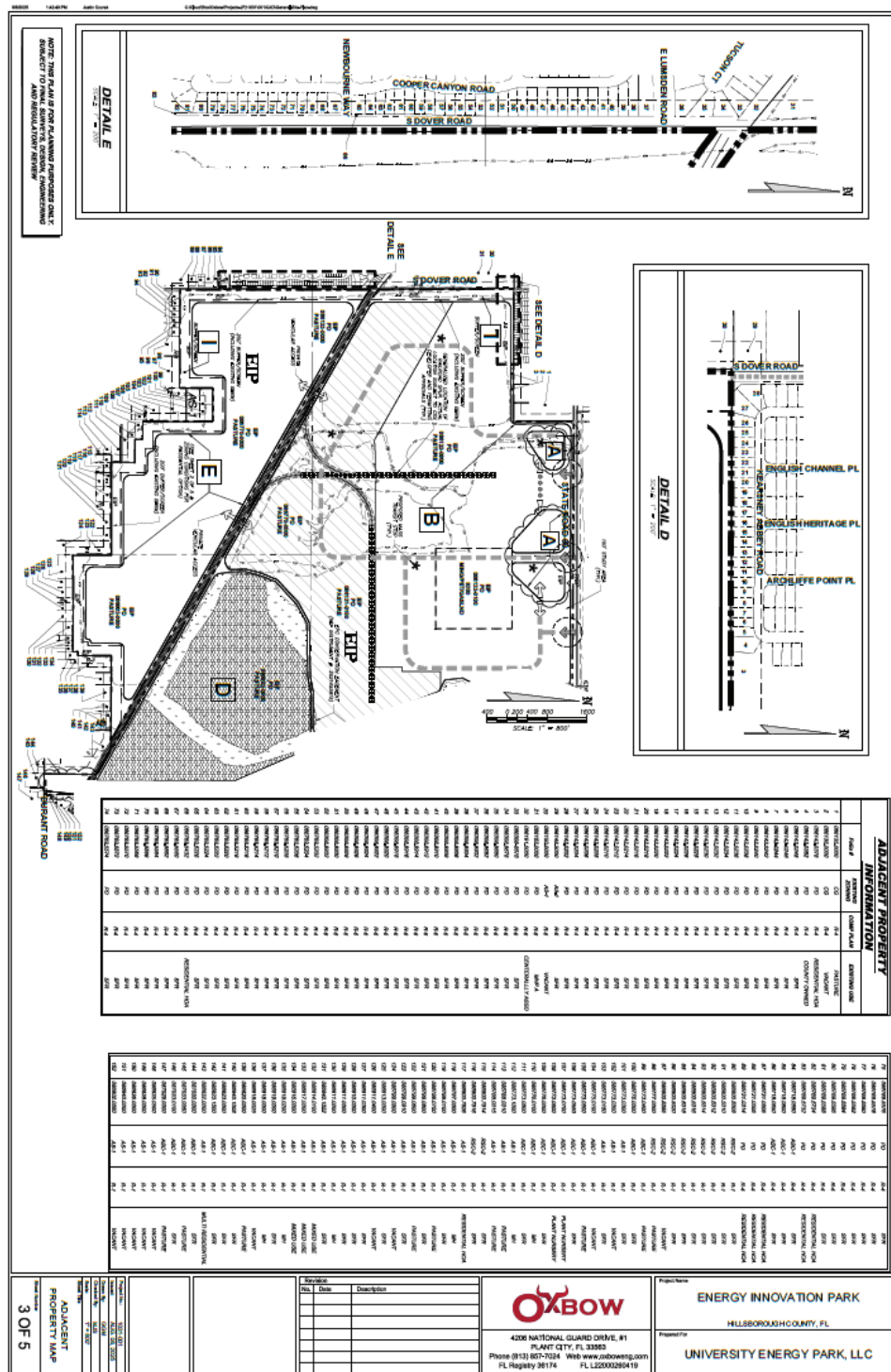
8.2 Proposed Site Plan (page 1 of 5)



8.2 Proposed Site Plan (page 2 of 5)



8.2 Proposed Site Plan (page 3 of 5)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 12/08/2025

Revised: 01/15/2026

Revised: 01/20/2026

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA: ER

PETITION NO: MM 25-0810

- ☐ This agency has no comments.
- ☐ This agency has no objection.
- ☒ This agency has no objection, subject to listed or attached conditions.
- ☐ This agency objects, based on the listed or attached grounds.

REVISED CONDITIONS OF APPROVAL

Where a developer proposed multiple edits to a transportation related condition, only those elements directly or indirectly related to transportation issues were reviewed by the transportation reviewer. Other elements of the condition are to be reviewed by other applicable agencies as coordinated by zoning staff (i.e. transportation is not taking a position on those elements). As always, the edits proposed in the master zoning report are those ultimately being proposed. Discrepancies between those, the conditions proposed hereinbelow, and any other sets of conditions should be discussed with Transportation staff as necessary.

Revised Conditions

1. The Planned Development (PD) is approved for an Energy Innovation Park (EIP) as described in the Future Land Use Element of the Hillsborough Comprehensive Plan. The primary use is for a Resource Recovery Facility as defined by the Land Development Code (LDC). As stated in the Comprehensive Plan EIP policy, Energy Uses are defined as alternative energy production. Renewable alternative energy production or research includes but is not limited to the following uses: agriculture, aquaculture, solar technology, windmills or similar machines designed for the capture of wind power, resource recovery facilities, processing, renewable energy research facilities and supporting structures and facilities such as greenhouses, silos, barns, warehouses, classrooms, research laboratories, or the manufacture and/or distribution of such technologies. Other renewable alternative energy technologies may be considered with a modification to the Renewable Energy Producing Facilities pursuant to a minor modification. A minimum of 20 percent of the gross land area shall be developed with Energy Uses.

The project shall be phased such that the Energy Use(s), are constructed and are ready to operate in accordance with Hillsborough County Building Department permits before a Certificate of Occupancy can be issued for any non-renewable energy oriented Industrial, Research, Manufacturing, Institutional, Warehousing, and Distribution use or Retail/Commercial use.

*Each developer's responsible portion of the required Renewable Energy Producing Facilities is as follows:

- Turkey Creek Preserve (TCP)—12 percent of Production Outputs for renewable energy production.

- University Energy Park (UEP) —88 percent of Production Outputs for renewable energy production.

Each developer shall construct their proportionate share of either (i) two (2) Renewable Energy Producing Facilities with the proportioned stated production outputs, or (ii) one (1) Renewable Producing Facility with double the production portioned output stated therein. The election of either Option i or ii shall be determined at the time of the first increment of development for its proportionate share of the renewable energy production.

Any building permits for restricted uses filed prior to two Energy Uses being in compliance with the above requirements shall include documentation from the permit applicant acknowledging that final permit approvals (i.e., Certificates of Occupancy) from the County will not be issued until such time that the above requirements for the Energy Uses are satisfied. If applicable, said documentation shall also include verification that third party end users of the building(s) have been notified of the above permit restrictions.

Once a developer completes their portion of the Renewable Energy Producing Facilities, that developer's allocation of non-renewable oriented Industrial, Research, Manufacturing, Institutional, Warehousing, and Distribution use or Commercial and Office use shall be able to obtain a Certificate of Occupancy for any other use.

The Renewable Energy Producing Facilities, which may be chosen by the developer, by type, are:

TYPE	MINIMUM PRODUCTION OUPUTS		
	TCP (east)	UEP (west)	Total
Wind	60 KW	440 KW	500 KW
Solar	0.12 Megawatt	0.88 Megawatt	1 Megawatt
Biomass Gasification	3.6 Megawatts	26.4 Megawatts	30 Megawatts
Aquaculture	120,000 Pounds	880,000 Pounds	1,000,000 Pounds
Hydroponics	24,000 Pounds	176,000 Pounds	200,000 Pounds
Algae Systems	1.8 Acres	13.2 Acres	15 Acres

The applicant will submit documentation certifying that these minimum standards have been met.

The approved uses for each pocket are as follows:

- Pockets A, B, C, C1, G, and H1 (limited to a total of 700 gross acres identified within these 6 Pockets)
Industrial, Research, Manufacturing, Warehousing and Distribution, and Commercial and Office Uses or Energy Uses; Maximum of 7,350,000 square feet of building area at build out.

Turkey Creek Preserve (TCP) - Pockets C1, G, H1, are limited to 83.3 acres of the 700 gross acres, and 883,681 square feet of building area subject to the following:

- Maximum of 883,681 square feet of Industrial, Research, Manufacturing, Institutional, Warehousing, and Distribution of which a maximum of 150,000 square feet may be Commercial and Office.

University Energy Park (UEP) - Pockets A and B are limited to 616.7 acres of the 700 gross acres, and 6,466,319 square feet of building are subject to the following:

- Maximum of ~~6,466,319~~ 6,116,319 square feet of industrial/warehouse/research/distribution uses in Pocket B, ~~of which~~ and a maximum of 350,000 square feet ~~may be~~ of commercial/office uses in Pocket A.

Additionally, the following conditions shall apply to development within both TCP and UEP, where applicable:

- Pockets D, F, G, H, H1, and parts of B and C - Energy Uses as defined herein and one Helistop;

Resource Recovery (Biomass) Facilities and Helistop shall only be permitted in Pockets H and H1 shall not be permitted within 1,200 feet of the southern property boundary; These uses shall occur on a minimum of 20 percent of total gross land area of the PD;

- Pocket E – Renewable Alternative Energy, Energy Research, Agricultural uses or a maximum of 1,200 residential units. Should Pocket E be developed with residential uses, supporting uses such as an Amenity Center, Welcome Center, community gardens, Passive Recreational Uses (including trails), and Private Community Recreational Uses (including recreation facilities) may be included. All uses shall be for Community residents and not for public use. The Community Gathering Space may contain the uses listed and Private Community Recreational Uses. Individual residential developments within the community may be gated/controlled access and, if so, shall be privately maintained by an HOA or similar entity; however, all individual development shall have an ungated path to the primary access connection along Dover Rd. as well as at least one (1) of the two (2) roadway stubouts proposed along the southern project boundary. Non-gated roadways may be publicly maintained, subject to compliance with Sec. 4.1.4. of the Mobility Element of the Hillsborough County Comprehensive Plan. Solar/wind elements may be used to provide electrical power for the common/association owned areas within the community. The solar/wind elements may be located throughout the community in the neighborhood parks, berms/buffers, association owned areas and/or in a centralized field up to 5 acres. These are accessory renewal energy uses.;
- ~~Pockets I and J~~ – Exterior Buffers;
- Pocket J – Open Space;
- Open Space shall represent a minimum of 15 percent of the total acreage of the PD, as described by the EIP Comprehensive Plan policy;
- Research personnel lodging qualifies as student housing and is ancillary to research, energy and education functions and is a permitted use. Security housing or lodging to research, energy, and education functions of the project shall be subject to an FAR of 0.50 and shall not be subject to residential dwelling unit criteria pursuant to FLU Policy 4.16.15;
- Pursuant to FLU Policy 4.16.3, Research Facilities may be located anywhere on the subject sites.
- Commercial and Office uses are those permitted in the Commercial, General (CG), unless otherwise prohibited herein;
- Open storage shall be permitted as accessory to the primary use only; open storage shall not be permitted for commercial and/or office use;
- Communication Facilities, Wireless;
- Agricultural use shall be permitted in all Pockets and are those uses permitted in the AR zoning district;
- Industrial/Manufacturing/Warehousing/Distribution/Research uses are those permitted in the M zoning district, including the emergency temporary storage of debris, unless otherwise referenced herein. Emergency temporary storage of debris is permitted in Pocket H and Pocket H1;
- The following uses are prohibited: Hotels and motels (prohibited in TCP only), junkyards, and

temporary labor pools.

