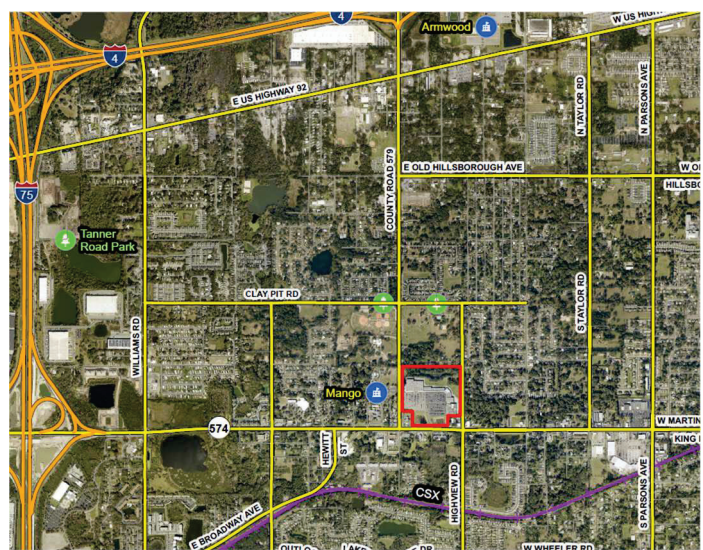




PD Modification Application: PRS 26-0750
Zoning Hearing Master Date: NA
BOCC Land Use Meeting Date: June 9, 2026

1.0 APPLICATION SUMMARY

Applicant: NAP Construction LLC
FLU Category: OC-20 (Office Commercial – 20)
Service Area: Urban
Site Acreage: 31.32
Community Plan Area: Seffner Mango
Overlay: None



Introduction Summary

The applicant is requesting a minor modification to PD 85-0206 (as most recently modified by MM 25-0265) to allow for a 6,000-square-foot increase to the permitted gross floor area, modify the trip cap, and relocate the sidewalk along Highview Road from the public right-of-way to the subject parcel.

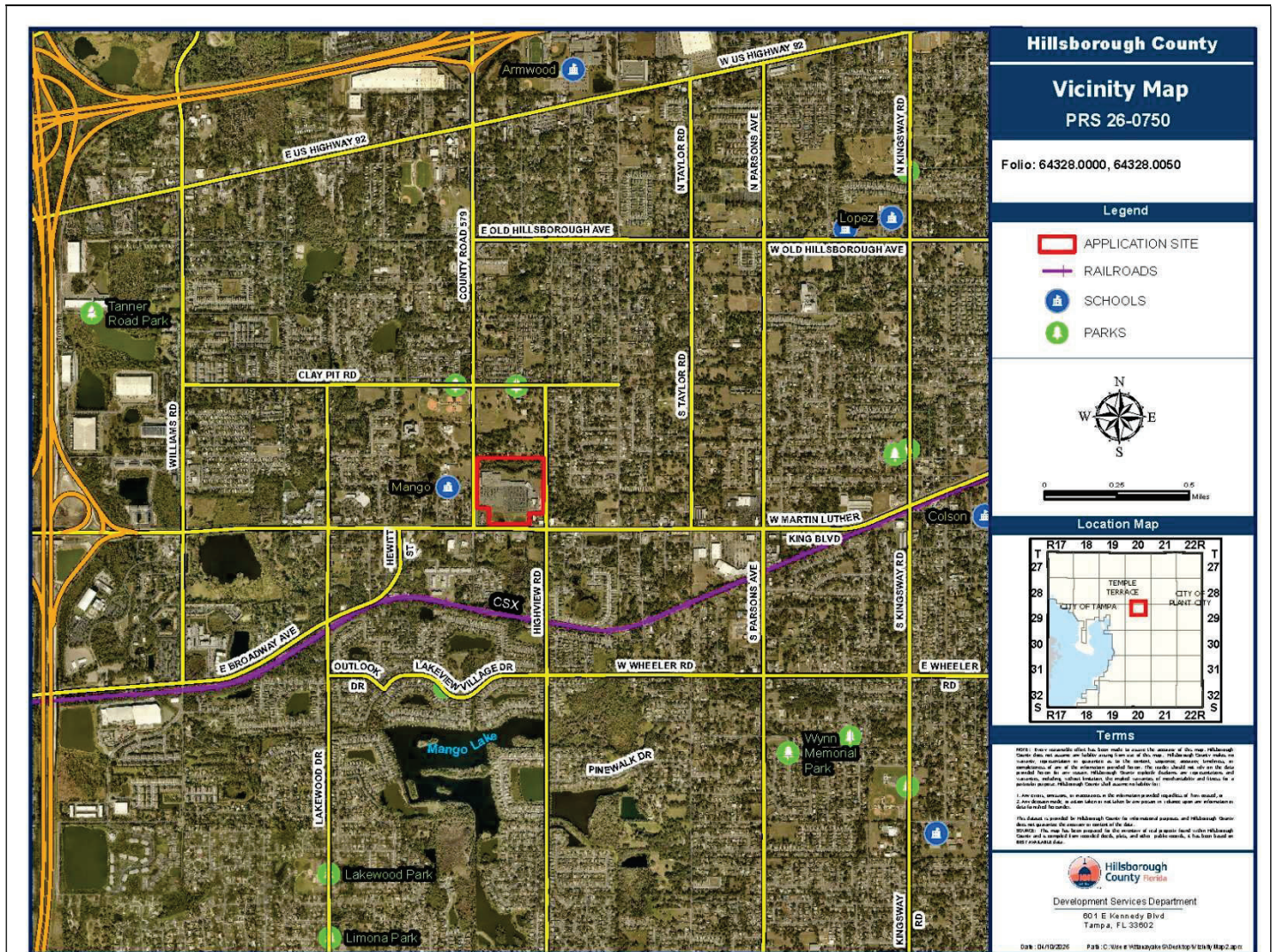
Existing Approvals	Proposed Modifications
Site development to allow up to 222,000 SF. within modification area	Site development to allow up to 228,000 SF. within modification area
No development shall be permitted that causes cumulative development to exceed 15,156 gross daily trips, 847 gross AM peak hour trips, or 1,285 gross PM peak hour trips.	No development shall be permitted that causes cumulative development to exceed 15,157 gross daily trips, 842 gross AM peak hour trips, or 1,323 gross PM peak hour trips
A 5-foot-wide sidewalk is approved within the Highview Road Right-of-Way.	Relocate approved 5-foot-wide Highview Road sidewalk to the eastern boundary of the subject property in conjunction with a 7-foot sidewalk easement.

Additional Information	
PD Variations	None

Planning Commission Recommendation N/A	Development Services Recommendation Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

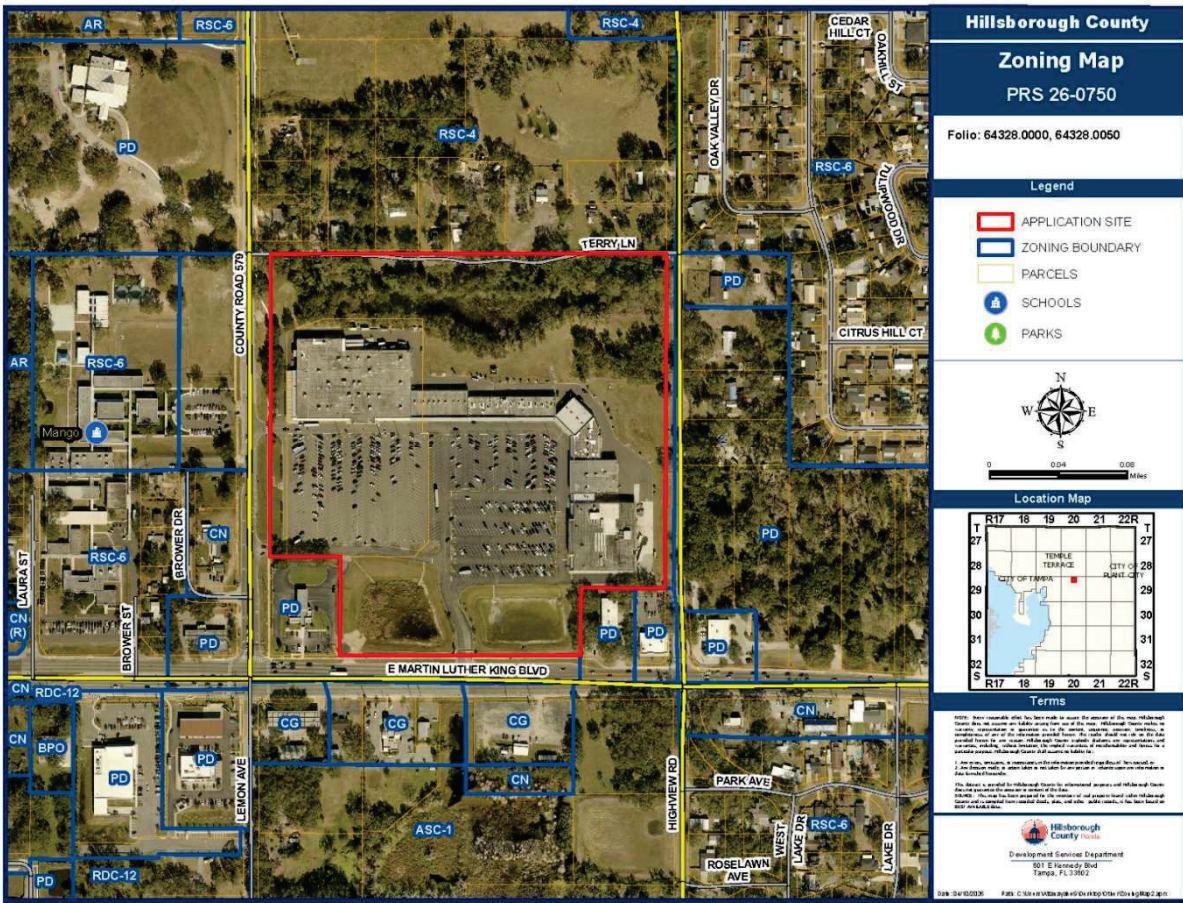


Context of Surrounding Area:

The property adjoins E Dr. Martin Luther King, Jr. to the south in an area that is developed as a commercial corridor. Mango Road CR 579, located immediately to the west is less intensely developed with church, elementary school, residential and convenience store with gas uses. The properties to the north and east are primarily developed for residential use.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Immediate Area Map

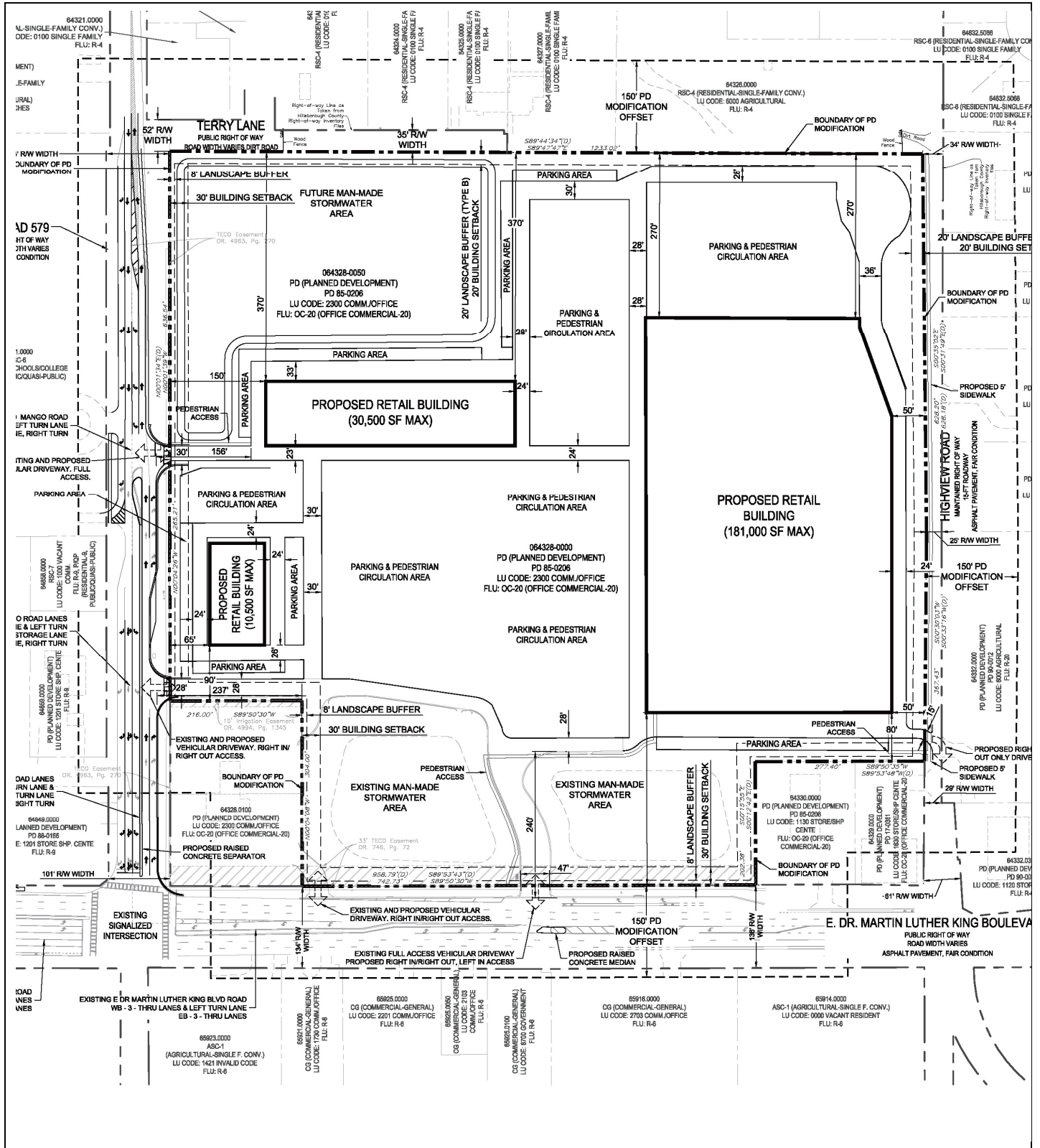


Adjacent Zonings and Uses

Location	Zoning	Maximum Density/FAR Permitted by Zoning District	Allowable Use	Existing Use
North	RSC-4	4 DU/GA FAR: NA	Single-Family, Conventional	Single Family, Conventional
South	CG	NA FAR: 0.25	Retail & Services	Auto Sales, State Owned Storm Water Facility, Office, Restaurants, Convenience Store with Gas Sales
	ASC-1	1 DU/GA FAR: NA	Agricultural & Single-Family, Conventional	Undeveloped
East	PD 25-0579	26.32 DU/GA FAR: 0.75	Multi-Family	Single Family, Conventional & Undeveloped
	PD 90-0012	4.0 DU/GA FAR: NA	Single-Family, Conventional	Single Family, Conventional
West	RSC-6	6 DU/GA FAR: NA	Single-Family, Conventional	Elementary School
	CN	NA/FAR: 0.20	Commercial	Commercial & Residential
	PD 88-0166	NA/FAR: 0.50	Commercial	Convenience Store with Gas Sales