Notwithstanding the above or anything herein these conditions to the contrary, the ability to construct such uses shall be dependent on compliance with the trip cap restrictions as set forth in Condition 26.

6. ~~Per the EIP Comprehensive Plan policy, all non-secured facilities shall demonstrate vehicular and pedestrian connectivity between uses and pockets throughout the PD as Site Development plans are submitted.~~

Any residential use type permitted in Pocket E can be developed in any tract within Pocket E that allows residential subject to compliance with the residential development standards below by use type and other conditions herein this zoning:

6.1 Single Family Detached (Front or Side Loaded Only).

Minimum lot size: 4,000 sf
Minimum lot width: 40 ft
Minimum front yard setback: 10 ft
Minimum garage setback: 20 ft
Minimum side yard setback: 5 ft
Minimum rear yard setback: 10 ft
Maximum Height: 35 ft/2-stories

Minimum lot size: 5,000 sf
Minimum lot width: 50 ft
Minimum front yard setback: 20 ft
Minimum side yard setback: 5 ft
Minimum rear yard setback: 15 ft
Maximum Height: 35 ft/2-stories

Minimum lot size: 6,000 sf
Minimum lot width: 60 ft
Minimum front yard setback: 20 ft
Minimum side yard setback: 5 ft
Minimum rear yard setback: 15 ft
Maximum Height: 35 ft/2-stories

6.1.1 Corner lots shall permit a setback of 10 feet for the front yard functioning as a side yard when no vehicular access occurs from said yard.

6.1.2 Setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 20 feet between the closest edge of the sidewalk and façade of the garage. Additionally, no portion of any structure on that same frontage (including porches or other entry features on that frontage) shall be closer than 15 feet from the closest edge of the sidewalk. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related **Condition 6.7**.

6.1.3 Entry features may consist of, but not limited to, a covered stoop, a covered porch or other architectural feature.

6.2 Single Family Attached (townhome) (Front Loaded Only).

Minimum lot size: 1,800 sf

Minimum lot width: 18 ft.

Minimum lot depth: 100 ft.

Minimum front yard setback: 20 ft.

Minimum side yard setback: 0 ft internally and 5 ft for end units

Minimum rear yard setback: 10 ft.

Maximum Height: 35 ft/2-stories

6.2.1 Covered Patios and Patios, which may be enclosed by a screen-meshed structure, may extend up to 7 feet into rear yard setback. Notwithstanding the above, no encroachments shall be permitted which conflict with existing or proposed ingress/egress or utility easements.

6.2.2 Buildings shall contain a minimum of 3 attached units and a maximum of 8 attached units.

6.2.3. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related [Condition 6.7](#).

6.3 Single Family Attached (townhome) (Rear Loaded Only).

Minimum lot size: 1,800 sf

Minimum lot width: 18 ft.

Minimum lot depth: 100 ft.

Minimum front yard setback: 10 ft.

Minimum side yard setback: 0 ft internally and 5 ft for end units

Minimum rear yard setback: 20 ft.

Minimum building separation: 10 ft.

Maximum impervious surface area: 100%

Maximum Height: 35 ft/2-stories

6.3.1 No front or side yard vehicular access shall be permitted.

6.3.2 Covered Patios and Patios, which may be enclosed by a screen-meshed structure, may extend up to 7 feet into front yard setback. Notwithstanding the above, no encroachments shall be permitted which conflict with existing or proposed ingress/egress or utility easements.

6.3.3 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet.

6.3.4 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related [Condition 6.7](#).

6.4 Duplex (Front Loaded Only).

Minimum lot size: 4,200 sf
Minimum lot width: 35 ft
Minimum lot depth: 120 ft
Minimum front yard setback: 20 ft
Minimum side yard setback: 0 ft internally and 7.5 ft for end units
Minimum rear yard setback: 10 ft
Maximum Height: 35 ft./2-stories

6.4.1 Covered Patios and Patios, which may be enclosed by a screen-meshed structure, may extend up to 7 feet into rear yard setback. Notwithstanding the above, no encroachments shall be permitted which conflict with existing or proposed ingress/egress or utility easements.

6.5 Duplex (Rear Loaded Only).

Minimum lot size: 4,200 sf
Minimum lot width: 35 ft
Minimum lot depth: 120 ft
Minimum front yard setback: 10 ft
Minimum side yard setback: 0 ft internally and 7.5 ft for end units
Minimum rear yard setback: 20 ft
Maximum Height: 35 ft./2-stories

6.5.1 No front or side yard vehicular access shall be permitted.

6.5.2 Covered Patios and Patios, which may be enclosed by a screen-meshed structure, may extend up to 7 feet into front yard setback. Notwithstanding the above, no encroachments shall be permitted which conflict with existing or proposed ingress/egress or utility easements.

6.5.3 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet.

6.5.4 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related **Condition 6.7**.

6.6 Single Family Traditional Neighborhood Development (TND) – (Rear Loaded Only)

Minimum lot size: 3,600 sf
Minimum lot width: 36 ft.
Minimum lot depth: 100 ft.
Minimum front yard setback: 12 ft.
Minimum side yard setback: 3 ft., 0 ft. for accessory structures
Minimum rear yard setback: 3 ft.
Minimum building separation: 12 ft.
Maximum accessory building coverage: 625 sf
Maximum Height: 35 ft/2.5-stories

6.6.1 No front or side yard vehicular access shall be permitted.

6.6.2 Porches, stoops, bay windows, and balconies may encroach into the front and side yard

setbacks. Porches must be a minimum of 6 feet in depth. Notwithstanding the above, no encroachments shall be permitted which conflict with existing or proposed ingress/egress or utility easements.

6.6.3 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet.

6.6.4 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related **Condition 6.7**.

6.6.5 Accessory Dwelling Units (ADUs) are permitted with a rear yard setback of 3 feet, subject to compliance with the additional conditions provided herein.

6.7 Notwithstanding anything herein to the contrary, for all units where vehicles will be permitted to park within residential driveways, such driveways shall meet the following minimum requirements:

6.7.1 For front and side loaded units, such driveways shall be a minimum of 20 feet long as measured between the façade of the garage (or façade of that portion of the structure adjacent to the driveway where no garage is present) and the closest edge of sidewalk. Additionally, no other portion of any structure shall be permitted within 15 feet as measured from the closest edge of the sidewalk; and,

6.7.2 For rear (alley) loaded units, such driveways shall be a minimum of 20 feet long; however, in order to ensure sufficient backing and maneuvering distance, such minimum length shall be increased as necessary to ensure there is a minimum of 24 feet between the far-side edge of alleyway pavement and the point at which the minimum 20-foot-long driveway begins.

6.8 Upon residential development of Pocket E, berms along the southern and western property lines shall be removed. A new berm with a minimum height of 6 feet shall be provided along the southern property line. This berm will be located within a 100-foot-wide buffer as depicted on Sheet 2 of the Site Plan Set and be designed in a manner to meander within the 100-foot-wide buffer area. This berm and buffer may also be further enhanced with landscaping, fences, solar/wind energy generating elements, multi-purpose trail(s) and associated appurtenances (including but not limited to fitness equipment, benches and associated community recreation hardscaping elements), walls, stormwater management facilities and any use permitted within open space as defined by the LDC. At a minimum, landscaping within the 100-foot buffer shall comply with the requirements set forth in LDC Sec. 6.06.06.C.3.e.

The berm along Dover Road will be removed to accommodate project access, roundabouts, the multipurpose trail required by **Condition 8.3**, and stormwater facilities, if necessary. Once the right-of-way is established for Dover Road, for the roundabouts/stormwater and multi-purpose trail, a 50-foot-wide buffer will be provided. Within this buffer, landscaping (at a minimum meeting the requirements set forth in Sec. 6.06.06.C.3.e.), entry/architectural features, signage, lighting, fencing, stormwater, and environmental facilities may be included.

6.9 Pocket E, if developed with residential, shall provide one community gathering space where depicted on the site plan. The community gathering space shall be a minimum of 8 acres in size and may include

the following uses, in addition to those specified in the Land Development Code:

- a. Recreation uses, private community;
- b. Welcome/Amenity Center;
- c. Gathering Place for the Pocket E residential community;
- d. Community garden/farm.

[Transportation Review Section staff recommends repurposing of this condition to incorporate changes proposed by the applicant. Staff notes that certain proposed changes 6.6 and 6.7 were included for clarity and formatting purposes but are not transportation related and so were not reviewed by this reviewer].

8. With respect to substandard County roadways:

8.1 The ~~applicant may be required to improve/widen~~ developer(s) of TCP shall comply with the improvements/requirements for Turkey Creek Road adjacent to the site to Hillsborough County Transportation Technical Manual standards. If the Developer can provide signed and sealed documentation that the current pavement and right-of-way width on Turkey Creek Road meets the current standards for a two-lane rural collector roadway, the Developer may not be required to dedicate right-of-way or widen the roadway as specified in the approved Design Exception (see related Condition 27).

8.2 As Dover Rd. is a substandard collector roadway, if Pocket E is developed with residential uses, the developer will be required to improve Dover Rd., between the southernmost project access and nearest roadway meeting an applicable standard (i.e. SR 60) to current County standards unless otherwise approved through the Sec. 6.04.02.B. Administrative Variance (AV) process. Deviations from Transportation Technical Manual (TTM) standards may be considered through the Design Exception (DE) or Design Deviation Memoranda (DDM) process, as applicable.

8.3 Notwithstanding the above, as proffered by the developer and regardless of whether any AV or DE is pursued, at a minimum the developer shall be required to construct a multi-purpose pathway along the east side of the project's Dover Rd. frontage. Such pathway may require the developer to dedicate and convey additional right-of-way along the project's frontage in order to meet applicable TTM requirements.

[Transportation Review Section staff recommends modification of this condition to correct a previous oversight with respect to Turkey Creek Rd. and to address new requirements with respect to Dover Rd. With respect to Turkey Creek Rd., staff notes that improvement requirements are addressed via the previously approved Design Exception discussed in Condition 27, hereinbelow, and those requirements conflict with the existing language.]

9. The Developer shall provide vehicular and pedestrian internal cross-access to all parcels within the site. All pedestrian cross-access shall be paved to the project boundary and designed to County standards and be identified on the preliminary site plan, except for secured parcels. Notwithstanding

the above:

- 9.1 No vehicular or pedestrian cross-access or connectivity shall be required between the UEP and TCP development areas; and,
- 9.2 Within TCP interconnectivity shall be provided at multiple locations. With the exception of Pods G and H1, all other pods within TCP shall have access to both SR 60 and Turkey Creek Road. However, at the time of development of Pods C or F, a connection to Pods G and H must be provided.
- 9.3 Within UEP, all non-residential development shall be internally interconnected with other non-residential uses within the UEP area, as well with as all project access connections serving the non-residential parcel. Notwithstanding anything shown on the plan to the contrary, all commercial/office/hotel and motel uses shall have direct/non-circuitous access: 1) to each other internally within the project; and, 2) with a traffic signal along SR 60 (e.g. via provision of a reserve frontage roadway/driveway). If the residential development option is chosen for UEP Pocket E, this condition shall not apply to UEP Pocket E.

[Transportation Review Section staff recommends modification of this condition to incorporate changes needed due to the applicant's proposed modification, for clarity, and to correct a previous omission. Staff notes Sec. 6.04.03.Q. of the LDC requires provision of pedestrian access together with vehicular access, and such access stubouts must be constructed to the adjacent property boundary (or typically is required to connect to an existing stubout if such reciprocal stubout has already been provided by the adjacent property owner). Other interconnectivity requirements are addressed herein these conditions. With respect to interconnectivity and reverse frontage issues, staff notes that the design with which interconnectivity is provided, not just the provision of interconnectivity in and of itself, is critical to determining how successful internal systems are at providing redundancy in the transportation network and maximizing internal capture (thereby minimizing external impacts)].

10. The Developer shall provide for vehicular and pedestrian cross-access from Parcel A to the adjacent western commercial property.

[Transportation Review Section staff recommends modification of this condition to correct a previous omission. Staff notes Sec. 6.04.03.Q. of the LDC requires provision of pedestrian access together with vehicular access.]

11. Concurrent with each increment of development, the Developer shall provide a traffic analysis, signed by a Professional Engineer, which analyzes whether turn lanes are required pursuant to Sec. 6.04.04.D. of the LDC and/or pursuant to Florida Department of Transportation (FDOT) criteria, as applicable, and which shows the length of the left and right turn lanes needed to serve development traffic ~~at and~~ provides the information necessary to determine final access locations for the associated project driveways, as well as minimum throat depth requirements. Roundabouts shall be constructed on Dover Rd. in lieu of required turn lanes and may be constructed on SR 60 within UEP, subject to approval by the applicable reviewing agencies. Unless otherwise approved by FDOT (for facilities on SR 60), required ~~The access-related turn lanes~~ site access improvements shall be constructed to applicable FDOT and/or Hillsborough County standards. ~~Unless otherwise approved by FDOT for~~

~~access connections along SR 60, the Developer shall be required to construct any turn lane found to be warranted.~~

12. At the request of Hillsborough County ~~of~~ and/or the Florida Department of Transportation (FDOT), with each increment of development the developer shall conduct a signal warrant analysis for any associated project driveway(s) along SR 60, ~~and/or~~ Turkey Creek Road, and/or Dover Road (if Pocket E is developed with residential uses). The developer shall install all traffic signals found to meet warrants, unless otherwise approved.

[Transportation Review Section staff recommends modification of this condition to correct a previous omission. Staff notes Sec. 6.04.03.Q. of the LDC requires provision of pedestrian access together with vehicular access.]

26. With respect to project trip caps:

26.1 Notwithstanding anything herein these conditions or on the PD site plan to contrary, no development shall be permitted within the TCP parcels that cause cumulative development within the TCP parcels to exceed 12,576 gross average daily trips, 260 gross a.m. peak hour trips, or 779 gross p.m. peak hour trips, nor shall development be permitted which exceeds 312 net new p.m. peak hour trips. Additionally:

26.1.1 Concurrent with each increment of development within the TCP parcels, the developer shall provide a list of existing and previously approved uses within the TCP parcels. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

26.2 Notwithstanding anything herein these conditions or on the PD site plan to contrary, no development shall be permitted within the UEP parcels that cause cumulative non-residential development within the UEP parcels to exceed 29,158 gross average daily trips, 1,592 gross a.m. peak hour trips, or 2,761 gross p.m. peak hour trips. Furthermore, if Pocket E is developed with residential uses, no development within UEP Pocket E shall be permitted that causes cumulative residential development within Pocket E to exceed 9,615 gross average daily trips, 666 gross a.m. peak hour trips, or 934 gross p.m. peak hour trips. Additionally:

26.2.1 Concurrent with each increment of non-residential development within the UEP parcels, the developer shall provide a list of existing and previously approved non-residential uses within the TCP parcels. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official

reference number), calculations detailing the individual and cumulative gross trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available non-residential trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

- 26.2.1 Concurrent with each increment of residential development within UEP Pocket E, the developer shall provide a list of existing and previously approved residential uses within UEP Pocket E. The list shall contain data including number and type of residential unit, and/or type of accessory use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available residential trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

[Transportation Review Section staff recommends modification of this condition to provide trip caps for the residential and non-residential development within the western UEP development areas.]

27. If MM 25-~~0675~~-0810 is approved, the County Engineer will approve a deminimis exception to the previously approved Design Exception request (dated April 5, 2025) which was ~~found approvable~~ approved by the County Engineer (on ~~April 30~~ September 2, 2025) for the ~~Symmes~~-Turkey Creek Rd. substandard road improvements. As Turkey Creek Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Turkey Creek Rd. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct certain improvements and dedicate and convey additional right-of-way, as further described in the Design Exception request. Specifically:
- a. Where southbound right turn lanes are required, the applicant shall:
 - a. Construct an 11-foot-wide southbound right-turn lane;
 - b. Widen that portion of the southbound through lane adjacent to the turn lane;
 - c. Reconstruct the 5-foot-wide paved shoulder within the area of widening; and
 - d. Construct a 5-foot-wide bicycle lane (keyhole) between the southbound right turn and through lanes.
 - b. The developer shall construct a 5-foot-wide sidewalk along the entirety of the project's frontage which, together with the existing/reconstructed on-street bicycle facilities (on paved shoulders) shall be permitted in lieu of a 12-foot shared use path which may have been required along the western side of Turkey Creek Rd. (per the C1&C2-@U Typical Section standard as found within the Transportation Design Manual (TDM)).
 - c. The developer shall dedicate and convey 25 feet of right-of-way along the project's frontage (to accommodate the above-described widening). Additional easements (or at the developer's sole option, additional right-of-way dedication) may be needed to accommodate sidewalks required outside of the widening area, consistent with LDC Sec. 6.04.03.D. of the LDC. The amount, presence and location of such additional easement/dedication, if any, will be determined at the time of plat/site/construction plan review.

[Transportation Review Section staff recommends modification of this condition to reflect the de minimis passthrough of the previously approved Design Exception for Turkey Creek Rd. For clarity, the condition has also been revised to list the specific requirements/design considerations from the existing approved Design Exception within the zoning condition. Staff notes that these do not represent new or changed requirements.]

Other Conditions:

- Prior to PD site plan certification, the applicant shall revise the PD site plan to:
 - On Sheet 2 of 5:
 - Add an asterisk for each typical lot layout heading to add with a footnote which states “*Minimum setbacks shall be increased where required, see zoning conditions for additional information.”;
 - Remove all dimensions from the edge of lot to roadway centerline from all typical lot layouts (e.g. remove the 20-foot edge of lot to road centerline dimension from the Rear Loaded Duplex typical lot layout). Staff notes these conflict with typical section standards.
 - Revise the typical lot layout label which states, “SINGLE FAMILY DETACHED - MINIMUM DEVELOPMENT STANDARDS” to instead state “SINGLE FAMILY DETACHED (FRONT OR SIDE LOAD ONLY) - MINIMUM DEVELOPMENT STANDARDS”.
 - Revise the typical lot layout label which states, “SINGLE FAMILY TND - MINIMUM DEVELOPMENT STANDARDS” to instead state “SINGLE FAMILY TND (REAR LOAD ONLY) - MINIMUM DEVELOPMENT STANDARDS”.
 - Revise the TND (Rear Loaded Product) note 4 to either delete the note or revise to match the proposed conditions of approval.
 - Revise the Single-Family TND lot layout to label the alleyway as one-way, revise the label stating “20’ Alley” to instead state “20’ Min. Alley”, and delete the dimension/label stating “10’ roadway”, and all a label at the front of the building which states “Roadway”.
 - Delete notes 11 and 26. Staff notes that the PD is site plan controlled and only minor deviations are permitted at the time of site/construction plan approval without a PD modification.
 - Revise Note 15 to add the statement “Access stubouts shall be provided as shown.”
 - Revise Note 14 to add the statement “Notwithstanding the above, internal roadways shall comply with Policy 4.1.4 of the Hillsborough County Mobility Element, which will be determined at the time of plat/site/construction plan review.”

PROJECT OVERVIEW AND TRIP GENERATION

The applicant is requesting a Major Modification to +/- 2,978.04 ac. Planned Development (PD) #10-0692, as most recently amended via MM 24-0675. The existing PD is approved for a variety of uses as further explained in the zoning staff report. The applicant is proposing to modify non-residential entitlements within the western (UEP) project area, as well as add an option which would allow residential entitlements within the Pocket E, effectively clustering those non-residential entitlements in the remaining UEP areas north of the CSC track. While access to the existing option would remain unchanged (i.e. no access to the Dover Rd.) the residential option would remove access across the CSX line and have access for the residential units to/from Dover Rd. Specifically, while the overall 6,466,319 s.f. of development is unchanging, the applicant is reducing the potential to construct all uses within the UEP area as industrial and warehouse uses, and instead reducing that maximum value from 6,466,319 s.f. to 6,116,319 s.f., while also adding the ability to construct research and distribution uses in addition to the previously approved industrial and warehouse uses. The maximum cap of 350,000 s.f. of commercial/office uses remains; however, the applicant is also adding the potential to utilize that square footage to construct hotel and motel uses. While overall square-footage remains unchanged, the actual (and maximum potential) intensity of proposed non-residential could have increased as a result of proposed land use changes. With respect to the residential option, the developer is proposing to construct a maximum of 1,200 dwelling units, with multiple unit types allowable. While the transportation conditions specify a maximum of 1,200 dwelling units, the applicant did not study a worst-case scenario (i.e. all dwelling units being single-family detached dwellings). The applicant's study examined 900 single-family detached units and 300 townhome units. As such, staff will be proposing a trip cap to limit the maximum number of trips from that pocket (in the event the residential option is developed). This will provide the developer will flexibility to develop a mix of unit types while not exceeding the trips studied as a part of this application (e.g. not all units could be constructed as a single-family detached product unless fewer than 1,200 units were constructed, as may be permitted by the trip cap).