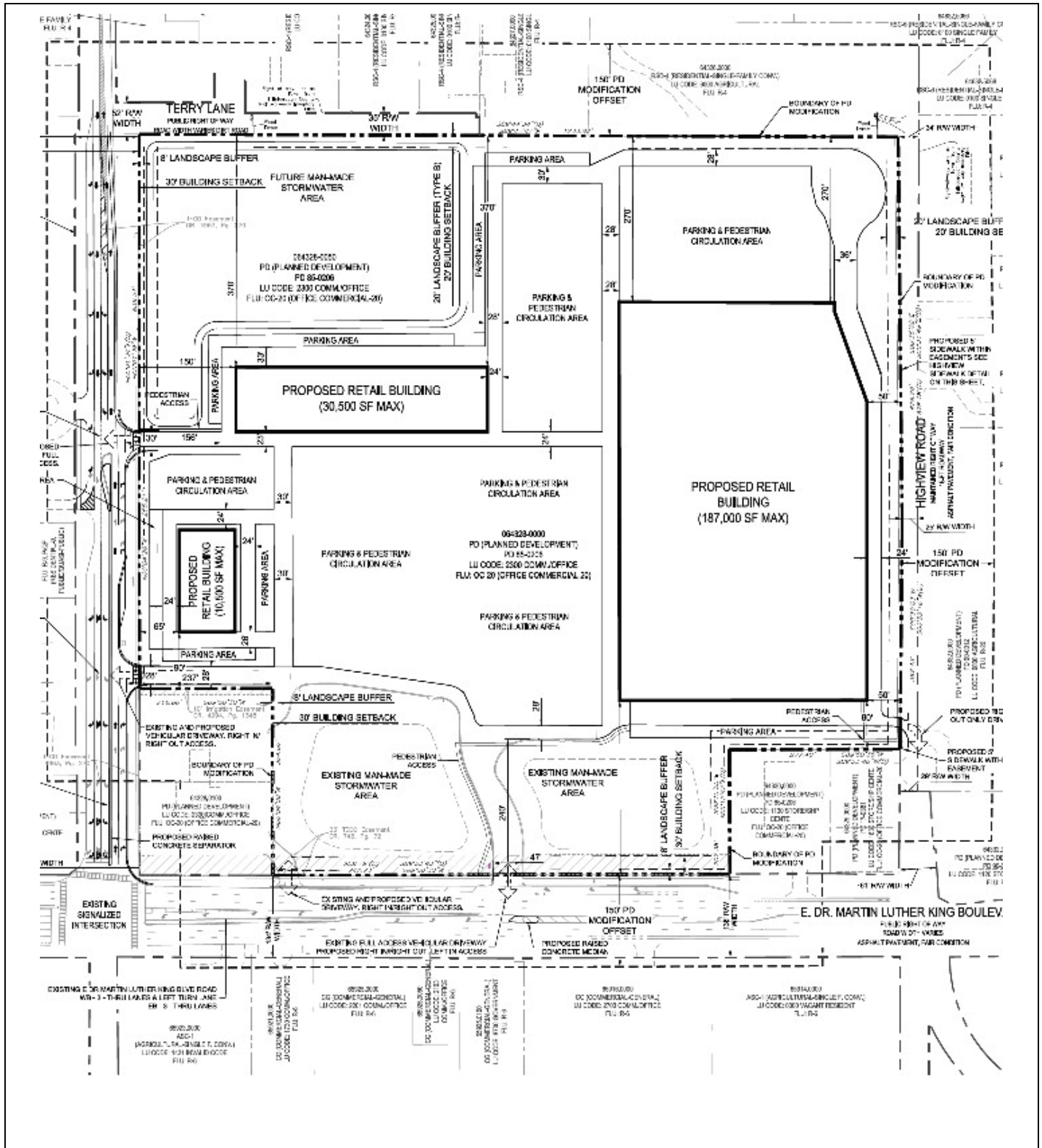
2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 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

2.4 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
MLK Blvd.	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (Median Modifications)
Mango Rd.	County Arterial – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for 2-Lane Urban)	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Highview Rd.	County Local – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	14,853	830	1,297
Proposed	15,157	842	1,323
Difference (+/-)	(+) 304	(+) 12	(+) 26

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

Connectivity and Cross Access Not applicable for this request

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

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
Mango Rd./ Access Spacing	Deminimis Administrative Variance Requested	Previously Approved
Highview Rd./ Substandard Road	Deminimis Administrative Variance Requested	Previously Approved
Mango Rd./ Throat Depth	Deminimis Administrative Variance Requested	Previously Approved
Mango Rd./ Substandard Road	Deminimis Design Exception Requested	Previously Approved
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Environmental Services	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environmental Lands Management	<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: <ul style="list-style-type: none"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees				
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"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Staff finds that relocating the sidewalk from the Highview Road right-of-way to the subject property allows the required tree plantings to be placed within 10 feet of the property line as required by the LDC. Furthermore, the proposed general site plan orients commercial development away from nearby residential areas. The proposed Floor Area Ratio of 0.17 is below the 0.75 permitted under the OC-20 Future Land Use designation. Accordingly, staff finds that relocating the sidewalk and increasing the gross floor area from 222,000 square feet to 228,000 square feet will have minimal impact on neighboring properties and remains compatible with local zoning and development patterns.

5.2 Recommendation

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

6.0 PROPOSED CONDITIONS

Prior to certification, the applicant shall revise the general site plan to change all references of MM 25-0265 to PRS 26-0750 and identify proposed site plan as Sheet 3 of 3 instead of Sheet 1

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted ~~March 4, 2025~~ April 1, 2026.

The following conditions shall apply to the area which is the subject of ~~MM 25-0265~~ PRS26-0750:

1. The area shall be permitted for up to ~~222,000~~ 228,000-SF of the following uses:
 - a. Shopping Center;
 - b. Retail, Convenience Goods and/or Shoppers' Goods;
 - c. Eating Establishment, Walk-In, Drive-In and/or Fast-Food;
 - d. All uses permitted within the CN zoning district, excluding Family Day Care Home, Schools, Colleges and Universities, Libraries, Banquet and Reception Halls, Funeral Homes and Mortuaries, Wedding Chapel, Recreation Facilities, and Mini-Warehouse uses; and
 - e. Big Box Retail (with any of the above or additional following uses permitted within the Big Box Retail building):
 - i. Services, Personal, Professional and/or Business
 - ii. Motor Vehicle Repair, Neighborhood Serving
 - iii. Sales, Service, and Repair of Tires

A drive-through window / drive-through use is permitted in connection with any of the uses permitted in the project in accordance with LDC Section 6.11.35 for eating establishments. The above uses shall be further limited as described in zoning conditions 3 and 4.

2. Uses shall be constructed within a maximum of three (3) structures as shown on the PD site plan. Within the Big Box Retail portion of the project, any of the above uses may be included as tenants/uses within the box, and a minimum of 95% of such uses shall be accessed internally from within the Big Box store.
3. No development shall be permitted that causes cumulative development to exceed ~~15,156~~ 15,157 gross average daily trips, 847 gross a.m. peak hour trips, or ~~1,285~~ 1,323 gross p.m. peak hour trips. Additionally, concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within modification area. 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 not 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 development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
4. Parking for the modification area shall be permitted at a rate of 4.5 per 1,000 gross square feet. Additionally:

- a. All uses within the modification area shall be included within a single shared parking agreement consistent with requirements of Sec. 6.05.02. of the LDC.
- b. Notwithstanding the above, the above parking rate shall only apply for development within the modification area which includes a mix of uses which do not exceed certain cumulative individual use limits specified below. Development beyond those specific limits may be permitted within the modification area, subject to the available entailments and transportation trip cap referenced in condition 3, above; however, parking for such uses shall occur at the rates listed in Sec. 6.05.02 of the LDC.
 - i. No more than 12,000 SF of sit-down restaurant uses (without drive-through);
 - ii. No more than 2,000 SF of fast-food with drive-through uses; and,
 - iii. No more than 6,000 SF of fast-food without drive-through uses.

Notwithstanding the above, all uses within the Big Box store shall be parked at a rate of 4.5 per 1,000 SF.

- c. The developer shall construct a minimum of 62 bicycle spaces, distributed throughout the project.
5. The Big Box portion of the development shall comply with LDC Sec. 6.11.106.
 6. Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD modification area boundaries.
 7. The modification area shall be served by (and limited to) the following vehicular access connections:
 - a. One (1) full access to Mango Road;
 - b. One (1) right-in/right-out access to Mango Road;
 - c. One (1) right-in/right-out/left-in access to Dr. Martin Luther King Jr. Boulevard; and,
 - d. One (1) right-out only connection to Highview Road.

Notwithstanding the above, the existing access connection within the modification area which serves folio 64328.0100 shall be permitted to remain.

8. Construction access to the site shall be restricted to those connections specified in conditions 7.a. through 7.c., above. The developer shall include a note regarding same on each site/construction plan submittal.
9. Prior to or concurrent with the initial increment of development within the modification area, the developer shall construct the following site access improvements:
 - a. Construct a southbound to eastbound left turn lane on Mango Road at the project's northernmost Mango Rd. entrance;
 - b. Construct a northbound to eastbound right turn lane on Mango Road at the project's southernmost Mango Rd. entrance;
 - c. Lengthen the existing northbound to eastbound right turn lane on Mango Road at the project's northernmost Mango Rd. entrance;
 - d. Unless otherwise approved by FDOT, the developer shall modify the existing median opening on Dr. Martin Luther King Jr. Boulevard serving the project, as shown on the site plan, such that left-out turning movements are prohibited;

- e. Construct a dedicated, southbound to eastbound left turn lane on Mango Rd. at its intersection with Dr. Martin Luther King Jr. Boulevard. This turn lane shall be in addition to the existing shared through-left lane which currently exists at the intersection.
 - f. Construct any other improvements deemed necessary by FDOT.
10. The developer shall provide vehicular and pedestrian interconnectivity between all uses within PD.
11. If ~~MM 25-0265~~ PRS 26-0750 is approved, the County Engineer will approve a de minimis exception to a previously approved Section 6.04.02.B. Administrative Variance (dated January 24, 2025) from the LDC Sec. 6.04.07 access spacing requirements for the project's Mango Road access connections, which was ~~found approvable~~ approved by the County Engineer (on ~~March 17~~ June 11, 2025). Specifically, approval of this Administrative Variance will permit a reduction of the minimum access spacing for the northernmost project access on Mango Road as follows:
- a. A variance of +/- 230 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 15 feet; and,
 - b. A variance of +/- 170 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 75 feet.
12. If ~~MM 25-0265~~ PRS 26-0750 is approved, the County Engineer will approve a de minimis exception to a previously approved Section 6.04.02.B Administrative Variance (dated January 23, 2025) which was ~~found approvable~~ approved by the County Engineer (on ~~March 17~~ June 11, 2025) for the Highview Rd. substandard road improvements required pursuant to Section 6.04.03.L. of the LDC. Approval of this Administrative Variance will waive the required substandard road improvements along Highview Road.
13. If ~~MM 25-0265~~ PRS 26-0750 is approved, the County Engineer will approve a de minimis exception to a previously approved Design Exception request (dated January 24, 2025), which was ~~found approvable~~ approved by the County Engineer (on ~~March 17~~ June 11, 2025) for the Mango Road substandard road improvements. As Mango Road is a substandard arterial roadway, the developer will be required to construct the following improvements prior to or concurrent within the initial increment of (re)development within the PD modification area, consistent with the Design Exception request:
- a. Within the southern segment (between Dr. Martin Luther King Jr. Boulevard and the southernmost project driveway on Mango Road), the developer shall:
 - i. Construct a 4-foot-wide raised concrete separator; and,
 - ii. Construct (or widen if necessary) existing and proposed travel and turn lanes such that they are 12-feet in width.
 - b. Within the northern segment (between the southern project driveway and the northern PD boundary) the developer shall:
 - i. Construct (or widen if necessary) existing and proposed travel and turn lanes such that they are 11-feet in width; and,
 - ii. Construct a 5-foot-wide paved shoulder along the east side of Mango Road.
14. If ~~MM 25-0265~~ PRS 26-0750 is approved, the County Engineer will approve a de minimis exception to a previously approved Section 6.04.02.B Administrative Variance (dated March 13, 2025) which was

~~found approvable~~ approved by the County Engineer (on ~~March 17~~ June 11, 2025) from the Section 6.04.04.A.2. minimum throat depth requirements for the project's northernmost project access on Mango Rd. Approval of this Administrative Variance will reduce the minimum throat depth to 156 feet (measured from the closest edge of the right turn lane, as shown on the PD site plan).

15. 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.
16. A five-foot-wide sidewalk is permitted to run parallel within the 20-foot landscape buffer along the eastern boundary of the property.

The following conditions apply to the remaining portions of the Planned Development.

- ~~16~~17. The project shall be restricted to a maximum square footage of 6,000 square feet.
- ~~17~~18. The project shall be developed in two phases. Phase I shall consist of the southern outparcel, having folio #64328.0100, (3,000 square feet). The development of the southern outparcel shall be as limited in the Condition below. Phase II of the project shall be the development of the second outparcel, having folio #64328.0100, (the northern parcel) and shall only receive Certificates of Occupancy once State Road 574 is widened to a 4-lane divided roadway between Faulkenburg Road and Parsons Avenue. The maximum building size for the northern parcel shall be 3,000 square feet.
- ~~18~~19. The southern outparcel shall be limited, in the first phase, to the uses allowed under the conditions herein with the exception that no fast-food store or convenience store shall be permitted on the parcel in the first phase.
- ~~19~~20. The following traffic improvements are required from the developer prior to the issuance of Certificates of Occupancy for any expansion of Phase I:
- The developer shall provide an additional 24 feet of right-of-way on the east side of County road 579. This will provide part of the 118 feet of total right-of-way needed ultimately to accommodate a symmetrical 6-lane divided roadway section.
 - The applicant shall construct or re-stripe on County Road 579, at his expense, a continuous left turn lane for southbound to eastbound traffic into the site. This left turn lane shall begin a distance of 100 feet north of the northern access drive and continue through to serve the southern access drive.
 - All roadway construction or re-striping of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement. Design plans for said construction shall be reviewed and approved by the County Traffic Engineering Department and evidence of said approval shall be submitted to review by the Hillsborough County Development Services Department.
 - The developer shall construct a 100-foot long southbound to westbound right-turn lane at the intersection of Parsons Avenue and State Road 574. This improvement will return the level of service of this intersection to D/E with the total project traffic.

e. The applicant shall provide internal access to any existing or future outparcels of the site.

~~20~~21. The developer shall screen, prior to the issuance of Certificates of Occupancy, all mechanical equipment (for example, air conditioners), service areas, trash receptacles, dumpsters, etcetera from view of public places and neighboring properties through the use of features, such as berms, fences, false facades, and dense landscaping.

~~21~~22. All buildings on-site shall be architecturally finished on all sides.

~~22~~23. All the property area and boundaries thereof proposed for commercial use shall be shown on the General Site Plan prior to General Site Plan approval. The total acreage of the property to be utilized as commercial shall be stated on the General Site Plan along with the legal description thereof. Any property area and boundaries thereof which shall be shown on the General Site Plan, but not proposed for commercial use shall be labelled on the General Site Plan as "Open Space;" said labelling shall be completed prior to General Site Plan approval.

~~23~~24. The maximum square footage of the buildings proposed on the out-parcels shall be shown on the General Site Plan prior to General Site Plan approval.

~~24~~25. The developer shall be required to utilize public water and public sewer.

~~25~~26. Uses within the commercial portion of the project shall be restricted to PD-C(N) uses, excluding mini-warehouses.

~~26~~27. Within 90 days of approval of MM 92-0133-C by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Development Management Department a revised General Site Plan for certification which shall reflect all the conditions outlined above.