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed residential option; however, the analysis does not represent a worst-case analysis which represents maximum potential trip impacts of the wide range of residential uses proposed as noted above. The applicant did not submit a trip generation and site access analysis for the modified non-residential entitlements, and staff notes there is also a wide range of non-residential uses proposed; however, the applicant has agreed to the inclusion of a condition restricting development within the UEP area and Pocket E area (if the residential option is selected) to the number of trips studied in the applicant's transportation analysis which was submitted with this zoning request (for the residential option) and the number of trips studied from the 2010 transportation analysis (which is the last time trip impacts from entitlements on the UEP property was analyzed for the non-residential entitlements). These restrictions will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 350,000 s.f. of certain CG uses, although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if a project consists of multiple parcels, or if a developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

Staff notes that if the entire project is developed with non-residential uses, the PD as a whole will not generate any more trips than that which was studied in the 2010 analysis which supported that zoning effort. If the option with both residential and non-residential development is selected within UEP, then the PD will generate an additional 359 average daily trips, 464 a.m. peak hour trips, and 271 p.m. peak hour trips. Staff notes that under the new PD development option, the scope of impact on Dover Rd. is much greater than the overall increase in trip generation. Specifically, due to the fact that all residential access will occur to Dover Rd., if such option is chosen there will be an additional 9,615 average daily trips, 666 a.m. peak hour trips, and 934 p.m. peak hour trips which will utilize Dover Rd.

After staff performed some calculations and filed our report, the applicant met with staff to review the staff's calculations/assumptions. This meeting identified several errors and resulted in a simplified agreed upon analysis which more accurately calculates the remaining entitlements (as further described below). Specifically, the non-residential trip cap values were calculated as follows:

- Square-footages are based on calculations/apportionments studied during the 24-0675 rezoning. Specifically for energy park uses, UEP is responsible for 88% of renewal energy production and therefore was assigned 88% of energy park trips.
- For the 350,000 s.f. of commercial uses, those values were directly imported from the 2010 analysis, which indicated those uses were studied as generating 15,331 gross daily trips, 323 a.m. peak hour trips, and 1,473 gross p.m. peak hour trips.
- For the remaining non-residential uses, staff analyzed what was studied in 2010 for the entire project (i.e. UEP and TCP areas) which was studied as a total of 5,250,000 s.f. of warehouse uses, and 1,750 s.f. of industrial park uses (i.e. a 75%/ 25% split). Staff applied per 1,000 s.f. rates utilized in the 2010 analysis and applied this same split to the downwardly revised entitlements (i.e. UEP allocation) within to calculate existing project entitlements. Specifically, 2010 gross rates per 1,000 g.s.f were calculated for Warehousing uses at 2.831 for daily trips, 0.139 for a.m. peak hour trips, and 0.143 for p.m. peak hour trips, and for Industrial Park uses those were calculated at 5.387 for daily trips, .534 for a.m. peak hour trips and .794 for p.m. peak hour trips.
- In order to keep the non-residential portion of the project trip neutral (on an overall PD basis), the total gross trips from the 2010 analysis were used as a baseline (i.e. 41,734 average daily trips, 2,006 a.m. peak hour trips, and 3,705 p.m. peak hour trips). The applicant agreed to a non-residential trip cap that represents the difference between those trips and the number of non-residential trips which were intended to be apportioned to the TCP areas as a part of the 24-0675 zoning modification (i.e. 12,576 daily trips, 414 a.m. peak hour trips, and 944 p.m. peak hour trips). Staff notes use of the word "intended" due to a scrivener's error which was identified by the applicant during the zoning process. Specifically, during the 24-0675 zoning, staff accidentally pulled from an incorrect line in the report, leading to a TCP trip cap of only 260 a.m. peak hour trips and 779 p.m. peak hour trips. While this cannot be corrected due to TCP not being a part of this zoning modification process, staff wanted to document the intent, so that the proper number of trips could be allocated to the proposed UEP trip cap. Staff notes this is a conservative approach which entire the non-residential portion remains trip-neutral on an overall basis, and that results in fewer trips being allocated to the UEP area as a part of this zoning efforts (versus what the number might otherwise suggest).
- Applying those intended TCP allocations and subtracting them from the 2010 approved numbers yield the following values, which form the basis of the UEP non-residential trip cap: 29,158 daily trips, 1,592 a.m. peak hour trips, and 2,761 p.m. peak hour trips.

As noted above, the trip cap data was taken from the figures presented in the applicant's analysis and the 2010 analysis. Given the wide range of potential uses proposed, it should be noted that the uses which the applicant studied in 2010 may or may not be representative of the uses which are ultimately proposed, but is reflective of what has been studied during this and past zoning efforts, and will ensure any higher intensity uses proposed with this zoning modification or otherwise permitted in the existing zoning approval doesn't result in greater trip generation than has been previously studied. It should be noted that at the time of plat/site/construction plan review, when calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest

with the Administrator, who shall consult ITE land use code definitions, trip generation datasets, and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE trip generation manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine trip generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

Lastly, it should also be noted that while the trip cap will control the total number of trips within each analysis period (daily, a.m. peak, and p.m. peak), it was developed based on certain land uses assumed by the developer, and those land uses have a specific percentage split of trips within each peak period that are inbound and outbound trips, and those splits may or may not be similar to the inbound/outbound split of what uses are ultimately constructed by the developer. Staff notes that the trip cap does not provide for such granularity. Accordingly, whether or not turn lanes were identified as required during a zoning level analysis is in many cases immaterial to whether turn lanes may be required at the time of plat/site/construction plan review. Given that projects with a wide range of uses will have a variety of inbound and outbound splits during the a.m. and p.m. peak periods, it may be necessary in to reexamine whether additional Sec. 6.04.04.D. auxiliary turn lanes are warranted. The developer will be required to construct all such site access improvements found to be warranted unless otherwise approved through the Sec. 6.04.02.B Administrative Variance process.

Staff has prepared a comparison of the potential number of peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario that was based on the 10-1707 PD site plan in the case of existing zoning impacts and as further explained above. Data for the proposed project is based upon the transportation impacts identified in the transportation analysis prepared as a part of this zoning study, 2010 analysis, and/or 24-0675 square-footage apportionments for TCP and UEP areas, and the TCP trip cap approved as a part of the 24-0675 project (with modifications as noted above). As noted above, they do not represent a worst-case scenario of development within the western portion of the project (which is why the trip cap is necessary).

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Eastern Development per Trip Cap	12,576	414	944
Energy Park West*:	1,857	18	79
Shopping Center (West) 350,000 s.f. (LUC 820)**	15,331	323	1,473
Industrial Park (West) 1,529,080 s.f. (LUC 130)**	8,238	816	1,215
Warehousing (West) 4,587,239 s.f. (LUC 150)**	12,988	637	657
Subtotal:	50,990	2,208	4,368

**Based on 88% of 2010 Energy Park Trip Generation*

***Based on 2010 Analysis Data. Only Square-footage allocated to UEP during 24-0675 modification shown*

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Eastern Development per Trip Cap	12,576	414	944
Western Development Trip Cap (Non-Residential Uses)***:	29,158	1,592	2,761
Western Development Trip Cap (Residential Uses)****:	9,615	666	934
Subtotal:	51,349	2,672	4,639

***Based on 2010 Analysis Total Trip Data, Less Eastern Trip Cap

****Based on Applicant's 25-0810 Analysis

Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
	(+) 359	(+) 464	(+) 271

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

SR 60 is a 4-lane, divided, publicly maintained (by FDOT), principal arterial roadway. The roadway is characterized by 12-foot-wide travel lanes in average condition. The roadway lies within a variable width right-of-way (between +/- 155-feet and +/- 180-feet in width) in the vicinity of the proposed project. There are +/- 5-foot-wide sidewalks along portions of the south side of SR 60 west of the proposed project. There are no bicycle facilities present in the vicinity of the proposed project.

The roadway is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway, which requires a minimum of 121 feet (for an urban section) or 170 feet (for a rural typical section). FDOT was provided an opportunity to comment on right-of-way needs; however, no additional needs were identified. As such, no additional right-of-way is needed from the subject property at this time.

Turkey Creek is a 2-lane, undivided, publicly maintained, substandard, collector roadway. The roadway is characterized by +/- 10-foot-wide travel lanes in average condition. There are no sidewalks in the vicinity of the proposed project. There are +/- 5-foot-wide bicycle lanes (on paved shoulders) along the roadway in the vicinity of the proposed project.

Dover Rd. is a 2-lane, undivided, publicly maintained, substandard, collector roadway. The first 1,200 feet of the roadway south of SR 60 is characterized by +/- 11-foot-wide travel lanes in average condition. There are +/- 6-foot-wide sidewalks and +/- 4-foot-wide bicycle facilities along both sides of the roadway. Continuing further south, along the project's entire frontage (+/- 6,648 ft.) the roadway consists of +/- 10-foot-wide travel lanes. Within this segment there are no bicycle facilities present. There are +/- 5-foot-wide sidewalks present along portions of the western side of the roadway within this segment.

SITE ACCESS AND CIRCULATION

No changes in site access are proposed except for the new residential option which, if developed, would lead to removal of any access between Pocket E and the remaining UEP areas (staff notes in the modified non-residential option sole access to Pocket E remains as currently approved, i.e. via crossings or potentially overpasses of the CSX rail facility) and sole access to Pocket E being taken from Dover Rd.

County staff is concerned with the addition of so many residential units which would be isolated from the commercial entitlements within the project. Such configuration will lead to a significant number of trips traveling to/from the commercial uses having to travel through the SR 60 and Dover Rd. intersection, which may not be able to operate an acceptable level of service in the future. While such impacts cannot be entirely avoided due to the removal of interconnectivity between UEP and TCP areas during the 24-0675 zoning modification, the bulk of such trips traveling through the intersection (given the majority of project entitlements are within the UEP areas) could be minimized by adding access or accesses from the non-residential portion of the project from Dover Rd.

Staff acknowledges that while such addition(s) have the potential to improve traffic circulation and impacts, it is inconsistent with what it understands were past promises made to area residents as a part of the initial zoning effort (which is why no access was originally permitted to/from Dover Rd.). This also means that 100% of project traffic will not only have to travel through that intersection but along SR 60, thereby contributing to avoidable impacts to that facility. Additionally, staff notes that while concerns were initially expressed by FDOT during early discussions, no formal comments or objections were received from FDOT at the time this staff report was written. Given the above, staff is not requiring access to Dover Rd.

DOVER ROAD - SUBSTANDARD ROADWAY DEFERRAL

As Dover Rd. is a substandard collector roadway, the developer will be required to improve Turkey Creek Rd., between the project's southern access and the nearest roadway meeting an applicable standard, to current County standards unless otherwise waived through the Sec. 6.04.02.B. Administrative Variance process. Deviations from Transportation Technical Manual (TTM) requirements may be considered through the Design Exception (DE) or Design Deviation Memoranda (DDM) processes. The applicant has chosen to defer the determination as to what substandard roadway improvements will be required to Turkey Creek Rd., if any, to the site/construction phase of the development process.

DEMINIMIS DESIGN EXCEPTION REQUEST – TURKEY CREEK RD - SUBSTANDARD ROAD

If MM 25-0810 is approved, the County Engineer will approve a deminimis Design Exception request (dated April 5, 2025) which was previously approved by the County Engineer (on September 2, 2025) for the Turkey Creek Rd. substandard road improvements. As Turkey Creek Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Turkey Creek Rd. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct certain improvements and dedicate and convey additional right-of-way, as further described in the Design Exception request.

Given that the proposed zoning modifications to not alter the TCP area which fronts Turkey Creek Rd., no impacts to Turkey Creek Rd. are anticipated to change due this request, and so the County Engineer found it was appropriate to carry the previously approved Design Exception forward as-is.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

LOS information for adjacent roadway segments are provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Turkey Creek Rd.	SR 60	Trapnell Rd.	D	C
SR 60	Dover Rd.	Turkey Creek Rd.	D	C
SR 60	Turkey Creek Rd.	CR 39	D	B
Dover Rd.	Durant Rd.	SR 60	D	C

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Wednesday, April 30, 2025 5:30 PM
To: McNeal, Christopher
Cc: csansone@mcnealengineering.com; Lampkin, Timothy; Ratliff, James; Drapach, Alan; Tirado, Sheida; PW-CEIntake; De Leon, Eleonor
Subject: FW: MM 24-0675 - Design Exception Review
Attachments: 24-0675 DEAd 04-07-25.pdf

Importance: High

Chris,

I have found the attached Design Exception (DE) for PD 24-0675 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HCFL.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Tuesday, April 29, 2025 9:19 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: MM 24-0675 - Design Exception Review
Importance: High

Hello Mike,

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

cmcneal@mcnealengineering.com
csansone@mcnealengineering.com
lampkint@hcfl.gov
ratliffja@hcfl.gov
drapacha@hcfl.gov

Best Regards,

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



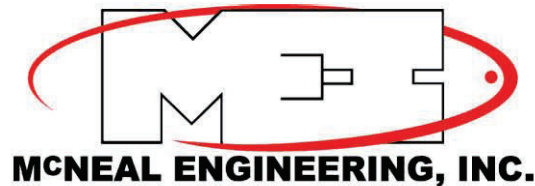
**Hillsborough
County Florida**
Development Services

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)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. Substandard Rd Turkey Creek Rd <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. Substandard Rd Turkey Creek Rd <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
Project Name/ Phase	Energy Industrial Park
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)	086121-0000; 086122-0000, 086128-0000; 086131-5000; 86131-7000 + <input checked="" type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	McNeal Engineering c/o Christopher S. McNeal
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
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.hillsboroughcountv.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number	MM 24-0675
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".	



Hillsborough County
Development Services
601 E Kennedy Blvd 20th Floor
Tampa, FL 33602

Re: **ENERGY INDUSTRIAL PARK**
SW Quad Turkey Creek Rd & SR 60, Dover
Hillsborough County
Folio #86121.0000, 86122.0000, 86128.0000,
86131.5000, 86131.7000, 86132.0000,
86803.0000, 86808.0000, 86842.0000,
86842.2000, 86131.0000, 86133.0000,
86133.0100, 86770.0000, & 86802.0000
MM 24-0675

Attn: Mr. Michael J. Williams, PE
County Engineer/Director

MEI File # 21-061
April 5, 2025

REQUEST FOR DESIGN EXCEPTION – TURKEY CREEK ROAD

Mr. Williams,

This letter documents a request for a Design Exception per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with the ENERGY INDUSTRIAL PARK (MM 24-0675). Please reference the General Site Plan, [Exhibit A](#).

Introduction

The aforementioned project is bordered by SR 60 to the north, Turkey Creek Road to the east, and undeveloped parcels to the west, with some residential. The surrounding land use is mostly Agricultural, with some Commercial, and Residential. Turkey Creek Road is currently a 2-lane Rural Roadway in good condition that is considered Sub-standard.

Per Hillsborough County 2022 Multimodal LOS report, Turkey Creek Road is a collector roadway. A Design Exception is requested for relief from the two-lane undivided collector roadway (C1&C2-2U) as a condition of approval for the project site; where in lieu of meeting the full (C1&C2-2U) Typical Section, alternative improvements are proposed. The County typical section for a two-lane undivided local urban collector roadway (C1&C2-2U) is provided as [Exhibit B](#).

Roadway Characteristics

Right-of-Way – The existing Right-of-Way width is +/-60 feet. The (C1&C2-2U) Typical Section requires a minimum Right-of-Way width of 154 feet. An additional 25 feet of Right-of-Way is proposed to be dedicated to the County, so the resultant Right-of-Way width would be +/-85 feet within the area to be improved.

Pavement Condition - The referenced segment of Turkey Creek Road was found to have good to fair pavement condition, without cracking or rutting that would be indicative of structural failure. It is noted that pavement conditions are not included as part of the (C1&C2-2U) typical section.

Lane Width – Turkey Creek Road is +/-20 feet in width, as surveyed. The existing lanes are approximately 10-feet in width. The proposed widening (includes an 11-foot SBRT lane a 5-foot bike lane and an 11-foot SB thru lane) within the project widening area (~235 feet, 185-foot SBRT lane

Mr. Michael J. Williams, PE
ENERGY INDUSTRIAL PARK (MM 24-0675)
MEI File # 21-061
April 5, 2025
Page 2 of 3

includes 50-foot approach taper + 50-foot (min) return taper) to meet intent of the (C1&C2-2U) typical section, i.e. 11 feet. The widening from the existing 10-foot lane to the proposed 11-foot lane will be provided through the 50-foot turn lane taper ($L = WS = 50$ feet). The return from the proposed 11-foot lane to the existing 10-foot lane will be provided in the 50 feet (min) following the turn lane across the proposed driveway's intersection.

Bicycle Lanes – There are no existing marked bicycle lanes, but there are an existing 5-foot paved shoulders on both sides of the roadway. A 5-foot SB bike lane is proposed between the SBRT lane and the SB thru lane within the project limits, as well as reconstructing the SB paved shoulder. Paved shoulders are proposed for both sides of the roadway within the widened area to resemble more closely the (C1&C2-2U) typical section.

Shoulders – There are existing 8-foot shoulders, with 5-feet of such paved in the existing rural condition; 8-foot shoulders with 5-foot of it paved are proposed within the widened area, a slight deviation from the (C1&C2-2U) typical section.

Swales – There are existing ditches and swales on both sides of Turkey Creek Road; ditches and swales are proposed in the widened area as depicted in the (C1&C2-2U) typical section.

Sidewalk – There are no sidewalks on Turkey Creek Road adjacent to the project site. A 5-foot sidewalk is proposed on the west sides of the Right-of-Way, within the widened area, as per the (C1&C2-2U) typical section.

Speed Limit – The posted speed is 45 MPH.

Alternate Improvements:

A Design Exception is requested:

To provide a 5-foot sidewalk on the west side of the road only, within the widened area. Turkey Creek Road has minimal pedestrian traffic, the use of a 5-foot sidewalk on the west side of the road in this area would currently be the best option from a maintenance perspective for this un-developed area.

To use an 11-foot SBRT lane, a 5-foot SB bike lane, and an 11-foot SB thru lane, while still utilizing the existing 10-foot NB thru lane, and thus avoid an unsafe jog in the roadway.

Right-of-Way is to be dedicated (25 feet) in addition to the existing Right-of-Way (60 feet) to provide a total of (85 feet) of Right-of-Way, allowing room for the addition of a SBRT lane and a bike lane on the west side of Turkey Creek Road, and restoring the remainder of the roadway section to is near original condition. The proposed Turkey Creek Road Typical Section is provided in [Exhibit C](#).

Mr. Michael J. Williams, PE
ENERGY INDUSTRIAL PARK (MM 24-0675)
MEI File # 21-061
April 5, 2025
Page 3 of 3

If you have questions, or need additional information, please feel free to contact our office at the website or phone number listed. Thank you very much for your assistance.



Digitally signed by Christopher S McNeal
DN: CN=Christopher S McNeal,
dnQualifier=A01410C00000180D8F65FF8000C722C,
O=McNeal Engineering Inc, C=US
Date: 2025.04.05 23:07:38-04'00'

Sincerely,

A handwritten signature in black ink, appearing to read "Chris McNeal".

Christopher S. McNeal, PE
MCNEAL ENGINEERING, INC.

c: Turkey Creek Preserve LLC c/o Dennis Carlton, Jr *via* email

Christopher S. McNeal,
State of Florida,
Professional Engineer,
License No. 56193

*This item has been digitally
signed and sealed by
Christopher S. McNeal, PE on
04/05/2025.*

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

*Printed copies of this document
are not considered signed and
sealed and signature must be
verified on any electronic copies.*