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

APPLICATION NUMBER: PRS 26-0750

ZHM HEARING DATE: NA

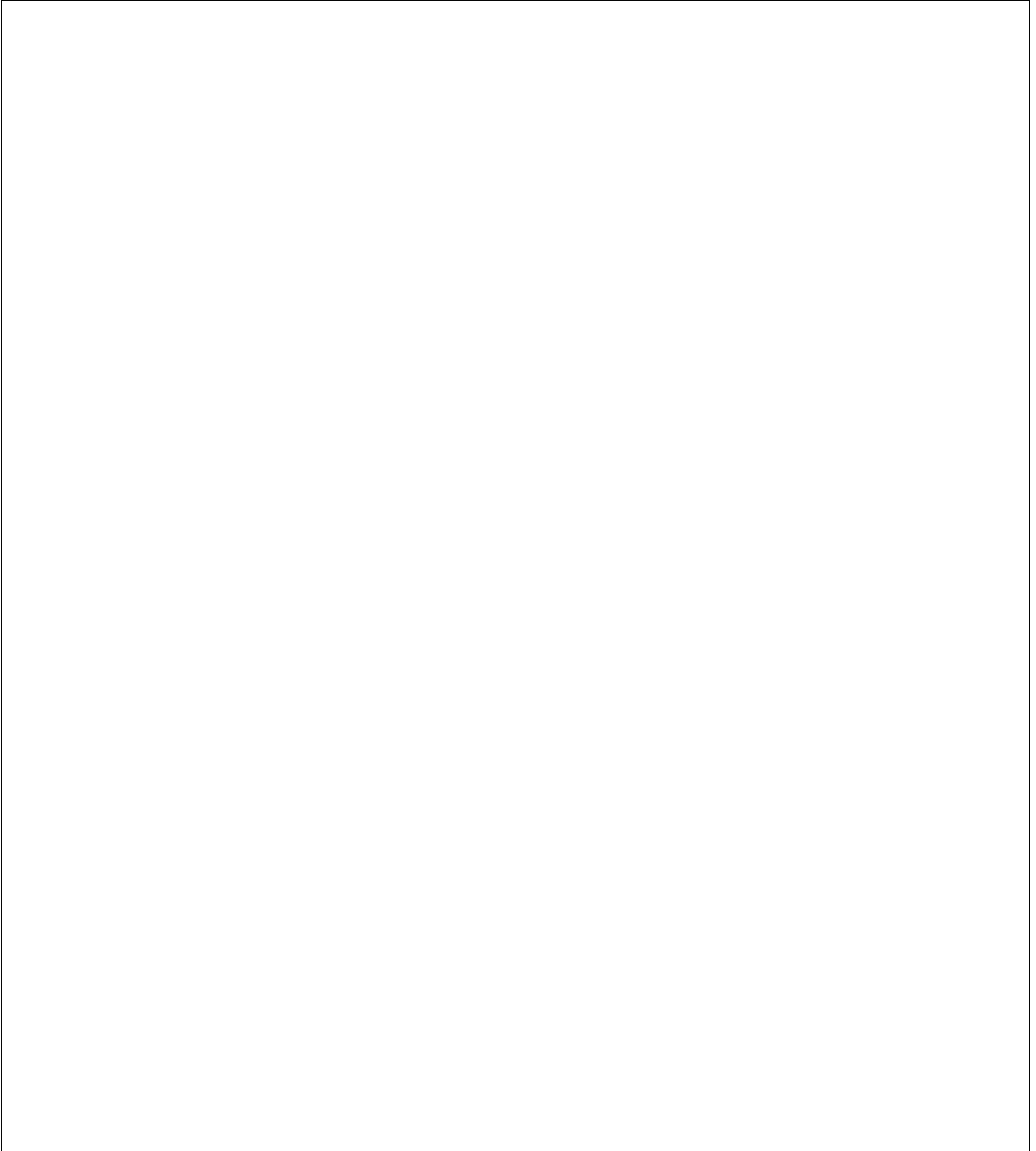
BOCC LUM MEETING DATE: June 9, 2026

CASE REVIEWER: SAM BALL

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

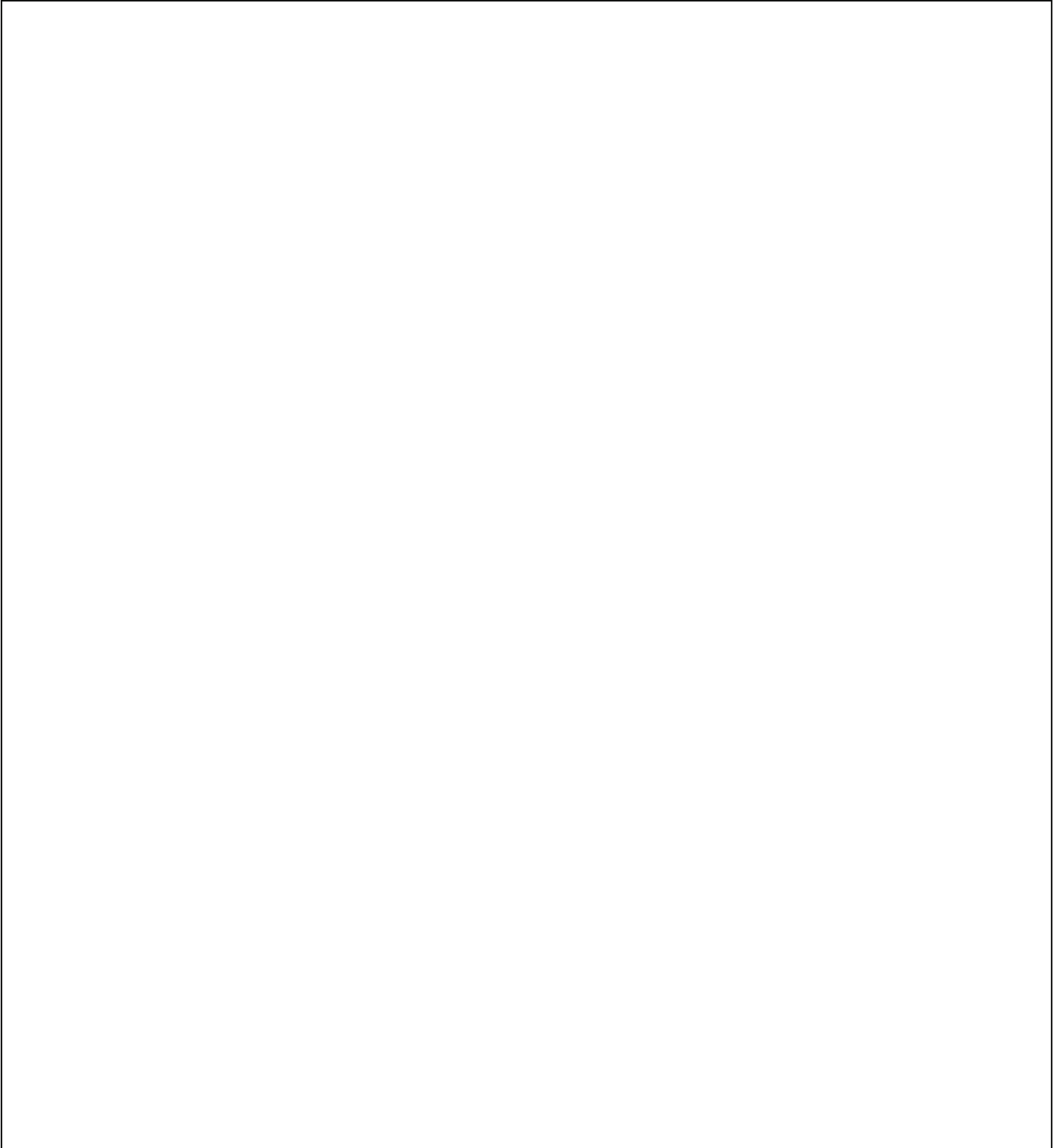
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 05/21/2026

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA: SM

PETITION NO: PRS 26-0750

- 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.

CONDITIONS OF APPROVAL

The following conditions shall apply to the area which is the subject of MM 25-0265:

1. The area shall permitted up to ~~222,000~~228,000 SF of the following uses:
 - a. Shopping Center;
 - b. Retail, Convenience Goods and/or Shoppers' Goods;
 - c. Eating Establishment, Walk-In, Drive-In and/or Fast-Food;
 - d. All uses permitted within the CN zoning district, excluding Family Day Care Home, Schools, Colleges and Universities, Libraries, Banquet and Reception Halls, Funeral Homes and Mortuaries, Wedding Chapel, Recreation Facilities, and Mini-Warehouse uses; and
 - e. Big Box Retail (with any of the above or additional following uses permitted within the Big Box Retail building):
 - i. Services, Personal, Professional and/or Business
 - ii. Motor Vehicle Repair, Neighborhood Serving
 - iii. Sales, Service, and Repair of Tires

A drive-through window / drive-through use is permitted in connection with any of the uses permitted in the project in accordance with LDC Section 6.11.35 for eating establishments. The above uses shall be further limited as described in zoning conditions 3 and 4.

3. No development shall be permitted that causes cumulative development to exceed ~~15,156~~15,157 gross average daily trips, 847 gross a.m. peak hour trips, or ~~1,285~~1,323 gross p.m. peak hour trips. Additionally, concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within modification area. 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 not 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 development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

11. If ~~MM-25-0265~~[PRS 26-0750](#) is approved, the County Engineer will approve a [de minimis exception to a previously approved](#) Section 6.04.02.B. Administrative Variance (dated January 24, 2025) from the LDC Sec. 6.04.07 access spacing requirements for the project's Mango Road access connections, which was ~~found approvable~~[approved](#) by the County Engineer (on ~~March 17~~[June 11](#), 2025). Specifically, approval of this Administrative Variance will permit a reduction of the minimum access spacing for the northernmost project access on Mango Road as follows:
 - a. A variance of +/- 230 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 15 feet; and,
 - b. A variance of +/- 170 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 75 feet.

12. If ~~MM-25-0265~~[PRS 26-0750](#) is approved, the County Engineer will approve a [de minimis exception to a previously approved](#) Section 6.04.02.B Administrative Variance (dated January 23, 2025) which was ~~found approvable~~[approved](#) by the County Engineer (on ~~March 17~~[June 11](#), 2025) for the Highview Rd. substandard road improvements required pursuant to Section 6.04.03.L. of the LDC. Approval of this Administrative Variance will waive the required substandard road improvements along Highview Road.

13. If ~~MM-25-0265~~[PRS 26-0750](#) is approved, the County Engineer will approve a [de minimis exception to a previously approved](#) Design Exception request (dated January 24, 2025), which was found ~~approvable~~[approved](#) by the County Engineer (on ~~March 17~~[June 11](#), 2025) for the Mango Road substandard road improvements. As Mango Road is a substandard arterial roadway, the developer will be required to construct the following improvements prior to or concurrent within the initial increment of (re)development within the PD modification area, consistent with the Design Exception request:
 - a. Within the southern segment (between Dr. Martin Luther King Jr. Boulevard and the southernmost project driveway on Mango Road), the developer shall:
 - i. Construct a 4-foot-wide raised concrete separator; and,
 - ii. Construct (or widen if necessary) existing and proposed travel and turn lanes such that they are 12-feet in width.

 - b. Within the northern segment (between the southern project driveway and the northern PD boundary) the developer shall:
 - i. Construct (or widen if necessary) existing and proposed travel and turn lanes such that they are 11-feet in width; and,
 - ii. Construct a 5-foot-wide paved shoulder along the east side of Mango Road.

14. If ~~MM 25-0265~~ PRS 26-0750 is approved, the County Engineer will approve a de minimis exception to a previously approved Section 6.04.02.B Administrative Variance (dated March 13, 2025) which was ~~found approvable~~ approved by the County Engineer (on ~~March 17~~ June 11, 2025) from the Section 6.04.04.A.2. minimum throat depth requirements for the project's northernmost project access on Mango Rd. Approval of this Administrative Variance will reduce the minimum throat depth to 156 feet (measured from the closest edge of the right turn lane, as shown on the PD site plan).

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting a major modification (PRS) to existing Planned Development (PD) 85-0206, as most recently amended via MM 25-0265. The modification area consists of multiple parcels, totaling +/- 32.82 ac., within a +/- 35.132 ac. PD. The existing PD is approved for 228,000 s.f. of entitlements. The area which is the subject of this PD has approvals for 222,000 s.f. of shopping center uses and other uses. The area excluded from the current modification was approved for 6,000 s.f. of uses on two parcels (which have subsequently been combined into a single parcel. While this parcel also allowed PD-C(N) uses excluding mini-warehouse, the southern parcel was restricted such that no fast-food or convenience store uses would be permitted). Staff notes that the excluded parcel is currently occupied by a bank.

The applicant is proposing to modify permitted uses within the modification area to permit 228,000 s.f. of certain uses. Specifically, a maximum of 187,000 s.f. of Big Box Retail uses are permitted, with the remaining balance (41,000 s.f.) consisting of a shopping center (with two buildings) containing the following uses:

- a. Retail, Convenience Goods and/or Shoppers' Goods
- b. Eating Establishment, Walk-In, Drive-In and/or Fast-food;
- c. Services, Personal, Professional and/or Business;
- d. All uses permitted within the CN zoning District excluding Family Day Home, Schools, College and Universities, Libraries, Banquet and Recent Halls, Funeral Homes and Mortuaries, Wedding Chapel, Recreation Facilities, and Mini-Warehouse Uses.

As noted on the PD site plan, those specific uses may also be located within the big box store. Existing conditions require 95% of all uses within the big box to be accessed directly from within the box (e.g. an optical store or fast-food restaurant which may be located within the store would be accessed from within, while a liquor store attached to the big box could be located within the same structure but have a separate entrance). For purposes of analyzing trip impacts for those uses, they would be considered under the Big Box Trip generation rate. Only other uses within the modification area (but outside of the box) would be analyzed by the appropriate specific land use code (an example of which is shown in the applicant's transportation analysis, and which was used to form the basis for the trip cap and parking rates as further described below).

In accordance with the Development Review Procedures Manual (DRPM), the developer submitted a trip generation and site access analysis for the proposed project. Staff has prepared a comparison of the number of trips potentially generated under the existing and proposed zoning designations, generally consistent with the applicant's transportation analysis, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 12th Edition unless otherwise noted. Staff notes that trip generation for the +/- 2.3-acre portion of the PD was not included for purposes of the below comparison, but the existing trips from the bank site were included in the applicant's submitted analysis.

Existing Zoning (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
181,000 s.f. Big Box Store (ITE LUC 813)	9,122	339	780
41,000 s.f. Other Shopping Center and Outparcel Uses (LUCs 822, 932, 933, 934)	5,731	491	517
Subtotal:	14,853	830	1,297

Proposed Zoning (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
181,000 s.f. Big Box Store (ITE LUC 813)	9,426	351	806
41,000 s.f. Other Shopping Center and Outparcel Uses (LUCs 822, 932, 933, 934)	5,731	491	517
	15,157	842	1,323

Trip Generation Difference (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Net Peak Hour Trips	
		AM	PM
Difference	(+) 304	(+) 12	(+) 26

The trip cap approved under MM 25-0265 was formulated based on trip generation rates from the 11th Edition of the ITE Trip Generation Manual. Staff’s proposed changes to the trip cap condition (provided hereinabove), reflect the fact that trip generation of the existing approved uses decreased for the daily period as a result of utilizing newer 12th Edition data, although not to the extent necessary to offset the full increase of the additional 6,000 s.f. of big box uses being proposed (i.e. necessitating an adjustment of +1 to the daily trip cap).

12th Edition data for the a.m. peak hour period indicates that the existing approved uses would also generate fewer trips than what was previously studied during the 25-0265 application; however, in this instance it was not necessary to increase the previously approved trip cap for this peak period, since the approved cap contains more trips than is necessary to accommodate existing plus proposed development (i.e. even with the additional 6,000 s.f. of big box uses being proposed), within this period.

Lastly, 12th Edition data for the p.m. peak hour periods showed an increase (of 12 trips) in existing trip generation as a result of utilizing the newer 12th Edition data. As such, it was necessary to adjust the p.m. peak hour cap (by +38) to account for this change, as well as the additional 26 p.m. peak trips being generated by the additional 6,000 s.f. proposed as a part of this PRS.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Mango Rd. (CR 579). is a 2-lane, publicly maintained, substandard, arterial roadway. The roadway is owned and maintained by Hillsborough County, and lies within a +/- 100-foot-wide right-of-way along the project’s frontage. The roadway is characterized by +/- 11-foot-wide travel lanes in average condition. There are no bicycle facilities present in the immediate vicinity of the proposed project. There are +/- 5-foot-wide sidewalks along portions of the east and west sides of the roadway in the vicinity of the proposed project.

Mango Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane roadway. Although there is insufficient right-of-way to accommodate the future 4-lane roadway, the developer of the subject property had previously dedicated additional right-of-way along its frontage. Given this, no additional right-of-way is necessary from the subject developer to accommodate the future widening. Any additional right-of-way needed for that segment of the roadway along the project’s frontage will need to come from the western side of the existing right-of-way.

MLK Blvd. is a 6-lane, publicly maintained, principal arterial roadway. The roadway is owned and

maintained by the Florida Department of Transportation (FDOT), and lies within a +/- 130-foot-wide right-of-way along the project's frontage. The roadway is characterized by +/- 12-foot-wide travel lanes in average condition. There are bicycle facilities present along certain segments of MLK Blvd. in the immediate vicinity of the proposed project. There are +/- 5-foot-wide to 6-foot-wide sidewalks along the north and south sides of the roadway in the vicinity of the proposed project.

No comments have been formally received by FDOT regarding this project as of the date of the writing of this report.

Highview Rd. is a 2-lane, publicly maintained, substandard, local roadway. The roadway is owned and maintained by Hillsborough County, and lies within a +/- variable width right-of-way (between +/- 40 feet and +/- 47 feet in width) in the vicinity of the proposed project. The roadway is characterized by +/- 10-foot-wide travel lanes in average condition just south of the project, and transitioning to +/- 15-feet of pavement along the project's frontage. There are no bicycle facilities present along the roadway. There are +/- 5-foot-wide to 6-foot-wide sidewalks along the east and west sides of the roadway in the vicinity of the proposed project.

SITE ACCESS

No changes to site access are proposed or needed as a result of the proposed 6,000 s.f. addition. The below summary documents changes from the previous zoning effort.

As noted during MM 25-0265, the project currently was served by two access connections to Mango Rd. and two access connections to MLK Blvd. The applicant received approval to reconfigure project access as required pursuant to coordination with FDOT, and also as a result of discussions with Hillsborough County. Specifically, the existing median opening on the project's easternmost MLK Blvd. access is being modified to prevent left-out turning movements. Given this, all outbound traffic wishing to turn east would have to exit the project to make a U-turn across three lanes of traffic, and there would be insufficient capacity in the existing westbound to southbound left turn lane at the intersection of MLK Blvd. and Lemon St. to accommodate such traffic. Given this, most project traffic making this movement is anticipated to exit the site utilizing the northernmost project access on Mango Rd., which would then be able to utilize the signal at the intersection. The applicant is proposing construction of an additional dedicated southbound to eastbound left turn lane to help the intersection handle the existing traffic at the intersection (and additional traffic which is anticipated to be generated by the project).