☒ Approved
☐ Approved with Conditions
☐ Disapproved

Michael J.
Williams

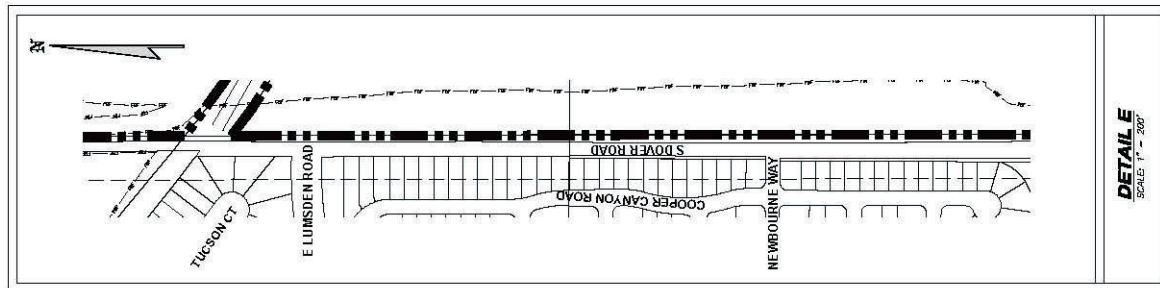
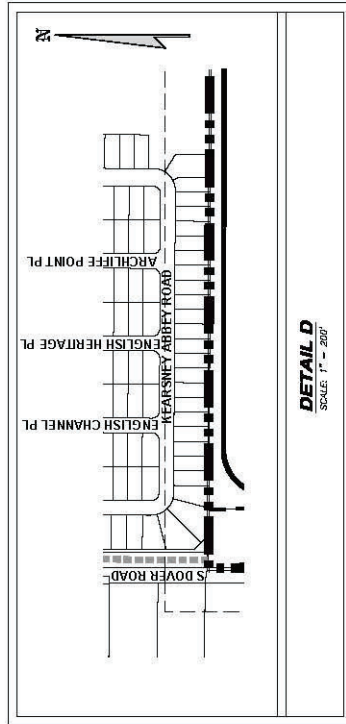
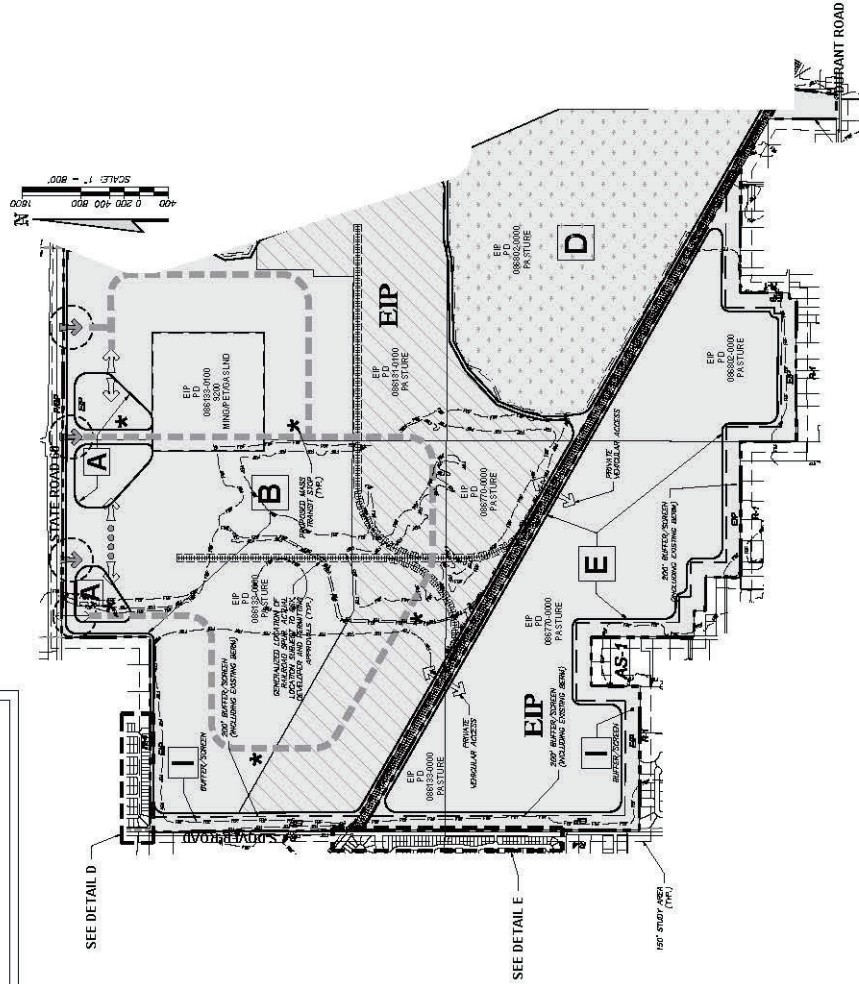
Digitally signed
by Michael J.
Williams
Date: 2025.09.02
11:02:04 -04'00'

Michael J. Williams, PE, County Engineer
Hillsborough County Development Review Division

**The County Engineer has reviewed zoning modification
application # 25-0810 and determined the changes
to be de minimis. As such, the previous approval shall
stand.**

Michael J. Williams, P.E.
Hillsborough County Engineer on _____

EXHIBIT A
GENERAL SITE PLAN



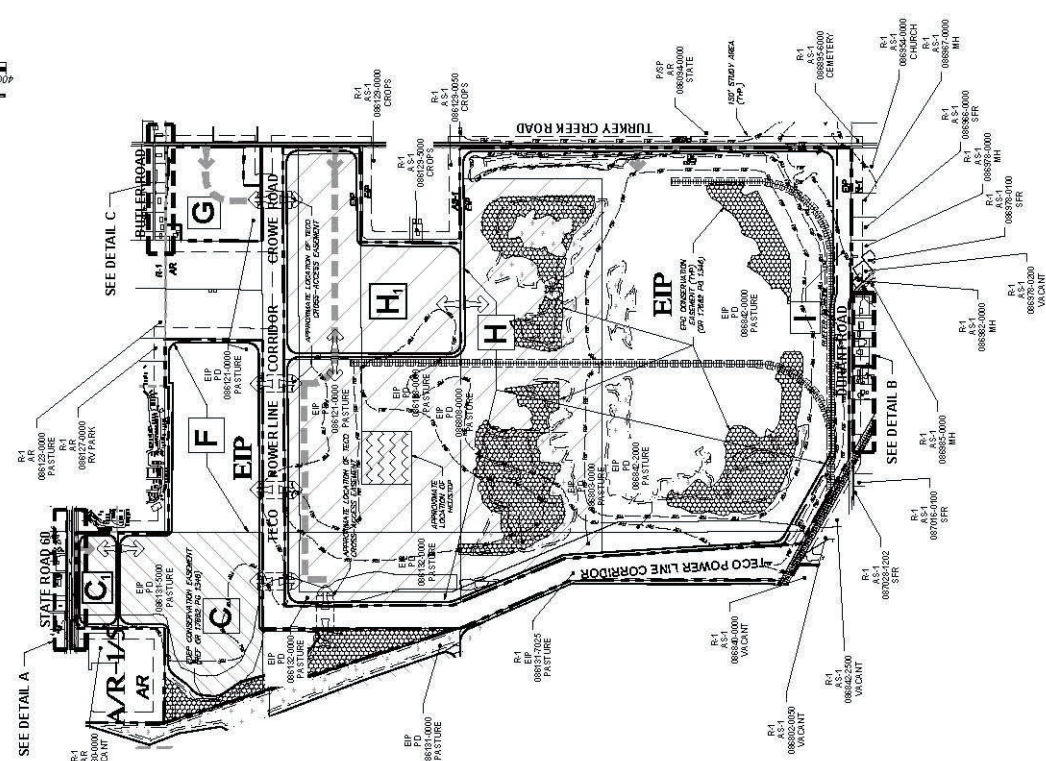
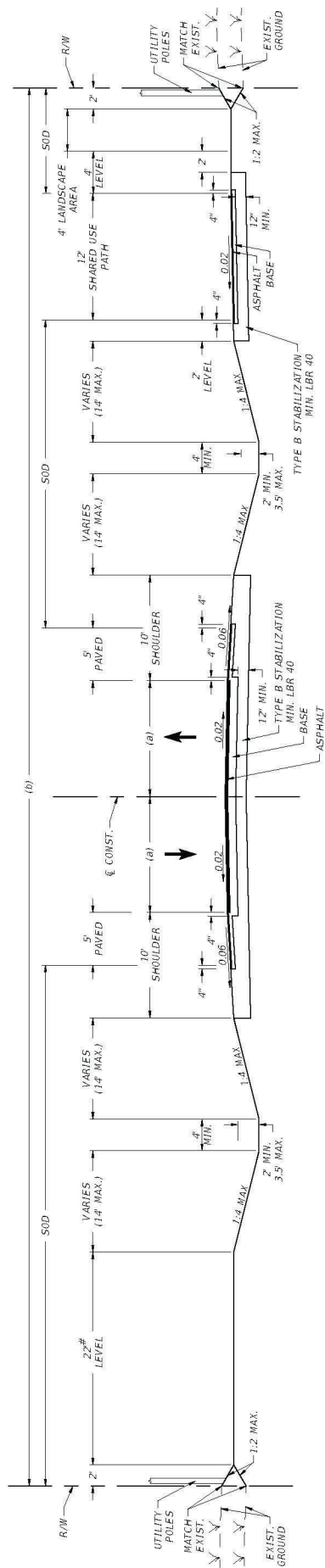


EXHIBIT B

TYPICAL SECTION
C1&C2-2U



DIMENSION LEGEND

DESIGN SPEED*	LANE WIDTH (a)	RIGHT OF WAY WIDTH (b)
25-45 MPH	11'	15'
50 MPH	12'	16'

NOTES:
*DESIGN SPEED = POSTED SPEED
*10' LANES CAN BE PROVIDED FOR DESIGN SPEEDS OF 25 - 35 MPH UNLESS TRANSIT IS PRESENT OR TRUCK VOLUME EXCEEDS 10%
WITHIN ONE MILE OF THE URBAN SERVICE BOUNDARY OR WHERE THERE IS DEMAND (EX: 2 MILES FROM AN EDUCATION FACILITY), A SIDEWALK OR SHARED USE PATH MUST BE PROVIDED ON THE OPPOSITE SIDE OF THE SHARED USE PATH.

REVISION DATE	TRANSPORTATION DESIGN MANUAL	Hillsborough County Florida	RURAL 2 LANE UNDIVIDED TYPICAL SECTION	DRAWING NO.	SHEET NO.
10/2023				C1&C2-2U	1 OF 15

EXHIBIT C

PROPOSED TYPICAL SECTION
TURKEY CREEK ROADWAY



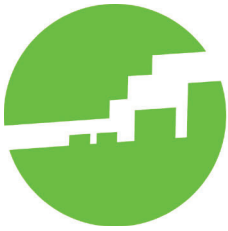
SSBRTL ON TURKEY CREEK ROAD AT DRIVEWAY B

NTS

4,783 AADT

DESIGN SPEED - 45 MPH

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



**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: January 26, 2026 Report Prepared: January 14, 2026	Case Number: MM 25-0810 Folio(s): 86121.0000, 86122.0000, 86128.0000, 86131.0000, 86131.7000, 86132.0000, 86803.0000, 86808.0000, 86842.0000, 86842.2000, 86133.0000, 86133.0100, 86770.0000 & 86802.0000 General Location: South of State Road 60, east of South Dover Road and west of Turkey Creek Road
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Energy Innovation Park (0.25 FAR – commercial/office/lodging/security housing uses; 0.50 FAR – energy uses; 0.75 FAR industrial uses; 3 du/ga of residential allowed in Pocket E only)
Service Area	Urban
Community Plan(s)	None
Rezoning Request	Major Modification to PD 10-0692 to update zoning conditions on the property related to contemporary energy practices and allow for up to 1,200 residential homes as a residential option in Pocket E as recently provided for in a Comprehensive Plan Amendment to the Energy Innovation Park Future Land Use category.
Parcel Size	+/- 2,978.9 acres Pocket E +/- 464.35 acres

Street Functional Classification	State Road 60 – State Principal Arterial South Dover Road – County Collector Turkey Creek Road – County Collector
Commercial Locational Criteria	Not applicable
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Energy Innovation Park	PD 10-0692	Agricultural
North	Residential-1 + Public/Quasi-Public + Residential-4 + Agricultural Rural 1/5	PD + AS-1 + CG + ASC-1 + AR	Single Family + Vacant + Agricultural + Public/Quasi-Public/ Institutions + Multi Family
South	Residential-1 + Public/Quasi-Public + Residential-4	AS-1, AR, RSC-2, RSC-3, CG, AS-0.4 + PD	Agricultural + Public/Quasi-Public/ Institutions
East	Public/Quasi-Public + Residential-1	AR + AS-1 + AM	Agricultural + Public/Quasi-Public/ Institutions + Single Family
West	Residential-4 + Residential- 6	PD + ASC-1 + RSC-6 + AS-1 + RSC-3 + CG	Single Family + Mobile Home Park + HOA + Light Commercial

Staff Analysis of Goals, Objectives and Policies:

The subject site is located south of State Road 60, east of South Dover Road, west of Turkey Creek Road and north of Durant Road. The site is in the Urban Service Area, and it is not located within the limits of a Community Plan. The applicant is requesting a Major Modification to PD 10-0692 to update zoning conditions on the property related to contemporary energy practices and allow for up to 1,200 residential

homes as a residential option in Pocket E as recently provided for in a Comprehensive Plan Amendment to the Energy Innovation Park Future Land Use category.

The subject site is in the Urban Service Area, where according to FLUS Objective 1.1, 80 percent of the county's growth is to be directed. FLUS Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that "Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The proposed development of energy uses, commercial uses, office uses, agricultural uses, residential uses and industrial uses is compatible with the surrounding development pattern, which includes residential, agricultural and public/institutional uses as well as commercial lands.

The site is located within the Energy Innovation Park (EIP) Future Land Use category. This category was recently changed from Energy Industrial Park to Energy Innovation Park as part of the text amendment request HC/CPA 24-06. The intent of the EIP category is to designate areas that are potentially suitable for renewable energy and a mix of other activities. Any rezoning in this category must be to a site plan-controlled zoning district. The applicant is proposing a Major Modification to Planned Development 10-0692, most recently modified with MM 24-0675, which is consistent with this policy direction.

Typical uses within the Energy Innovation Park (EIP) future land use category include industrial, manufacturing, processing, alternative and renewable energy production, and agricultural operations, with residential uses permitted on a limited basis. Consistent with FLUS Policy 4.16.3 #3, the maximum Floor Area Ratio (FAR) that may be considered for the site is as follows: 0.25 FAR for commercial, office, and lodging/security housing uses; 0.50 FAR for energy production uses; and 0.75 FAR for industrial uses. Residential development is limited to Pocket E, located south of the CSX railroad tracks, with a maximum density of 3 dwelling units per gross acre, consistent with FLUS Policy 4.16.1 #6, which permits single-family residential—including attached and detached units—only in a manner that provides a transition between adjacent lower-density single-family areas and the more intensive uses of the EIP. The proposed development, at 2.58 dwelling units per acre, meets this policy by remaining below the maximum permitted density while maintaining compatibility with surrounding residential and EIP uses.

See below the list of changes provided by the applicant from the narrative:

1. **Pocket B – Clarification/Reconfirmation of Uses:** A maximum of 6,116–19 square feet of industrial, warehouse, research, and distribution uses, as allowed in the M-Manufacturing Zoning District.
2. **Pocket A – Clarification of Uses:** 350,000 square feet may be commercial/office uses allowed in the CG Zoning District, including hotels and motels.
3. **Pocket E – Allowed Uses Amendment:** Allow a residential option for a maximum of 1,200 residential units and accessory renewable energy uses (solar and wind), or the currently approved renewable alternative energy, energy research, and agricultural uses.
4. **Pocket I – Buffer Modification:** Modify the existing buffer pocket to allow reduction in size for the residential option where Pocket I abuts Pocket E. The revised Pocket E will include the portion of Pocket I that abuts Parcel E in the residential option.
5. **Pocket J – Re-designation:** Re-designate Pocket J as open space, since it does not provide a buffer to any EIP use.
6. **Hotels and Motels in Pocket A:** Delete the prohibition of hotels and motels and allow them in Pocket A.

7. **Berms:** Modify conditions regarding berms to reflect changes if residential is developed in Pocket E.
8. **Turkey Creek Road Improvements:** Clarify conditions of approval related to requirements for any required improvements to Turkey Creek Road.
9. **Parcel E Access:** Specify access to Parcel E for the residential option.
10. **Cross Access Conditions:** Modify cross-access conditions of approval requirements to exempt Parcel E if developed for residential.
11. **Emergency Access:** Add an emergency access point at the property line and Hinson Road.
12. **Future Access Points:** Add two future access points to be stubbed out along the southern property line as requested by the County.

The proposed modifications to the Energy Innovation Park (EIP) address site-specific uses while maintaining consistency with FLUS policies and FAR limitations. In Pocket B, a maximum of 6,116–19 square feet of industrial, warehouse, research, and distribution uses is proposed, consistent with the M-Manufacturing Zoning District. This allocation aligns with the overall industrial land area of 642.77 acres (22%), below the maximum 30% allowed under FLUS Policy 4.16.1 #4, and supports compatibility with surrounding agricultural and residential uses. In Pocket A, 350,000 square feet of commercial and office uses, including hotels and motels, are proposed, which remains below the 623,234 square foot maximum allowable FAR of 0.25, providing flexibility for mixed-use development. The previous prohibition on hotels and motels is deleted, allowing their inclusion in Pocket A.

Pocket E is proposed to include a residential option for up to 1,200 units, along with accessory renewable energy uses (solar and wind) or the currently approved renewable alternative energy, energy research, and agricultural uses. This density is consistent with FLUS Policy 4.16.1 #6, which limits single-family residential to three dwelling units per acre, and the project exceeds renewable energy requirements by dedicating 2,156.54 acres (72%) of the site to renewable energy in accordance with FLUS Policy 4.16.1 #1. To accommodate the residential option, Pocket I will have a reduced buffer where it abuts Pocket E, with the affected area incorporated into Pocket E while maintaining enhanced buffering consistent with FLUS Policy 4.16.3 #2 and neighborhood protection objectives outlined in Policy 3.1.2. Additionally, Pocket J is proposed to be re-designated as open space, supporting the minimum 15% open space requirement under FLUS Policy 4.16.5 #4 and ensuring compatibility with surrounding land uses.

Consistent with FLUS Policy 4.16.5 #6, EIP property south of the existing CSX railroad tracks is limited to single-family residential at a density not exceeding 1,200 units and may include agricultural uses as well as solar support uses and facilities. This community is planned to provide a transition in density from the surrounding Residential-1 (RES-1) areas located to the east and south of the subject site to the more intensive uses north of the CSX railroad tracks and the denser Future Land Use categories of Residential-4 (RES-4) and Residential-6 (RES-6) located to the west. The main access to the residential component of the site would be located on South Dover Road, which interfaces with lands located within the Urban Service Area with Future Land Use designations of RES-4 and RES-6, which is consistent with policy direction regarding transition of uses and neighborhood compatibility (FLUS Policy 3.1.2).

Per the proposed Conditions of Approval, no change in existing land use within the residential area shall be permitted until the EPA and the County establish and implement an ongoing testing program to delineate the extent of 1,4-Dioxane contamination. Furthermore, approval for residential development is contingent upon demonstrated stability of the 1,4-Dioxane contamination, verified through continuous monitoring and testing of existing and/or newly established well sites, in accordance with regulatory agency recommendations and environmental assessment protocols. Demonstrated stability shall be

defined in the Planned Development (PD) zoning, and the County shall provide the landowner with the testing program and results from all monitoring events. Environmental safeguards are further reinforced through conditions requiring appropriate testing, mitigation measures, and coordination with oversight agencies as outlined under FLUS Policy 4.16.2.

Modifications to berms are proposed to support potential residential development in Pocket E. A six-foot berm will be constructed along the southern property line within a 100-foot buffer and will include landscaping, solar and wind elements, multi-purpose trails, recreation amenities, and stormwater management facilities. Existing berms along South Dover Road will be removed to accommodate planned roundabouts, project access, and trails, consistent with FDEP directives. Access for the residential option in Parcel E is specified, providing direct connections to South Dover Road via roundabouts in accordance with FLUS Policy 4.16.5 #2.

The applicant has provided an 8-acre community gathering space within the proposed residential development, consistent with FLUS Policy 4.4.5, which requires community gathering places within residential developments, where feasible and necessary, to improve and enhance neighborhood quality of life. Additionally, the project complies with FLUS Policy 4.4.6, which requires residential developments of 50 units or greater with platted lot sizes of less than 1/3 acre to include gathering places that are walkable from all residences. By providing a centrally located, walkable 8-acre gathering area, the development meets both the intent and specific requirements of these policies.

Proposed Condition of Approval #7, as of 12-04-2025, addresses environmental considerations and permitting requirements for Pocket E residential uses. At the time zoning is modified to include residential uses, conditions will require appropriate environmental testing for areas proposed for residential development, taking into account the site's former use as a phosphate mine. The developer must coordinate with environmental oversight agencies and, if required, conduct pre-construction radiation sampling to determine if mitigation systems or specialized construction techniques are necessary. Any required systems or techniques must be installed prior to issuance of residential certificates of occupancy. At the public hearing for HC/CPA 24-06, text amendment to the Energy Innovation Park policies of the Future Land Use Section, the Board of County Commissioners added Policies 4.16.2 #5 and 4.16.3 #5 to ensure that any future residential development option within the EIP adequately addresses potential environmental hazards associated with the site's history as a former phosphate mine and Superfund area. These policies require comprehensive environmental testing, coordination with Federal, State, regional, and local agencies, and compliance with all applicable restrictions before residential development may proceed. In support of these requirements, the Development Services Department is drafting detailed conditions of approval to further address and mitigate these environmental concerns.

Planning Commission Staff's consistency finding is also dependent on Condition 3, Bullet 14, which requires that if Pocket E is developed to include residential uses, a new six-foot berm shall be constructed along the southern property line within a 100-foot buffer. The berm will be designed to meander organically, and may include landscaping, fencing, solar or wind energy-generating elements, multi-purpose trails, recreation amenities, walls, stormwater management facilities, and other uses permitted within open space. Landscaping within the buffer shall meet LDC Section 6.06.06.C.3.e. Existing berms along South Dover Road will be removed to accommodate planned roundabouts, project access, trails, and, if necessary, stormwater facilities. FLUS Policy 4.16.5 #3 states that buffering/screening adjacent to existing residential uses along South Dover Road and along the southern property boundary shall include preservation of existing vegetation and topographic features (or as may be required or modified by any applicable reviewing agencies). The Florida Department of Environmental Protection (FDEP) memo dated

October 1, 2025, directed that the berms along Dover Road and south of Pocket E may be modified in order to address erosion and stability concerns. Per the proposed Conditions of Approval, the berm along Dover Road would remain intact north of the railroad tracks in both development scenarios. However, the berm south of the CSX railroad tracks, adjacent to Pocket E, would be eliminated to accommodate site access and stormwater in the residential development option, which is consistent with policy direction related to berm modification based upon reviewing agency comments. Therefore, the modification is consistent with this policy direction.

Overall, the proposed modifications are consistent with FAR limitations, renewable energy and industrial land allocations, enhanced buffering requirements, neighborhood protection policies, open space requirements, and development intensity transitions outlined in FLUS Policies 4.16.1, 4.16.3, 4.16.5, 3.1.2, and 4.4.1. The proposal concentrates commercial and industrial uses along State Road 60 while reserving central and southern portions for energy, agricultural, and residential uses, ensuring compatibility with surrounding urban, suburban, and rural contexts. The request to modify PD 10-0692 is consistent with the Energy Innovation Park Future Land Use category and aligns with both existing and planned land uses in the area.