Staff remained concerned due to the proximity of Mango Elementary School across the street from the project, and the intensification of trips which would result on Mango Rd. (and present additional conflicts, particularly during times of school drop-off and pick-up). Subsequently the applicant agreed to add an additional exit-only driveway on Highview Rd., which will allow traffic exiting the site and going east on MLK Blvd. to have access to the traffic signal at the intersection of MLK Blvd. and Highview Rd. Such access also helps better distribute existing trips and provides alternative travel paths during periods of peak congestion.

In accordance with Sec. 6.04.04.D. of the LDC, the applicant is proposing additional site access improvements (turn lanes) at a variety of project access connections and affected intersections. These improvements are listed in the existing approved conditions.

REQUESTED DE MINIMIS ADMINISTRATIVE VARIANCE #1 – MANGO RD. ACCESS SPACING

The applicant's Engineer of Record (EOR) previously submitted a Section 6.04.02.B. Administrative Variance Request (dated January 24, 2025) from the Section 6.04.07 LDC requirement, governing access spacing. The Hillsborough County LDC requires a minimum connection spacing of 245 feet for a Class 5 roadway with a posted speed of 45 miles per hour or less. The applicant is seeking the following variances

relative to its northernmost proposed project access on Mango Rd.:

1. A variance of +/- 230 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 15 feet; and,
2. A variance of +/- 170 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 75 feet

Based on factors presented in the Administrative Variance Request, the County Engineer approved the request (on June 11, 2025).

The County Engineer reviewed the changes proposed by this PRS application and determined that a modification to this Administrative Variance was not needed. If PRS 26-0750 is approved by the Board of County Commissioners, the County Engineer will approve a de minimis exception to the above referenced Administrative Variance request.

REQUESTED DE MINIMIS ADMINISTRATIVE VARIANCE #2 – HIGHVIEW RD. SUBSTANDARD RD.

As Highview Rd. is a substandard roadway, the applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B Administrative Variance (dated January 23, 2025) which was approved by the County Engineer (on June 11, 2025) for the Highview Rd. substandard road improvements. Approval of this Administrative Variance waived the substandard road improvements required by Section 6.04.03.L. of the LDC.

The County Engineer reviewed the changes proposed by this PRS application and determined that a modification to this Administrative Variance was not needed. If PRS 26-0750 is approved by the Board of County Commissioners, the County Engineer will approve a de minimis exception to above referenced Administrative Variance request.

REQUESTED DE MINIMIS ADMINISTRATIVE VARIANCE #3 – THROAT DEPTH (NORTHERNMOST MANGO RD. ACCESS)

The applicant's Engineer of Record (EOR) previously submitted a Section 6.04.02.B Administrative Variance (dated March 13, 2025) which was approved by the County Engineer (on June 11, 2025) for a reduction of minimum throat depth requirements at the northernmost project access to Mango Rd. Approval of this Administrative Variance reduced the minimum 250-foot throat depth requirement to allow a the first point of conflict to be located 156 feet from the closest edge of the right turn lane (as shown on the PD site plan). Staff notes this request was not based on the proper method for measuring throat depth (which is measured from the edge of the travel lane, not the edge of the right turn lane); however, this alternative measurement results in greater throat depth (approximately 11 additional feet) beyond what is requested above.

The County Engineer reviewed the changes proposed by this PRS application and determined that a modification to this Administrative Variance was not needed. If PRS 26-0750 is approved by the Board of County Commissioners, the County Engineer will approve a de minimis exception to the above referenced Administrative Variance request.

REQUESTED DE MINIMIS DESIGN EXCEPTION – MANGO RD. SUBSTANDARD ROAD

As Mango Rd. is a substandard arterial roadway, the applicant's Engineer of Record (EOR) previously submitted a Design Exception request (dated January 24, 2025) to determine the specific improvements which would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer approved the request (on June 11, 2025). The request was split into two segments: a southern segment (defined as that part of Mango Rd. between MLK Blvd. and the southernmost project driveway on Mango Rd.), and a northern segment (defined as the area between the southern project driveway and the northern PD boundary).

Within the southern segment, the deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-4 Typical Section (for 2-Lane, Urban Collector Roadways) include:

1. Placing a 4-foot-wide raised concrete median to prevent westbound and southbound left turn lanes at the southernmost project driveway on Mango Rd. in lieu of the 22-foot wide median that is typically required for divided 2-lane collector roadways (reference TS-5);
2. Permitting 12-foot-wide travel and turn lanes, in lieu of the 11-foot-wide travel lanes required per TS-4; and,
3. Eliminating the 7-foot-wide buffered bicycle lanes required per TS-4.

Within the southern segment, the deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 Typical Section (for 2-Lane, Local and Collector Rural Roadways) include:

1. Permitting 11-foot-wide travel and turn lanes, in lieu of the 12-foot-wide travel and turn lanes required per TS-7; and,
1. Permitting open dragline to be reduced in width from the 19 feet identified in the TS-7, but ensuring maintenance of a 1:4 maximum side slope; and,
2. Permitting a 5-foot-wide paved shoulder in lieu of the 8-foot-wide established shoulder, of which 5-feet is required to be paved per TS-7.

The County Engineer reviewed the changes proposed by this PRS application and determined that a modification to this Design Exception was not needed. If PRS 26-0750 is approved by the Board of County Commissioners, the County Engineer will approve the above referenced de minimis Design Exception request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
MLK Blvd.	I-75	Highview Rd.	D	C
CR 579 (Mango Rd.)	MLK Blvd.	US 92	D	D

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Monday, March 17, 2025 7:16 PM
To: Vicki Castro; Michael Yates
Cc: Kami Corbett; Jaime Maier; Ball, Fred (Sam); Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: MM 25-0265 Administrative Variance & Design Exception Reviews
Attachments: 25-0265 DReq 01-24-25.pdf; 25-0265 AVReq 01-24-25.pdf; 25-0265 AVReq 01-24-25_1.pdf; 25-0265 AVReq 03-17-25.pdf

Vicki/Michael - I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and one Design Exception (DE) for PD 25-0265 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HCFL.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, March 17, 2025 7:11 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: MM 25-0265 Administrative Variance & Design Exception Reviews

Hello Mike,

The attached AVs and DE are Approvable to me, please include the following people in your response email:

vcastro@palmtraffic.com
myates@palmtraffic.com
kami.corbett@hwhlaw.com
jaime.maier@hwhlaw.com
ballf@hcfl.gov
ratliffja@hcfl.gov

Best Regards,

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

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

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Hillsborough County Florida

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January 24, 2025

Mr. Michael Williams, P.E.
Hillsborough County Development Services Department
Development Review Director
County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, FL 33602

The County Engineer has reviewed zoning modification application # 26-0750 and determined the changes to be de minimis. As such, the previous approval shall stand.

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

RE: Mango Plaza (MM 25-0265)
Folio: 064328-0050, 064328-0000
Administrative Variance Request – Minimum Spacing – CR 579 (Mango Road)
Palm Traffic Project No. T24087

Dear Mr. Williams:

This letter documents our request for an administrative variance to Hillsborough County Land Development Code (LDC) Section 6.04.07 (minimum spacing) for access to CR 579 (Mango Road) for the project. The project is located north of SR 574 and east of CR 579 in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on January 16, 2025, with Hillsborough County staff.

The approximately 31.3-acre property is currently occupied by the existing Mango Plaza shopping center. The proposed redevelopment of the shopping center will consist of an approximately 180,566 square foot Walmart and 40,373 square feet of Retail.

The accesses for the project will remain unchanged, except for the addition of the limited egress to Highview Road, and will be as follows:

- One (1) left-in/right-in/right-out access to SR 574 (currently a full access)
- One (1) right-in/right-out access to SR 574 (Fifth Third Bank)
- One (1) right-in/right-out access to Mango Road
- One (1) full access to Mango Road
- One (1) right-out only access to Highview Road.

Mango Road is identified in the Hillsborough County Functional Classification Map as an Arterial roadway and has a posted speed limit of 45 mph. The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing for the full access (northern access) to Mango Road. Based on Section 6.04.07, the connection spacing for Mango Road is 245 feet for a Class 6 road. Figure 2 illustrates the proposed driveway locations relative to the existing driveway location.

Justification must address Section 6.04.02.B.3 criteria (a), (b) and (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability that the following circumstances are met:

a) There is unreasonable burden on the applicant

The request is to maintain the existing access locations that have served this project for over 30 years. With the introduction of a raised median, the southern access on Mango Road will meet the connection spacing standard of 245 feet. However, while the northern access meets the connection spacing standard of 245 feet for driveways on the east side of Mango Road, there are two driveways (noted as C and D in Figure 2) on the west side of Mango Road that serve the existing school that do not meet the connection spacing standard. The existing driveway

separation on Mango Road in proximity to the northern project driveway are shown in Table 1. There are some existing utilities that make relocating the driveway to the north extremely difficult. Given this is the only full access driveway for the project on Mango Road and has existed in this location for more than 30 years, meeting the connection spacing standard is not possible, and therefore, not approving the variance would be an unreasonable burden on the applicant.

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

The existing full access to the project, is approximately 15 feet south of the existing driveway to Mango Elementary front entry (noted as Driveway C in Figure 2). This access point has relatively low traffic volumes and is not the primary parent pick-up and drop-off location, which is the driveway to the south (noted as Driveway D in Figure 2). To minimize the conflict to the two Mango Elementary School driveways west of the primary full access to the project, the application will extend the southbound right turn lane on the west side of Mango Road, to allow for the existing right turn lane to serve both the main entrance driveway and also the parent pick-up/drop-off right-in only driveway. Given the Mango Elementary School layout, the historic operation of the project driveway and the proposed improvement to the Mango Elementary driveway, the driveway spacing would not be detrimental to the public health, safety and welfare of the motoring public.

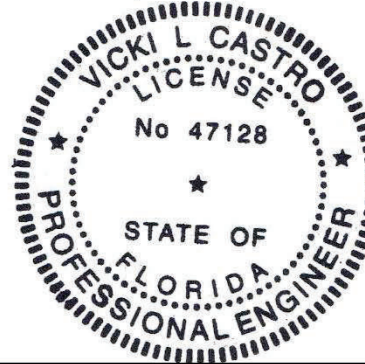
c) Without the variance, reasonable access cannot be provided.

The access spacing variance is requested to maintain the historic use of this driveway, provide a functional site layout and provides the only full access driveway to Mango Road for this development. Without the variance, reasonable to the property could not be provided.

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

Sincerely,

Vicki L Castro, P.E.
Principal



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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

_____ Disapproved _____ Approved with Conditions **X** _____ Approved

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

Michael J. Williams Digitally signed by Michael J. Williams
Date: 2025.06.11 15:10:19 -04'00'
Sincerely,
Michael J. Williams
Hillsborough County Engineer

Figure 1. Location Map

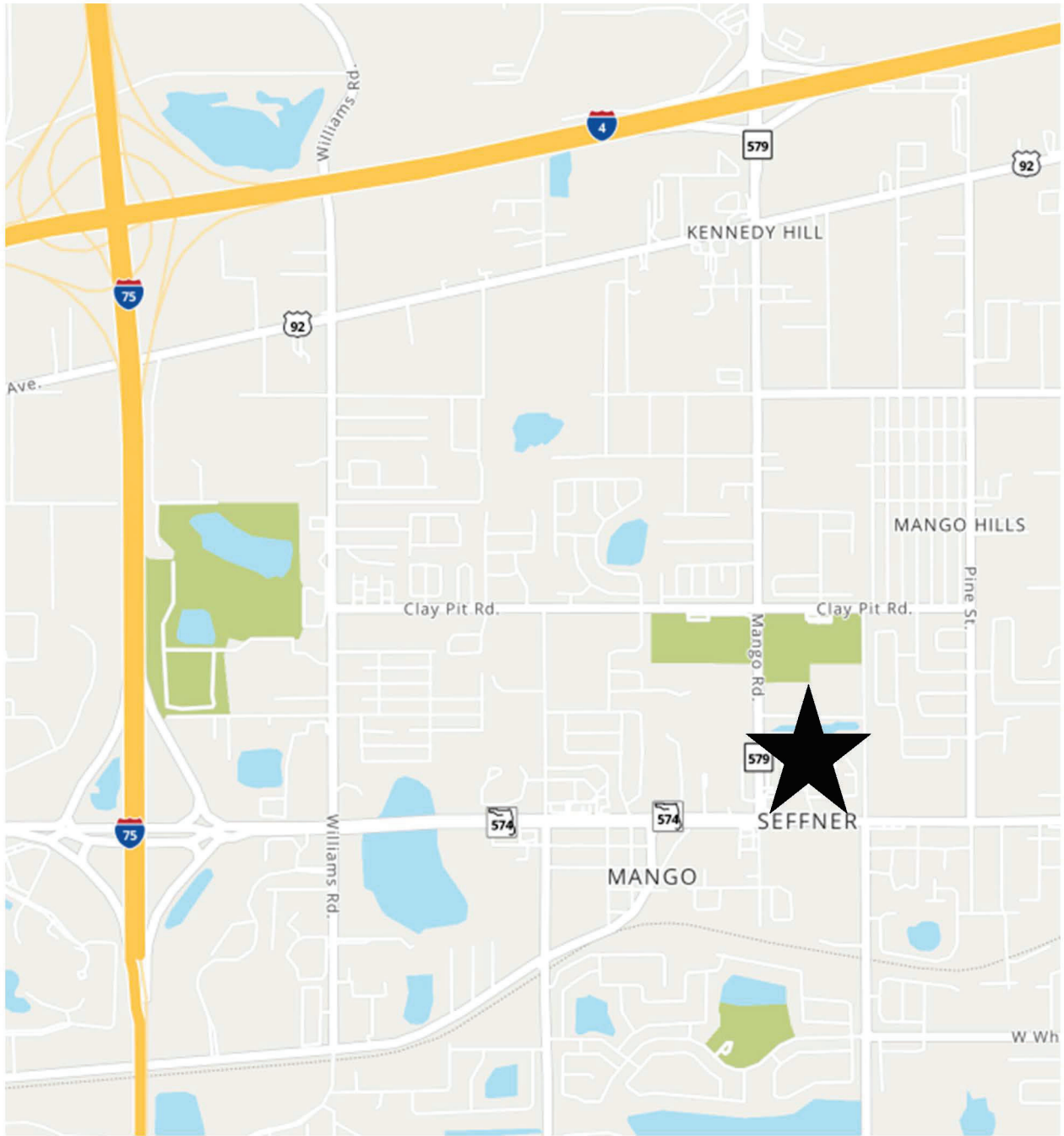


Table 1. Driveway Spacing

<u>Driveway</u>	<u>Spacing From Project Driveway</u>
A	510'
B	350'
C	15'
D	75'

Ratliff, James

From: Williams, Michael
Sent: Monday, March 17, 2025 7:16 PM
To: Vicki Castro; Michael Yates
Cc: Kami Corbett; Jaime Maier; Ball, Fred (Sam); Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: MM 25-0265 Administrative Variance & Design Exception Reviews
Attachments: 25-0265 DReq 01-24-25.pdf; 25-0265 AVReq 01-24-25.pdf; 25-0265 AVReq 01-24-25_1.pdf; 25-0265 AVReq 03-17-25.pdf

Vicki/Michael - I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and one Design Exception (DE) for PD 25-0265 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

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From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, March 17, 2025 7:11 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: MM 25-0265 Administrative Variance & Design Exception Reviews

Hello Mike,

The attached AVs and DE are Approvable to me, please include the following people in your response email:

vcastro@palmtraffic.com
myates@palmtraffic.com
kami.corbett@hwhlaw.com
jaime.maier@hwhlaw.com
ballf@hcfl.gov
ratliffja@hcfl.gov

Best Regards,

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

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Hillsborough County Florida

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January 23, 2025

Mr. Michael Williams, P.E.
Hillsborough County Development Services Department
Development Review Director
County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, FL 33602

The County Engineer has reviewed zoning modification application # 26-0750 and determined the changes to be de minimis. As such, the previous approval shall stand.

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

RE: Mango Plaza (MM 25-0265)
Folios: 064328-0050, 064328-0000
Administrative Variance Request – Highview Road
Palm Traffic Project No. T24087

Dear Mr. Williams:

The purpose of this letter is to provide justification for the administrative variance to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed redevelopment of the Mango Plaza shopping center located north of SR 574 and east of Mango Road in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on January 16, 2025, with Hillsborough County staff.

The approximately 31.3-acre property is currently occupied by the existing Mango Plaza shopping center. The proposed redevelopment of the shopping center will consist of an approximately 180,566 square foot Walmart and 40,373 square feet of Retail.