Recommendation

Based upon the above considerations and the following Goals, Objectives and Policies, Planning Commission staff finds the proposed Major Modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the conditions proposed by the Development Services Department.

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

FUTURE LAND USE SECTION

Urban Service Area

Objective 1.1: Direct at least 80% of new population growth into the USA and adopted Urban expansion areas through 2045. Building permit activity and other similar measures will be used to evaluate this objective.

Compatibility

Objective 3.1: New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE Policy 3.1.3) with the established character of the surrounding neighborhood.

Policies

Policy 3.1.2: Gradual transitions of intensities and densities between different land uses shall be provided for as new development is proposed and approved through the use of professional site planning, buffering and screening techniques and control of specific land uses. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.

Policy 3.1.3: Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or designs which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Objective 4.4: Neighborhood Protection

Enhance and preserve existing neighborhoods and communities. Design neighborhoods which are related to the predominant character of their surroundings.

Policies

Policy 4.4.1: Any density or intensity increases shall be compatible with existing, proposed or planned surrounding development. Development and redevelopment shall be integrated with the adjacent land uses through:

- a) The creation of like uses; and
- b) Creation of complementary uses; and
- c) Mitigation of adverse impacts; and
- d) Transportation/pedestrian connections; and
- e) Gradual transitions of intensity

Policy 4.4.5 Community gathering places shall be provided within residential developments, where feasible and necessary, to improve and enhance the quality of life within neighborhoods. Community gathering places shall be functionally designed and improved to allow for` leisure activity and be accessible to the residents of the proposed development.

Policy 4.4.6 The Land Development Code shall require single family detached, single family attached and townhome residential development of 50 units or greater for platted lot sizes of less than 1/3 acre to include community gathering places. Gathering places shall be walkable from all residences within the development.

Energy Innovation Park

Goal - Provide for an Energy Innovation Park (EIP) Future Land Use Category to meet existing and future needs for sustainable development including renewable alternative energy, resource recovery, and energy research in an environmentally responsible and economically feasible manner. The EIP will permit these non-nuclear uses with a mix of industrial, processing, manufacturing, warehousing, distribution, educational/institutional, research, retail/commercial/office, utility, agriculture, and residential uses which encourage sustainable development in a specific geographic location.

Objective 4.16: The EIP permits alternative energy, resource recovery, industrial, processing, manufacturing, warehousing, distribution, educational/institutional, research, retail/commercial/office, utility, agriculture, and residential uses that promote sustainable development.

Policy 4.16.1: The EIP shall incorporate renewable alternative energy production and such facilities shall be constructed first or at the same time as other uses. Renewable alternative energy, resource recovery,

research, educational research, employment, industrial, agricultural, warehouse, distribution, processing, commercial, institutional, utility uses, retail/commercial, office and residential uses are permitted. More specifically, uses within the EIP shall meet the following criteria:

6. Single family residential, including both attached and detached units, is permitted in a manner that provides a transition from adjacent lower density single family residential uses and the more intensive uses of EIP at a density of no more than 3 dwelling units per acre.

7. To promote the development and maintenance of agriculture to strengthen the agricultural economy, agriculture and aquaculture uses shall be allowed in and encouraged in and around the EIP.

Policy 4.16.2: A site plan controlled Planned Development (PD) zoning district shall be required for the EIP.

3. When there is more than one owner within the Planned Development (PD) zoning, the criteria specified by Policies 4.16.1 and 4.16.2 may be allocated between the property owners.

5. At the time that the zoning is modified to include residential uses, it shall include conditions regarding appropriate environmental testing for the areas proposed for residential uses considering the former use of much or all of the EIP land as a former phosphate mine. These conditions shall require the developer to coordinate with the appropriate environmental oversight agencies, and that prior to residential development, the developer will, if required by best industry practices and appropriate agency guidance, conduct (a) pre-construction radiation sampling to determine if mitigation systems or specialized construction techniques are needed, and, if needed, such systems and/or techniques will be installed prior to issuance of any residential certificates of occupancy; and (b) other appropriate environmental assessments, which depending on the results may require the developer to employ appropriate remediation techniques, engineering controls, and/or institutional controls.

Policy 4.16.3: Development within the EIP shall conform to the following criteria:

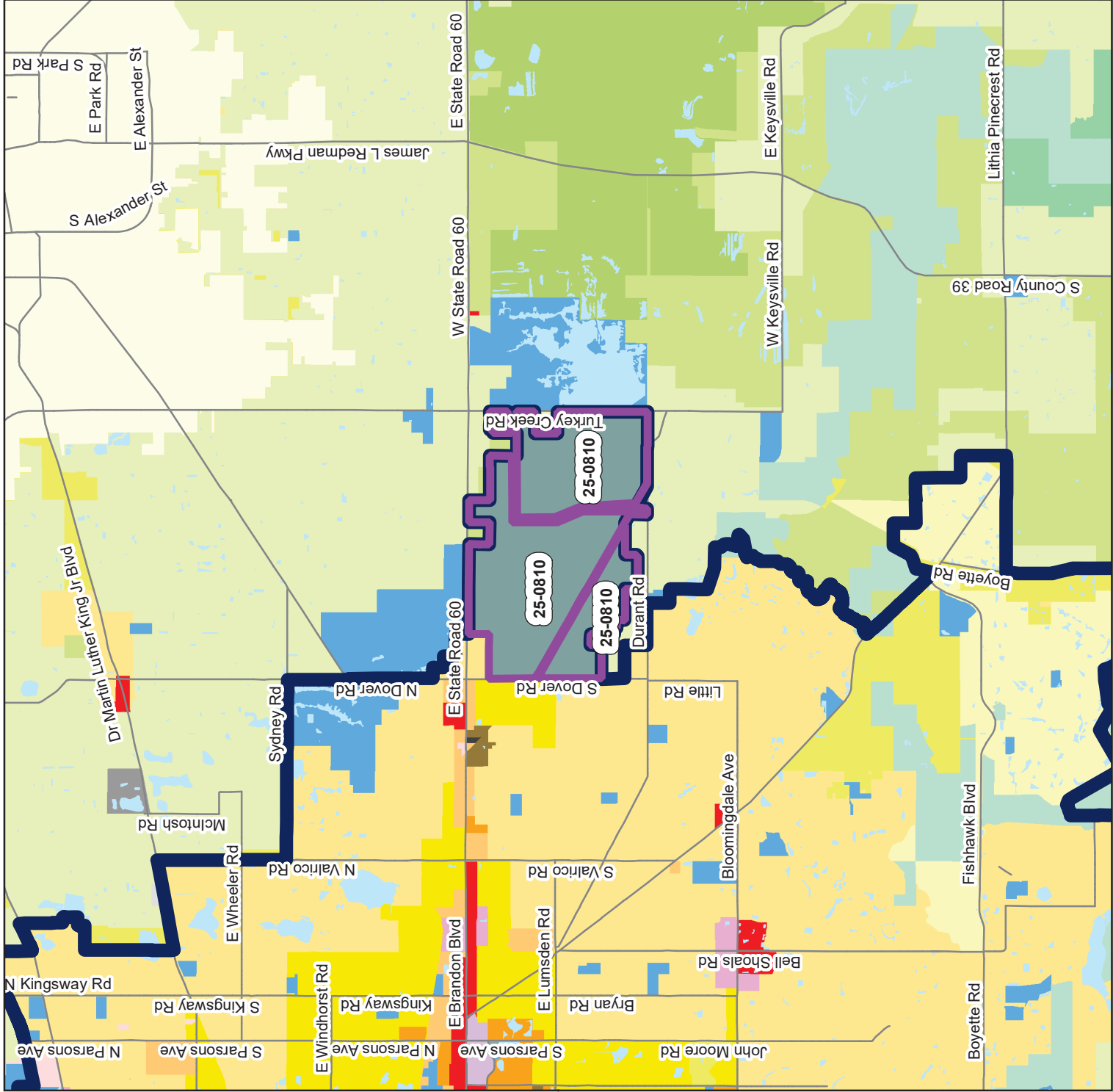
2. Enhanced buffering is required where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Where adjacent to single family residential uses or zoning outside the EIP, a minimum buffer greater than that required by the Land Development Code shall be provided. The width and type shall be determined within the applicable Planned Development (PD) zoning.

5. Development and operation of the EIP shall be coordinated with all appropriate Federal, State, regional and local agency regulations, including but not limited to the U.S. Army Corps of Engineers, Department of Environmental Protection, Department of Natural Resources, and Southwest Florida Water Management District. Further, the property owner and/or future developer of the land subject to the superfund site will continue to cooperate and coordinate with the U.S. Environmental Protection Agency, the Department of Environmental Protection and Hillsborough County (the "Agencies") in connection with the Agencies' obligations related to the superfund site. All restrictions set forth by the Agencies at the time of development will be adhered to by the property owners and/or developers.

Policy 4.16.5: *The EIP land use designation is only allowed within Sections 26, 27, 28, 33, 34, and 35 Township 29, and Range 21, which is within the Urban Service Area, and which shall provide the following site-specific features:*

- 1. Intensities shall transition from greater intensities in the north along SR 60 to more agriculture or residential in the south reflecting the adjacent urban/suburban and rural areas.*
- 2. There shall be direct access to a major arterial roadway (SR 60). Other roadways, such as collectors, may also provide access to EIP, as identified in the Planned Development (PD) zoning.*
- 3. Buffering/screening adjacent to existing residential uses along South Dover Road and along the southern property boundary shall include preservation of existing vegetation and topographic features (or as may be required or modified by any applicable reviewing agencies).*
- 4. Open space may include agriculture, buffers, and wetlands but shall not be less than 15% of the total project area.*
- 6. EIP property south of the existing CSX railroad tracks is limited to single family residential (both attached and detached) at a density no greater than 1,200 units and may include agriculture, solar support uses and facilities. This community shall be planned to provide a transition to densities from the R-1 areas to the more intensive uses north of the CSX railroad tracks. No change in existing land use shall be permitted within the area south of the CSX railroad tracks until the EPA and the County establish and implement an ongoing testing program to delineate the extent of 1,4-Dioxane contamination. Approval for residential use shall be contingent upon demonstrated stability of the 1,4-Dioxane contamination, as verified through continuous monitoring and testing of existing and/or newly established well sites, in accordance with regulatory agency recommendations and environmental assessment protocols. Demonstrated stability shall be defined in the Planned Development (PD) zoning. The County shall provide the landowner with the testing program and results from all monitoring events.*

HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ MM 25-0810



- Rezonings
- STATUS
 - APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING
- Tampa Service Area
- Urban Service Area
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Major Roads
- wam NATURAL LULC_Wet_Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCIAL)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASI-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is for informational purposes only and is not intended to be used as a legal document. It is intended that the user of this map will verify the accuracy of the information shown on this map with the appropriate authorities. Hillsborough County City/County Planning Commission. This map is for illustrative purposes only. It is not the most current data and information, and the appropriate authorities should be consulted for the most current data and information.



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