The accesses for the project will remain unchanged, except for the addition of the limited egress to Highview Road, and will be as follows:

- One (1) left-in/right-in/right-out access to SR 574 (currently a full access)
- One (1) right-in/right-out access to SR 574 (Fifth Third Bank)
- One (1) right-in/right-out access to Mango Road
- One (1) full access to Mango Road
- One (1) right-out only access to Highview Road.

This request is for an administrative variance to the TS-4 typical section of the Hillsborough County Transportation Technical Manual in accordance with LDC Section 6.04.02.B for the section of Highview Road from SR 574 to the project driveway, for the following reasons: (a) there is an unreasonable burden on the applicant; (b) the variance would not be detrimental to the public health, safety and welfare; and (c) without the variance, reasonable access cannot be provided. These items are further discussed below.

a) There is unreasonable burden on the applicant

The existing ROW along Highview Road is approximately 50 feet. The typical TS-4 section for urban collector roadway requires a minimum of 64 feet of ROW with 11-foot travel lanes, a 7-foot buffered bike lane, F type curb and gutter and

a 5-foot sidewalk. The adjacent segment of Highview Road has approximately 11-foot travel, with F type curb and gutter, and a sidewalk along both sides of the roadway. However, the sidewalk along the east side of Highview Road is located at the back of curb. Due to the constrained right of way on Highview Road, the buffered bike lanes, wider shoulders and location of sidewalk cannot be provided. In addition, the connection to Highview Road is limited to right-out only and will limit the project traffic using the secondary access. Therefore, the requirement to improve Highview Road is unreasonable.

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

Highview Road currently has 11-foot travel lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 11-foot lanes may be used. The posted speed limit on Highview Road is 25 mph. The existing 11-foot travel lanes help keep the speed down and help provide a safer section that serves the neighborhood. Given the information outlined in this section, the existing roadway section would not be detrimental to the public health, safety and welfare of the motoring public.

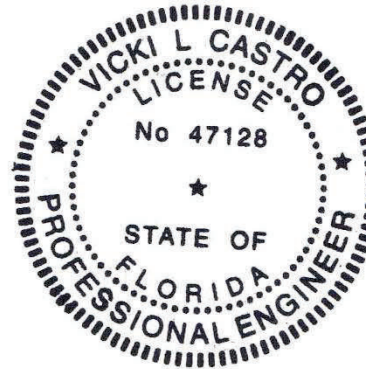
c) Without the variance, reasonable access cannot be provided.

The proposed project will only add the one (1) right-out only access to Highview Road. This will provide a secondary exit to the project on a County collector roadway. Again, without the variance, reasonable access cannot be provided.

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

Sincerely,

Vicki L Castro, P.E.
Principal



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Based on the information provided by the applicant, this request is: **X**
 Disapproved Approved with Conditions Approved

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

Digitally signed by Michael J. Williams
Date: 2025.06.11 15:12:28 -04'00'
Michael J. Williams
Hillsborough County Engineer
Sincerely,

Figure 1. Location Map

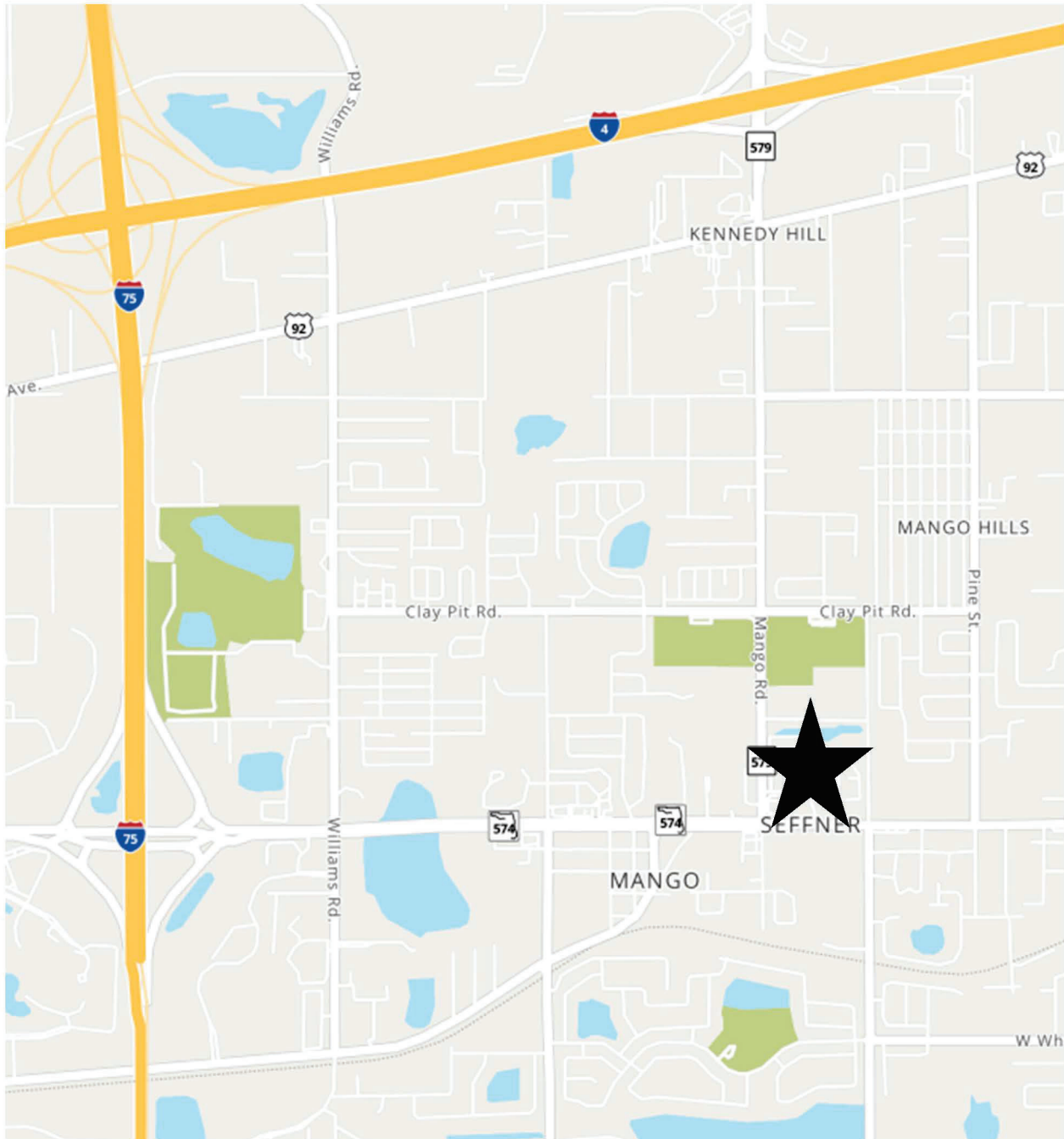


Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths

Context Classification		Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
		Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
		25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1	Natural	11	11	12	11	11	12	N/A	
C2	Rural	11	11	12	11	11	12		
C2T	Rural Town	11	11	12	11	11	12	12	12
C3	Suburban	10	11	12	10	11	12	11	12
C4	Urban General	10	11	12	10	11	12	11	12
C5	Urban Center	10	11	12	10	11	12	11	12
C6	Urban Core	10	11	12	10	11	12	11	12

Notes:

Travel Lanes:

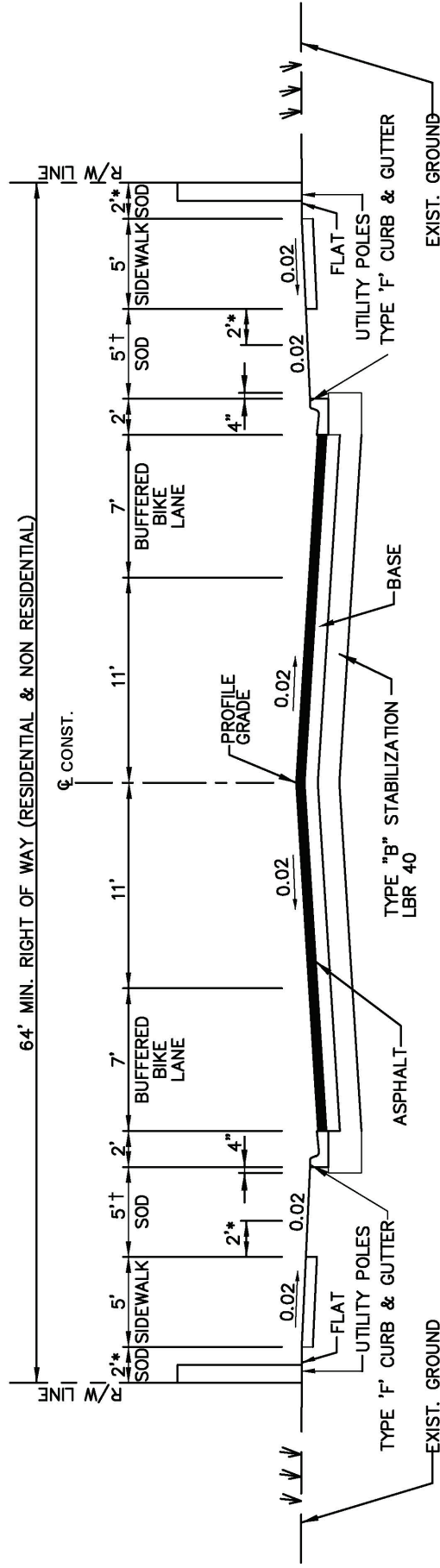
- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph), but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

Auxiliary Lanes:

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For high speed curbed roadways, 11-foot minimum lane widths are allowed for the following:
 - Dual left turn lanes
 - Single left turn lanes at directional median openings.
- (5) For RRR Projects, 9-foot right turn lanes on very low speed roadways (design speed ≤ 35 mph) are allowed.

Two-way Left Turn Lanes:

- (1) Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- (2) For RRR Projects, the values in the table may be reduced by 1-foot.




TYPICAL SECTION
N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 40 MPH

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

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	URBAN COLLECTORS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-4 SHEET NO. 1 OF 1
-------------------------	---------------------------------------	--	---	--------------------------------------

Ratliff, James

From: Williams, Michael
Sent: Monday, March 17, 2025 7:16 PM
To: Vicki Castro; Michael Yates
Cc: Kami Corbett; Jaime Maier; Ball, Fred (Sam); Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: MM 25-0265 Administrative Variance & Design Exception Reviews
Attachments: 25-0265 DReq 01-24-25.pdf; 25-0265 AVReq 01-24-25.pdf; 25-0265 AVReq 01-24-25_1.pdf; 25-0265 AVReq 03-17-25.pdf

Vicki/Michael - I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and one Design Exception (DE) for PD 25-0265 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HCFL.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, March 17, 2025 7:11 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: MM 25-0265 Administrative Variance & Design Exception Reviews

Hello Mike,

The attached AVs and DE are Approvable to me, please include the following people in your response email:

vcastro@palmtraffic.com
myates@palmtraffic.com
kami.corbett@hwhlaw.com
jaime.maier@hwhlaw.com
ballf@hcfl.gov
ratliffja@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review 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.



March 13, 2025

Mr. Michael Williams, P.E.
Hillsborough County Development Services Department
Development Review Director
County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, FL 33602

RE: Mango Plaza (MM 25-0265)
Folios: 064328-0050, 064328-0000
Administrative Variance Request – Driveway Throat Depth on CR 579
Palm Traffic Project No. T24087

The County Engineer has reviewed zoning modification application # 26-0750 and determined the changes to be de minimis. As such, the previous approval shall stand.

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

Dear Mr. Williams:

The purpose of this letter is to provide justification for the administrative variance to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.04.A (Driveway Width/Length) in association with the proposed redevelopment of the Mango Plaza shopping center located north of SR 574 and east of Mango Road in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on March 07, 2025, with Hillsborough County staff.

The approximately 31.3-acre property is currently occupied by the existing Mango Plaza shopping center. The proposed redevelopment of the shopping center will consist of an approximately 180,566 square foot Walmart and 40,373 square feet of Retail.

The accesses for the project will remain unchanged, except for the addition of the limited egress to Highview Road, and will be as follows:

- One (1) left-in/right-in/right-out access to SR 574 (currently a full access)
- One (1) right-in/right-out access to SR 574 (Fifth Third Bank)
- One (1) right-in/right-out access to Mango Road
- One (1) full access to Mango Road
- One (1) right-out only access to Highview Road.

This request is for an administrative variance to the proposed throat depth on the northern project driveway on Mango Road in accordance with LDC Section 6.04.02.B for the following reasons: (a) there is an unreasonable burden on the applicant; (b) the variance would not be detrimental to the public health, safety and welfare; and (c) without the variance, reasonable access cannot be provided. These items are further discussed below.

a) There is unreasonable burden on the applicant

Per LDC Section 6.04.04.A for unsignalized driveways, the minimum driveway length for a regional shopping center (over 150,000 square feet) is 250 feet. The LDC section states that the length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. In

addition, it states the actual width and length of driveways shall be subject to internal and external traffic flow considerations. This is a redevelopment of an existing shopping center with similar existing uses as the proposed shopping center. The uses in both centers are community serving uses rather than the category based on square footage of regional shopping centers. The Community Shopping Center throat depth requirement is 150 feet, which we exceed. Therefore, the requirement to provide 250 feet of throat depth at the northern project driveway on CR 579 is unreasonable.

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

Based on the proposed plan, the internal throat depth is 156 feet. In addition, a northbound right turn lane and southbound left turn lane will be provided that will also allow entering vehicles to move out of the through traffic on Manago Road. Per discussions with staff, the northbound right turn lane has been agreed to be extended to provide approximately 80 feet of additional length (approximately 265 feet overall). These turn lanes provide additional assurance that the entering project traffic does not impact the through traffic on Mango Road. Given the information outlined in this section, the proposed throat depth would not be detrimental to the public health, safety and welfare of the motoring public.

c) Without the variance, reasonable access cannot be provided.

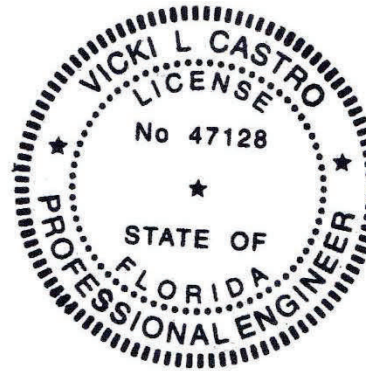
Based on the above information, we believe the proposed throat depth of 156 feet at the northern driveway meets the intent of the LDC Section 6.04.04.A. Again, without the variance, reasonable access cannot be provided.

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

Sincerely,

**Vicki L
Castro**

Digitally signed
by Vicki L Castro
Date: 2025.03.13
11:19:31 -04'00'



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Vicki L Castro, P.E.
Principal

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

Disapproved Approved with Conditions Approved

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

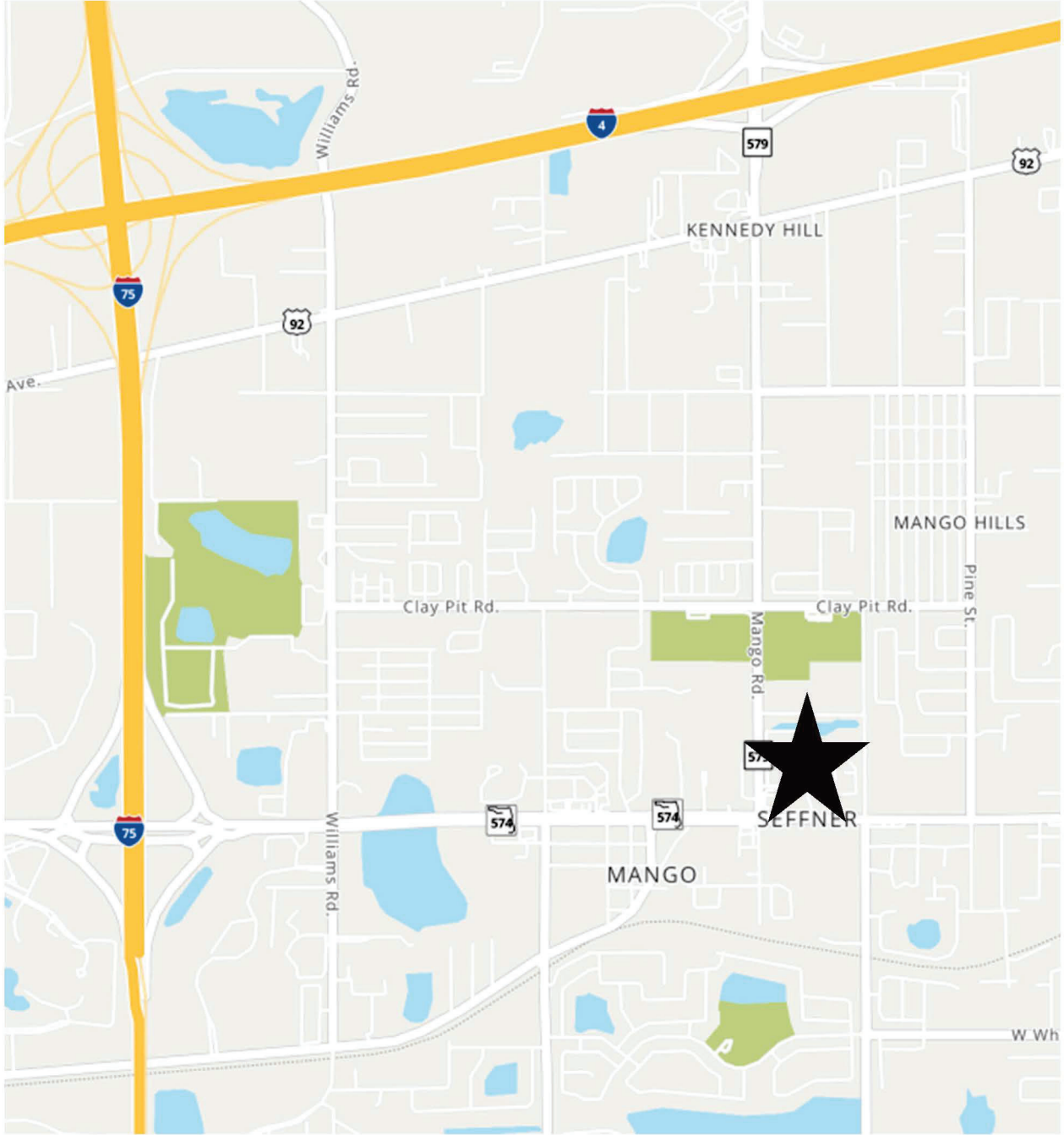
**Michael J.
Williams**

Digitally signed by
Michael J. Williams
Date: 2025.06.11
15:15:52 -04'00'

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Figure 1. Location Map



Bowman
Bowman Consulting Group, Ltd.
5404 Cypress Center Drive, Suite 140
Tampa, FL 33609
Phone: (813) 474-7424
Fax: (813) 474-7424
No. 30462
Certificate of Authorization License

#	DATE	REV	BY

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CLIENT
NAP CONSTRUCTION, LLC

PROJECT
MANGO CENTER

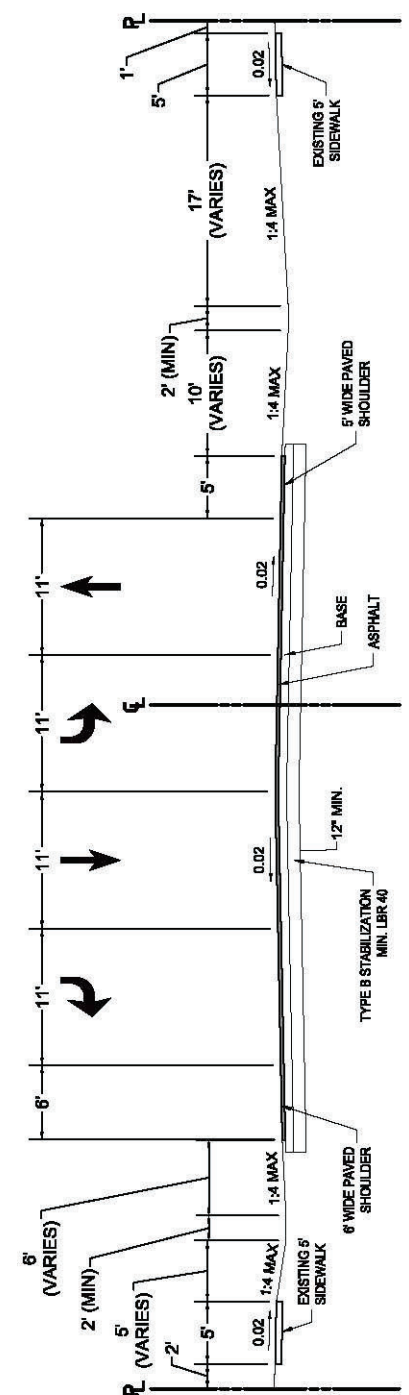
SITE ADDRESS
11724 E DR MARTIN
LUTHER KING JR BLVD,
SEFFNER, FL 33584

SHEET TITLE
MANGO ROAD
TYPICAL SECTIONS

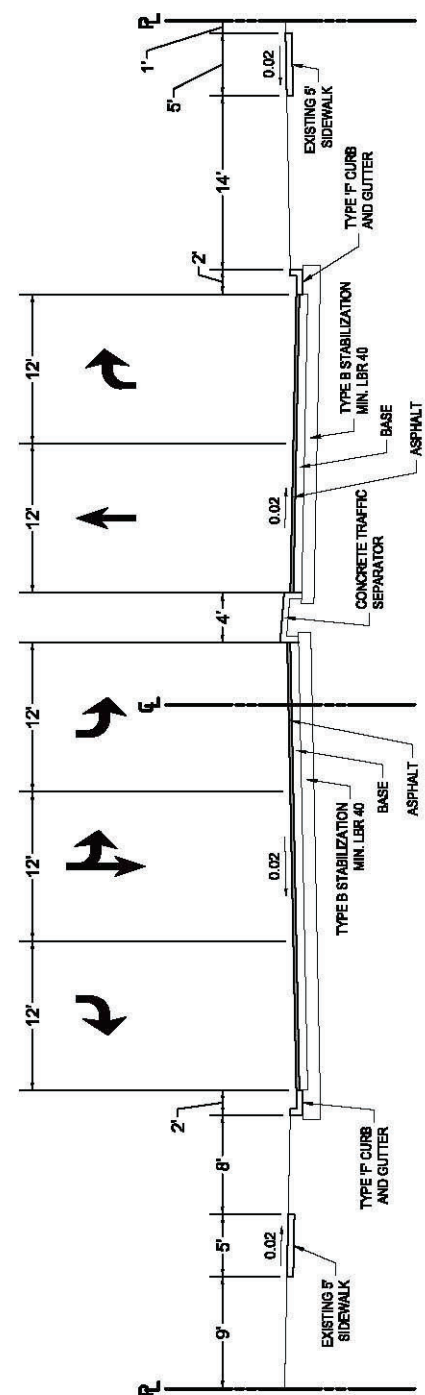
JOB #: 011569-01-001
DATE: 01/21/2025
SCALE: 1" = 10'
DRAWN BY: RJD
CHECKED BY: TWJ

SHEET NO.
EX-1

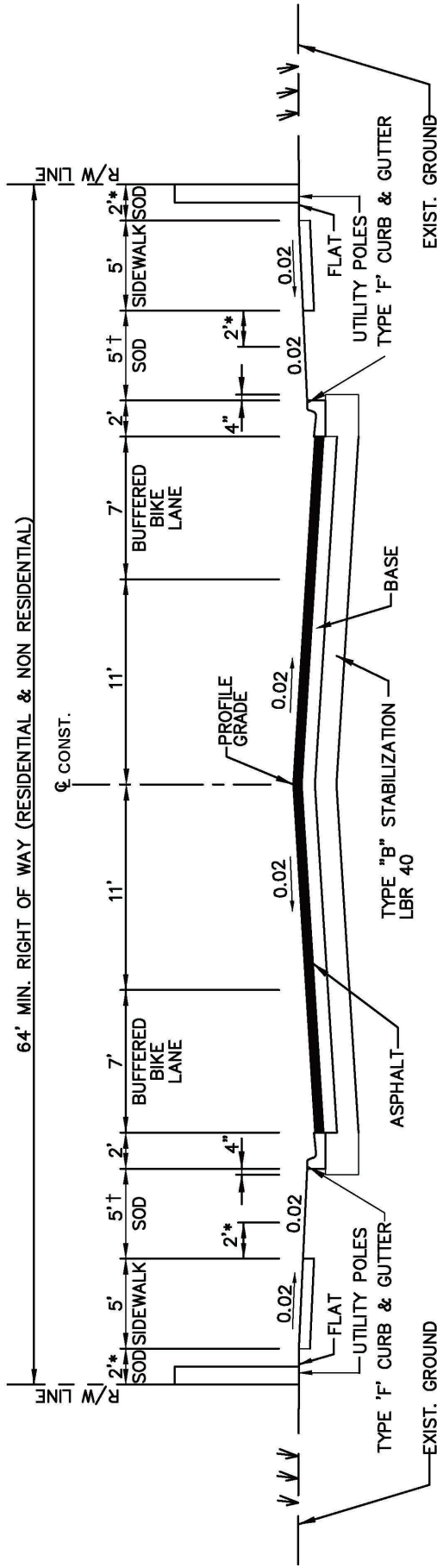
Figure 2: Proposed Typical Sections



MANGO RD (CR 579) TYPICAL SECTION (NORTH OF NORTHERN ACCESS)
SCALE: 1" = 10'



MANGO RD (CR 579) TYPICAL SECTION (SOUTH OF SOUTHERN ACCESS)
SCALE: 1" = 10'




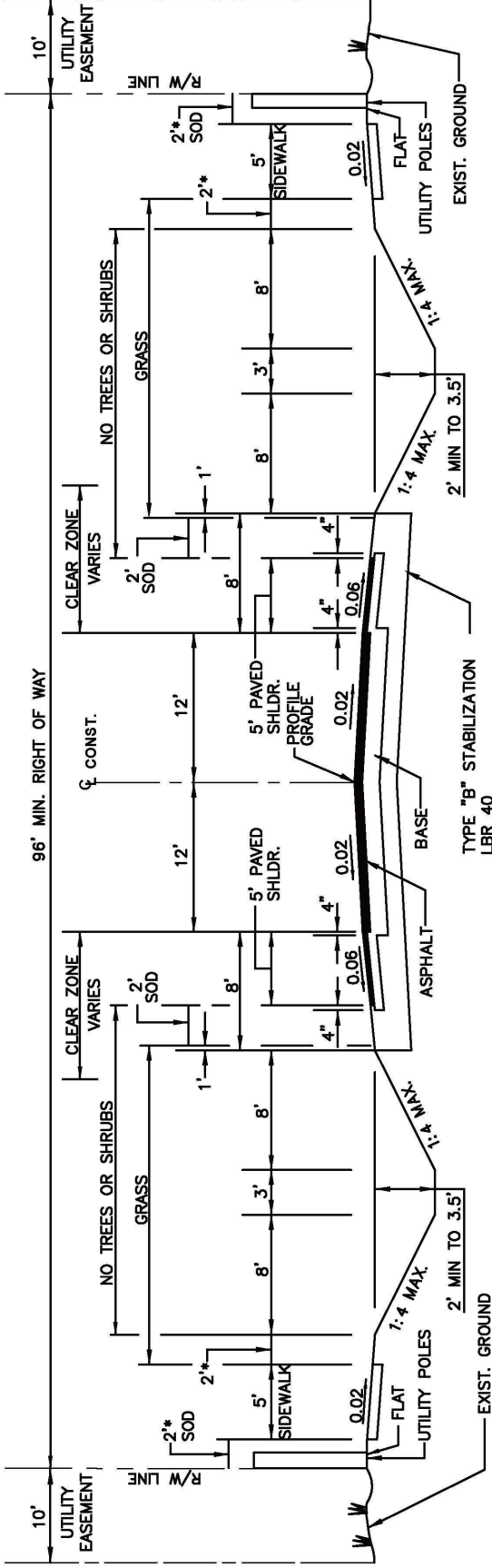
TYPICAL SECTION
N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 40 MPH

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

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	URBAN COLLECTORS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-4 SHEET NO. 1 OF 1
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TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 50 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. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE:
10/17

**TRANSPORTATION
TECHNICAL
MANUAL**



**Hillsborough
County Florida**

**LOCAL & COLLECTOR RURAL ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. TS-7

SHEET NO. 1 OF 1

Ratliff, James

From: Williams, Michael
Sent: Monday, March 17, 2025 7:16 PM
To: Vicki Castro; Michael Yates
Cc: Kami Corbett; Jaime Maier; Ball, Fred (Sam); Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: MM 25-0265 Administrative Variance & Design Exception Reviews
Attachments: 25-0265 DReq 01-24-25.pdf; 25-0265 AVReq 01-24-25.pdf; 25-0265 AVReq 01-24-25_1.pdf; 25-0265 AVReq 03-17-25.pdf

Vicki/Michael - I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and one Design Exception (DE) for PD 25-0265 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HCFL.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, March 17, 2025 7:11 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: MM 25-0265 Administrative Variance & Design Exception Reviews

Hello Mike,

The attached AVs and DE are Approvable to me, please include the following people in your response email:

vcastro@palmtraffic.com
myates@palmtraffic.com
kami.corbett@hwhlaw.com
jaime.maier@hwhlaw.com
ballf@hcfl.gov
ratliffja@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review 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.



January 24, 2025

Mr. Michael Williams, P.E.
Hillsborough County
Development Services Department
Development Review Director
County Engineer
601 East Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

RE: Mango Plaza (MM 25-0265)
Folios: 064328-0050, 064328-0000
Design Exception Request – CR 579
Palm Traffic Project No. T24087

The County Engineer has reviewed zoning modification application # 26-0750 and determined the changes to be de minimis. As such, the previous approval shall stand.

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

Dear Mr. Williams:

The purpose of this letter is to provide justification for the design exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed redevelopment of the Mango Plaza shopping center located north of SR 574 and east of CR 579 (Mango Road) in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on January 16, 2025, with Hillsborough County staff.

The approximately 31.3-acre property is currently occupied by the existing Mango Plaza shopping center. The proposed redevelopment of the shopping center will consist of an approximately 180,566 square foot Walmart and 40,373 square feet of Retail.

The accesses for the project will remain unchanged, except for the addition of the limited egress to Highview Road, and will be as follows:

- One (1) left-in/right-in/right-out access to SR 574 (currently a full access)
- One (1) right-in/right-out access to SR 574 (Fifth Third Bank)
- One (1) right-in/right-out access to Mango Road
- One (1) full access to Mango Road
- One (1) right-out only access to Highview Road.

Mango Road is identified in the Hillsborough County Comprehensive Plan as an arterial roadway and was identified during our meeting as a substandard road. Mango Road has a posted speed limit of 45 mph. For this request, Mango Road will be divided into two sections, a northern section and a southern section. For the southern section, Mango Road currently has an urban section from SR 574 to just north of the southern project driveway with 12-foot lanes, F type curb and a 5-foot sidewalk on both sides of Mango Road within approximately 100 feet of right of way. No bike lanes currently exist on either side of Mango Road. For the northern section, Mango Road, currently has a rural section from just north of the southern project driveway to the northern project driveway with 12-foot lanes, open drainage and a 5-foot sidewalk on both sides of Mango Road within approximately 100 feet of right of way. No bike lanes currently exist on either side of Mango Road.

Southern Section

This request is a design exception to the TS-4 typical section of the Hillsborough County Transportation Technical Manual for Mango Road from SR 574 to the southern project driveway. The requested exceptions to the TS-4 typical section and the justification are as follows:

1. The proposed section will add a 4-foot-wide traffic separator to prevent westbound and southbound left turns at the southern project driveway on Mango Road. The traffic separator will be designed in accordance with FDOT Standard plans #520-020 (4'-wide option).
2. The request is to provide 12-foot travel and turn lanes instead of the 11-foot lanes with 7-foot buffered bicycle lanes.
3. Provide a 12-foot wide, 600-foot-long southbound left turn lane on Mango Road at SR 574. The shared SB left/through and SB right turn lane would remain.
4. The existing northbound merge lane would be converted to a 12-foot northbound right turn lane ending at the southern driveway.

Northern Section

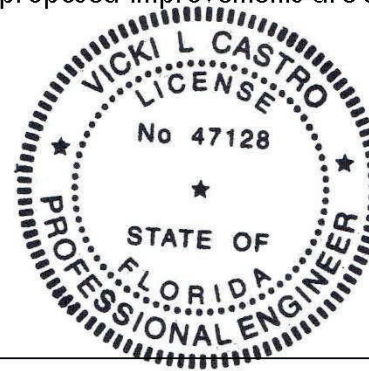
This request is a design exception to the Hillsborough County Transportation Technical Manual for Mango Road from the southern driveway to the northern property line. The requested exceptions to the TS-7 typical section and the justification are as follows:

1. The request is to provide 11-foot travel and turn lanes instead of the 12-foot lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 40 and 45 mph, 11-foot lanes may be used. The post speed limit on Mango Road is 45 mph.
2. Provide an 11-foot wide, 285-foot-long southbound left turn lane at the project northern driveway. The length includes a 50-foot taper.
3. Provide an 11-foot wide, 250-foot-long northbound right turn lane at the project northern driveway. The length includes a 50-foot taper.
4. The open drainage will be reduced in width from the 19 feet identified in the TS-7 but will maintain the maximum 1:4 side slope.
5. The 5-foot paved shoulder is being provided on the east side of Mango Road. However, the existing paved shoulder on the west side of Mango Road is approximately 3 feet, which will remain unchanged.

The proposed typical section is shown in Figure 2 and the proposed improvements are shown in Figure 3.

Sincerely,

Vicki L Castro, P.E.
Principal



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

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

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

_____ Disapproved _____ Approved with Conditions _____ **X** _____ Approved

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

Digitally signed by
Michael J. Williams
 Date: 2025.06.11 15:17:38 -04'00'

Sincerely,
 Michael J. Williams
 Hillsborough County Engineer

FIGURE 1. LOCATION MAP

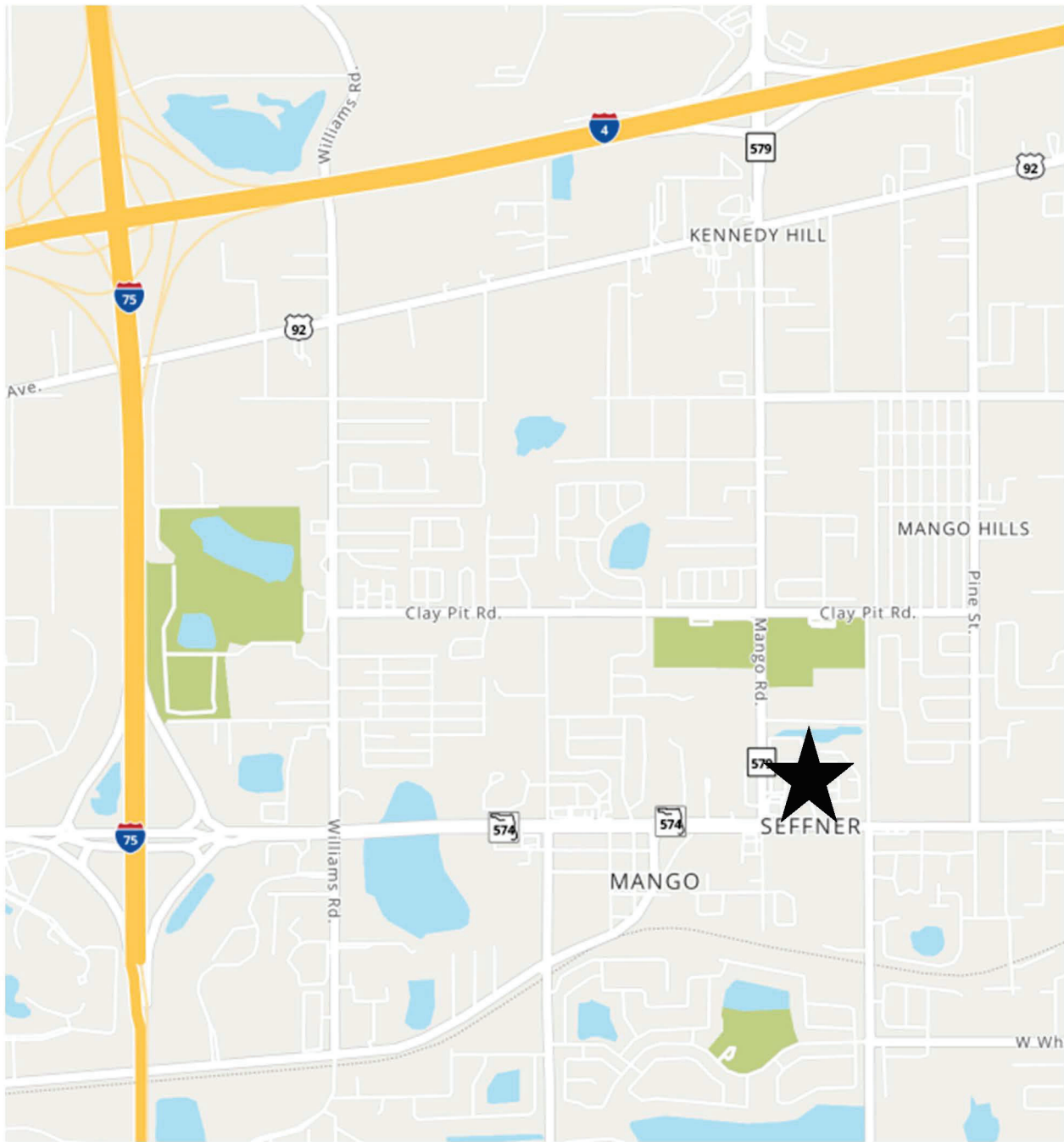
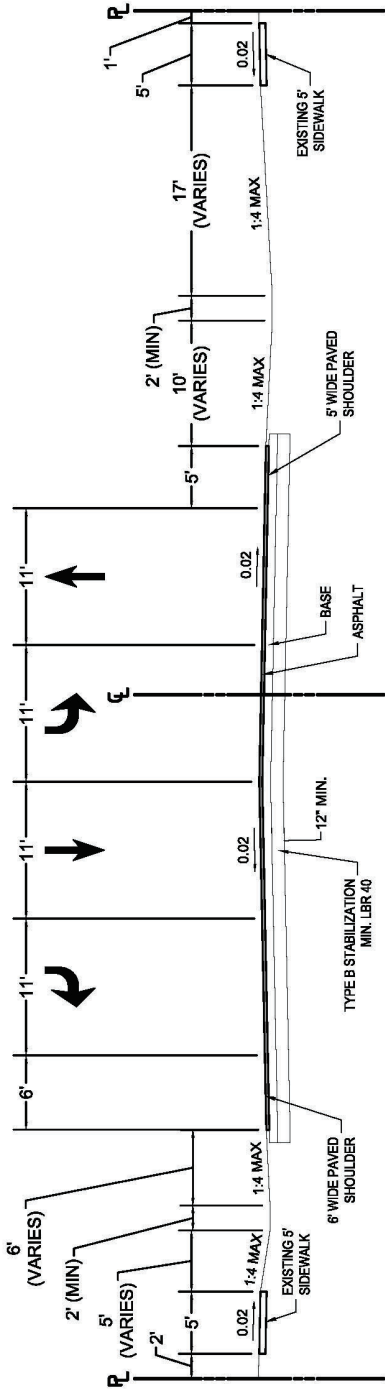
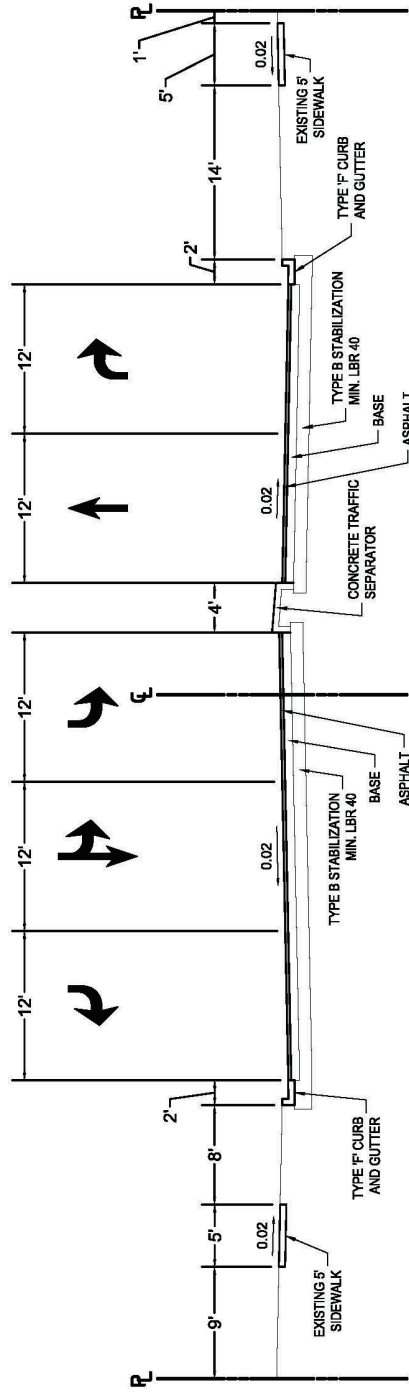


Figure 2: Proposed Typical Sections



MANGO RD (CR 579) TYPICAL SECTION (NORTH OF NORTHERN ACCESS)
SCALE: 1" = 10'



MANGO RD (CR 579) TYPICAL SECTION (SOUTH OF SOUTHERN ACCESS)
SCALE: 1" = 10'

Development Services

Bowman
5404 Cypress Center Drive, Suite
Tampa, FL 33609
Phone: (813) 474-7424
Certificate of Authorization License
No. 30462
Bowman Consulting Group, Ltd.

#	DATE	REV	BY

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CLIENT
NAP CONSTRUCTION, LLC

PROJECT
MANGO CENTER

SITE ADDRESS
11724 E DR MARTIN
LUTHER KING JR BLVD,
SEFFNER, FL 33584

SHEET TITLE
MANGO ROAD
TYPICAL SECTIONS

JOB #: 011559-01-001
DATE: 01/21/2025

SCALE: 1" = 10'

DRAWN BY: RJD
CHECKED BY: TWJ

SHEET NO.
EX-1

**CURRENTLY
APPROVED**

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

The following conditions shall apply to the area which is the subject of MM 25-0265:

1. The area shall permitted up to 222,000 SF of the following uses:
 - a. Shopping Center;
 - b. Retail, Convenience Goods and/or Shoppers' Goods;
 - c. Eating Establishment, Walk-In, Drive-In and/or Fast-Food;
 - d. All uses permitted within the CN zoning district, excluding Family Day Care Home, Schools, Colleges and Universities, Libraries, Banquet and Reception Halls, Funeral Homes and Mortuaries, Wedding Chapel, Recreation Facilities, and Mini-Warehouse uses; and
 - e. Big Box Retail (with any of the above or additional following uses permitted within the Big Box Retail building):
 - i. Services, Personal, Professional and/or Business
 - ii. Motor Vehicle Repair, Neighborhood Serving
 - iii. Sales, Service, and Repair of Tires

A drive-through window / drive-through use is permitted in connection with any of the uses permitted in the project in accordance with LDC Section 6.11.35 for eating establishments. The above uses shall be further limited as described in zoning conditions 3 and 4.

2. Uses shall be constructed within a maximum of three (3) structures as shown on the PD site plan. Within the Big Box Retail portion of the project, any of the above uses may be included as tenants/uses within the box, and a minimum of 95% of such uses shall be accessed internally from within the Big Box store.
3. No development shall be permitted that causes cumulative development to exceed 15,156 gross average daily trips, 847 gross a.m. peak hour trips, or 1,285 gross p.m. peak hour trips. Additionally, concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within modification area. 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 not 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 development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
4. Parking for the modification area shall be permitted at a rate of 4.5 per 1,000 gross square feet. Additionally:
 - a. All uses within the modification area shall be included within a single shared parking agreement consistent with requirements of Sec. 6.05.02. of the LDC.
 - b. Notwithstanding the above, the above parking rate shall only apply for development within the modification area which includes a mix of uses which do not exceed certain cumulative individual use limits specified below. Development beyond those specific limits may be permitted within the modification area, subject to the available entailments and transportation trip cap referenced in

condition 3, above; however, parking for such uses shall occur at the rates listed in Sec. 6.05.02 of the LDC.

- i. No more than 12,000 SF of sit-down restaurant uses (without drive-through);
- ii. No more than 2,000 SF of fast-food with drive-through uses; and,
- iii. No more than 6,000 SF of fast-food without drive-through uses.

Notwithstanding the above, all uses within the Big Box store shall be parked at a rate of 4.5 per 1,000 SF.

- c. The developer shall construct a minimum of 62 bicycle spaces, distributed throughout the project.
5. The Big Box portion of the development shall comply with LDC Sec. 6.11.106.
6. Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD modification area boundaries.
7. The modification area shall be served by (and limited to) the following vehicular access connections:
- a. One (1) full access to Mango Road;
 - b. One (1) right-in/right-out access to Mango Road;
 - c. One (1) right-in/right-out/left-in access to Dr. Martin Luther King Jr. Boulevard; and,
 - d. One (1) right-out only connection to Highview Road.

Notwithstanding the above, the existing access connection within the modification area which serves folio 64328.0100 shall be permitted to remain.

8. Construction access to the site shall be restricted to those connections specified in conditions 7.a. through 7.c., above. The developer shall include a note regarding same on each site/construction plan submittal.
9. Prior to or concurrent with the initial increment of development within the modification area, the developer shall construct the following site access improvements:
- a. Construct a southbound to eastbound left turn lane on Mango Road at the project's northernmost Mango Rd. entrance;
 - b. Construct a northbound to eastbound right turn lane on Mango Road at the project's southernmost Mango Rd. entrance;
 - c. Lengthen the existing northbound to eastbound right turn lane on Mango Road at the project's northernmost Mango Rd. entrance;
 - d. Unless otherwise approved by FDOT, the developer shall modify the existing median opening on Dr. Martin Luther King Jr. Boulevard serving the project, as shown on the site plan, such that left-out turning movements are prohibited;
 - e. Construct a dedicated, southbound to eastbound left turn lane on Mango Rd. at its intersection with Dr. Martin Luther King Jr. Boulevard. This turn lane shall be in addition to the existing shared through-left lane which currently exists at the intersection.
 - f. Construct any other improvements deemed necessary by FDOT.

10. The developer shall provide vehicular and pedestrian interconnectivity between all uses within PD.
11. If MM 25-0265 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated January 24, 2025) from the LDC Sec. 6.04.07 access spacing requirements for the project's Mango Road access connections, which was found approvable by the County Engineer (on March 17, 2025). Specifically, approval of this Administrative Variance will permit a reduction of the minimum access spacing for the northernmost project access on Mango Road as follows:
 - a. A variance of +/- 230 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 15 feet; and,
 - b. A variance of +/- 170 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 75 feet.
12. If MM 25-0265 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated January 23, 2025) which was found approvable by the County Engineer (on March 17, 2025) for the Highview Rd. substandard road improvements required pursuant to Section 6.04.03.L. of the LDC. Approval of this Administrative Variance will waive the required substandard road improvements along Highview Road.
13. If MM 25-0265 is approved, the County Engineer will approve a Design Exception request (dated January 24, 2025), which was found approvable by the County Engineer (on March 17, 2025) for the Mango Road substandard road improvements. As Mango Road is a substandard arterial roadway, the developer will be required to construct the following improvements prior to or concurrent within the initial increment of (re)development within the PD modification area, consistent with the Design Exception request:
 - a. Within the southern segment (between Dr. Martin Luther King Jr. Boulevard and the southernmost project driveway on Mango Road), the developer shall:
 - i. Construct a 4-foot-wide raised concrete separator; and,
 - ii. Construct (or widen if necessary) existing and proposed travel and turn lanes such that they are 12-feet in width.
 - b. Within the northern segment (between the southern project driveway and the northern PD boundary) the developer shall:
 - i. Construct (or widen if necessary) existing and proposed travel and turn lanes such that they are 11-feet in width; and,
 - ii. Construct a 5-foot-wide paved shoulder along the east side of Mango Road.
14. If MM 25-0265 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated March 13, 2025) which was found approvable by the County Engineer (on March 17, 2025) from the Section 6.04.04.A.2. minimum throat depth requirements for the project's northernmost project access on Mango Rd. Approval of this Administrative Variance will reduce the minimum throat depth to 156 feet (measured from the closest edge of the right turn lane, as shown on the PD site plan).
15. 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.

The following conditions apply to the remaining portions of the Planned Development.

16. The project shall be restricted to a maximum square footage of 6,000 square feet.
17. The project shall be developed in two phases. Phase I shall consist of the southern outparcel, having folio #64328.0100, (3,000 square feet). The development of the southern outparcel shall be as limited in the Condition below. Phase II of the project shall be the development of the second outparcel, having folio #64328.0100, (the northern parcel) and shall only receive Certificates of Occupancy once State Road 574 is widened to a 4-lane divided roadway between Faulkenburg Road and Parsons Avenue. The maximum building size for the northern parcel shall be 3,000 square feet.
18. The southern outparcel shall be limited, in the first phase, to the uses allowed under the conditions herein with the exception that no fast-food store or convenience store shall be permitted on the parcel in the first phase.
19. The following traffic improvements are required from the developer prior to the issuance of Certificates of Occupancy for any expansion of Phase I:
 - a. The developer shall provide an additional 24 feet of right-of-way on the east side of County road 579. This will provide part of the 118 feet of total right-of-way needed ultimately to accommodate a symmetrical 6-lane divided roadway section.
 - b. The applicant shall construct or re-stripe on County Road 579, at his expense, a continuous left turn lane for southbound to eastbound traffic into the site. This left turn lane shall begin a distance of 100 feet north of the northern access drive and continue through to serve the southern access drive.
 - c. All roadway construction or re-striping of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement. Design plans for said construction shall be reviewed and approved by the County Traffic Engineering Department and evidence of said approval shall be submitted to review by the Hillsborough County Development Services Department.
 - d. The developer shall construct a 100-foot long southbound to westbound right-turn lane at the intersection of Parsons Avenue and State Road 574. This improvement will return the level of service of this intersection to D/E with the total project traffic.
 - e. The applicant shall provide internal access to any existing or future outparcels of the site.
20. The developer shall screen, prior to the issuance of Certificates of Occupancy, all mechanical equipment (for example, air conditioners), service areas, trash receptacles, dumpsters, etcetera from view of public places and neighboring properties through the use of features, such as berms, fences, false facades, and dense landscaping.
21. All buildings on-site shall be architecturally finished on all sides.

22. All the property area and boundaries thereof proposed for commercial use shall be shown on the General Site Plan prior to General Site Plan approval. The total acreage of the property to be utilized as commercial shall be stated on the General Site Plan along with the legal description thereof. Any property area and boundaries thereof which shall be shown on the General Site Plan, but not proposed for commercial use shall be labelled on the General Site Plan as "Open Space;" said labelling shall be completed prior to General Site Plan approval.
23. The maximum square footage of the buildings proposed on the out-parcels shall be shown on the General Site Plan prior to General Site Plan approval.
24. The developer shall be required to utilize public water and public sewer.
25. Uses within the commercial portion of the project shall be restricted to PD-C(N) uses, excluding mini-warehouses.
26. Within 90 days of approval of MM 92-0133-C by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Development Management Department a revised General Site Plan for certification which shall reflect all the conditions outlined above.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 05/21/2026

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA: SM

PETITION NO: PRS 26-0750

- 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.

CONDITIONS OF APPROVAL

The following conditions shall apply to the area which is the subject of MM 25-0265:

- 1. The area shall permitted up to ~~222,000~~228,000 SF of the following uses:
 - a. Shopping Center;
 - b. Retail, Convenience Goods and/or Shoppers' Goods;
 - c. Eating Establishment, Walk-In, Drive-In and/or Fast-Food;
 - d. All uses permitted within the CN zoning district, excluding Family Day Care Home, Schools, Colleges and Universities, Libraries, Banquet and Reception Halls, Funeral Homes and Mortuaries, Wedding Chapel, Recreation Facilities, and Mini-Warehouse uses; and
 - e. Big Box Retail (with any of the above or additional following uses permitted within the Big Box Retail building):
 - i. Services, Personal, Professional and/or Business
 - ii. Motor Vehicle Repair, Neighborhood Serving
 - iii. Sales, Service, and Repair of Tires

A drive-through window / drive-through use is permitted in connection with any of the uses permitted in the project in accordance with LDC Section 6.11.35 for eating establishments. The above uses shall be further limited as described in zoning conditions 3 and 4.

- 3. No development shall be permitted that causes cumulative development to exceed ~~15,156~~15,157 gross average daily trips, 847 gross a.m. peak hour trips, or ~~1,285~~1,323 gross p.m. peak hour trips. Additionally, concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within modification area. 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 not 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 development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

11. If ~~MM-25-0265~~[PRS 26-0750](#) is approved, the County Engineer will approve a [de minimis exception to a previously approved](#) Section 6.04.02.B. Administrative Variance (dated January 24, 2025) from the LDC Sec. 6.04.07 access spacing requirements for the project's Mango Road access connections, which was ~~found approvable~~[approved](#) by the County Engineer (on ~~March 17~~[June 11](#), 2025). Specifically, approval of this Administrative Variance will permit a reduction of the minimum access spacing for the northernmost project access on Mango Road as follows:
 - a. A variance of +/- 230 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 15 feet; and,
 - b. A variance of +/- 170 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 75 feet.

12. If ~~MM-25-0265~~[PRS 26-0750](#) is approved, the County Engineer will approve a [de minimis exception to a previously approved](#) Section 6.04.02.B Administrative Variance (dated January 23, 2025) which was ~~found approvable~~[approved](#) by the County Engineer (on ~~March 17~~[June 11](#), 2025) for the Highview Rd. substandard road improvements required pursuant to Section 6.04.03.L. of the LDC. Approval of this Administrative Variance will waive the required substandard road improvements along Highview Road.

13. If ~~MM-25-0265~~[PRS 26-0750](#) is approved, the County Engineer will approve a [de minimis exception to a previously approved](#) Design Exception request (dated January 24, 2025), which was found ~~approvable~~[approved](#) by the County Engineer (on ~~March 17~~[June 11](#), 2025) for the Mango Road substandard road improvements. As Mango Road is a substandard arterial roadway, the developer will be required to construct the following improvements prior to or concurrent within the initial increment of (re)development within the PD modification area, consistent with the Design Exception request:
 - a. Within the southern segment (between Dr. Martin Luther King Jr. Boulevard and the southernmost project driveway on Mango Road), the developer shall:
 - i. Construct a 4-foot-wide raised concrete separator; and,
 - ii. Construct (or widen if necessary) existing and proposed travel and turn lanes such that they are 12-feet in width.
 - b. Within the northern segment (between the southern project driveway and the northern PD boundary) the developer shall:
 - i. Construct (or widen if necessary) existing and proposed travel and turn lanes such that they are 11-feet in width; and,
 - ii. Construct a 5-foot-wide paved shoulder along the east side of Mango Road.

14. If ~~MM 25-0265~~ PRS 26-0750 is approved, the County Engineer will approve a de minimis exception to a previously approved Section 6.04.02.B Administrative Variance (dated March 13, 2025) which was ~~found approvable~~ approved by the County Engineer (on ~~March 17~~ June 11, 2025) from the Section 6.04.04.A.2. minimum throat depth requirements for the project's northernmost project access on Mango Rd. Approval of this Administrative Variance will reduce the minimum throat depth to 156 feet (measured from the closest edge of the right turn lane, as shown on the PD site plan).

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting a major modification (PRS) to existing Planned Development (PD) 85-0206, as most recently amended via MM 25-0265. The modification area consists of multiple parcels, totaling +/- 32.82 ac., within a +/- 35.132 ac. PD. The existing PD is approved for 228,000 s.f. of entitlements. The area which is the subject of this PD has approvals for 222,000 s.f. of shopping center uses and other uses. The area excluded from the current modification was approved for 6,000 s.f. of uses on two parcels (which have subsequently been combined into a single parcel. While this parcel also allowed PD-C(N) uses excluding mini-warehouse, the southern parcel was restricted such that no fast-food or convenience store uses would be permitted). Staff notes that the excluded parcel is currently occupied by a bank.

The applicant is proposing to modify permitted uses within the modification area to permit 228,000 s.f. of certain uses. Specifically, a maximum of 187,000 s.f. of Big Box Retail uses are permitted, with the remaining balance (41,000 s.f.) consisting of a shopping center (with two buildings) containing the following uses:

- a. Retail, Convenience Goods and/or Shoppers' Goods
- b. Eating Establishment, Walk-In, Drive-In and/or Fast-food;
- c. Services, Personal, Professional and/or Business;
- d. All uses permitted within the CN zoning District excluding Family Day Home, Schools, College and Universities, Libraries, Banquet and Recent Halls, Funeral Homes and Mortuaries, Wedding Chapel, Recreation Facilities, and Mini-Warehouse Uses.

As noted on the PD site plan, those specific uses may also be located within the big box store. Existing conditions require 95% of all uses within the big box to be accessed directly from within the box (e.g. an optical store or fast-food restaurant which may be located within the store would be accessed from within, while a liquor store attached to the big box could be located within the same structure but have a separate entrance). For purposes of analyzing trip impacts for those uses, they would be considered under the Big Box Trip generation rate. Only other uses within the modification area (but outside of the box) would be analyzed by the appropriate specific land use code (an example of which is shown in the applicant's transportation analysis, and which was used to form the basis for the trip cap and parking rates as further described below).

In accordance with the Development Review Procedures Manual (DRPM), the developer submitted a trip generation and site access analysis for the proposed project. Staff has prepared a comparison of the number of trips potentially generated under the existing and proposed zoning designations, generally consistent with the applicant's transportation analysis, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 12th Edition unless otherwise noted. Staff notes that trip generation for the +/- 2.3-acre portion of the PD was not included for purposes of the below comparison, but the existing trips from the bank site were included in the applicant's submitted analysis.

Existing Zoning (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
181,000 s.f. Big Box Store (ITE LUC 813)	9,122	339	780
41,000 s.f. Other Shopping Center and Outparcel Uses (LUCs 822, 932, 933, 934)	5,731	491	517
Subtotal:	14,853	830	1,297

Proposed Zoning (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
181,000 s.f. Big Box Store (ITE LUC 813)	9,426	351	806
41,000 s.f. Other Shopping Center and Outparcel Uses (LUCs 822, 932, 933, 934)	5,731	491	517
	15,157	842	1,323

Trip Generation Difference (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Net Peak Hour Trips	
		AM	PM
Difference	(+) 304	(+) 12	(+) 26

The trip cap approved under MM 25-0265 was formulated based on trip generation rates from the 11th Edition of the ITE Trip Generation Manual. Staff’s proposed changes to the trip cap condition (provided hereinabove), reflect the fact that trip generation of the existing approved uses decreased for the daily period as a result of utilizing newer 12th Edition data, although not to the extent necessary to offset the full increase of the additional 6,000 s.f. of big box uses being proposed (i.e. necessitating an adjustment of +1 to the daily trip cap).

12th Edition data for the a.m. peak hour period indicates that the existing approved uses would also generate fewer trips than what was previously studied during the 25-0265 application; however, in this instance it was not necessary to increase the previously approved trip cap for this peak period, since the approved cap contains more trips than is necessary to accommodate existing plus proposed development (i.e. even with the additional 6,000 s.f. of big box uses being proposed), within this period.

Lastly, 12th Edition data for the p.m. peak hour periods showed an increase (of 12 trips) in existing trip generation as a result of utilizing the newer 12th Edition data. As such, it was necessary to adjust the p.m. peak hour cap (by +38) to account for this change, as well as the additional 26 p.m. peak trips being generated by the additional 6,000 s.f. proposed as a part of this PRS.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Mango Rd. (CR 579). is a 2-lane, publicly maintained, substandard, arterial roadway. The roadway is owned and maintained by Hillsborough County, and lies within a +/- 100-foot-wide right-of-way along the project’s frontage. The roadway is characterized by +/- 11-foot-wide travel lanes in average condition. There are no bicycle facilities present in the immediate vicinity of the proposed project. There are +/- 5-foot-wide sidewalks along portions of the east and west sides of the roadway in the vicinity of the proposed project.

Mango Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane roadway. Although there is insufficient right-of-way to accommodate the future 4-lane roadway, the developer of the subject property had previously dedicated additional right-of-way along its frontage. Given this, no additional right-of-way is necessary from the subject developer to accommodate the future widening. Any additional right-of-way needed for that segment of the roadway along the project’s frontage will need to come from the western side of the existing right-of-way.

MLK Blvd. is a 6-lane, publicly maintained, principal arterial roadway. The roadway is owned and

maintained by the Florida Department of Transportation (FDOT), and lies within a +/- 130-foot-wide right-of-way along the project's frontage. The roadway is characterized by +/- 12-foot-wide travel lanes in average condition. There are bicycle facilities present along certain segments of MLK Blvd. in the immediate vicinity of the proposed project. There are +/- 5-foot-wide to 6-foot-wide sidewalks along the north and south sides of the roadway in the vicinity of the proposed project.

No comments have been formally received by FDOT regarding this project as of the date of the writing of this report.

Highview Rd. is a 2-lane, publicly maintained, substandard, local roadway. The roadway is owned and maintained by Hillsborough County, and lies within a +/- variable width right-of-way (between +/- 40 feet and +/- 47 feet in width) in the vicinity of the proposed project. The roadway is characterized by +/- 10-foot-wide travel lanes in average condition just south of the project, and transitioning to +/- 15-feet of pavement along the project's frontage. There are no bicycle facilities present along the roadway. There are +/- 5-foot-wide to 6-foot-wide sidewalks along the east and west sides of the roadway in the vicinity of the proposed project.

SITE ACCESS

No changes to site access are proposed or needed as a result of the proposed 6,000 s.f. addition. The below summary documents changes from the previous zoning effort.

As noted during MM 25-0265, the project currently was served by two access connections to Mango Rd. and two access connections to MLK Blvd. The applicant received approval to reconfigure project access as required pursuant to coordination with FDOT, and also as a result of discussions with Hillsborough County. Specifically, the existing median opening on the project's easternmost MLK Blvd. access is being modified to prevent left-out turning movements. Given this, all outbound traffic wishing to turn east would have to exit the project to make a U-turn across three lanes of traffic, and there would be insufficient capacity in the existing westbound to southbound left turn lane at the intersection of MLK Blvd. and Lemon St. to accommodate such traffic. Given this, most project traffic making this movement is anticipated to exit the site utilizing the northernmost project access on Mango Rd., which would then be able to utilize the signal at the intersection. The applicant is proposing construction of an additional dedicated southbound to eastbound left turn lane to help the intersection handle the existing traffic at the intersection (and additional traffic which is anticipated to be generated by the project).

Staff remained concerned due to the proximity of Mango Elementary School across the street from the project, and the intensification of trips which would result on Mango Rd. (and present additional conflicts, particularly during times of school drop-off and pick-up). Subsequently the applicant agreed to add an additional exit-only driveway on Highview Rd., which will allow traffic exiting the site and going east on MLK Blvd. to have access to the traffic signal at the intersection of MLK Blvd. and Highview Rd. Such access also helps better distribute existing trips and provides alternative travel paths during periods of peak congestion.

In accordance with Sec. 6.04.04.D. of the LDC, the applicant is proposing additional site access improvements (turn lanes) at a variety of project access connections and affected intersections. These improvements are listed in the existing approved conditions.

REQUESTED DE MINIMIS ADMINISTRATIVE VARIANCE #1 – MANGO RD. ACCESS SPACING

The applicant's Engineer of Record (EOR) previously submitted a Section 6.04.02.B. Administrative Variance Request (dated January 24, 2025) from the Section 6.04.07 LDC requirement, governing access spacing. The Hillsborough County LDC requires a minimum connection spacing of 245 feet for a Class 5 roadway with a posted speed of 45 miles per hour or less. The applicant is seeking the following variances

relative to its northernmost proposed project access on Mango Rd.:

1. A variance of +/- 230 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 15 feet; and,
2. A variance of +/- 170 feet from the closest access to the north (on the opposite side of the street), resulting in an access spacing of +/- 75 feet

Based on factors presented in the Administrative Variance Request, the County Engineer approved the request (on June 11, 2025).

The County Engineer reviewed the changes proposed by this PRS application and determined that a modification to this Administrative Variance was not needed. If PRS 26-0750 is approved by the Board of County Commissioners, the County Engineer will approve a de minimis exception to the above referenced Administrative Variance request.

REQUESTED DE MINIMIS ADMINISTRATIVE VARIANCE #2 – HIGHVIEW RD. SUBSTANDARD RD.

As Highview Rd. is a substandard roadway, the applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B Administrative Variance (dated January 23, 2025) which was approved by the County Engineer (on June 11, 2025) for the Highview Rd. substandard road improvements. Approval of this Administrative Variance waived the substandard road improvements required by Section 6.04.03.L. of the LDC.

The County Engineer reviewed the changes proposed by this PRS application and determined that a modification to this Administrative Variance was not needed. If PRS 26-0750 is approved by the Board of County Commissioners, the County Engineer will approve a de minimis exception to above referenced Administrative Variance request.

REQUESTED DE MINIMIS ADMINISTRATIVE VARIANCE #3 – THROAT DEPTH (NORTHERNMOST MANGO RD. ACCESS)

The applicant's Engineer of Record (EOR) previously submitted a Section 6.04.02.B Administrative Variance (dated March 13, 2025) which was approved by the County Engineer (on June 11, 2025) for a reduction of minimum throat depth requirements at the northernmost project access to Mango Rd. Approval of this Administrative Variance reduced the minimum 250-foot throat depth requirement to allow a the first point of conflict to be located 156 feet from the closest edge of the right turn lane (as shown on the PD site plan). Staff notes this request was not based on the proper method for measuring throat depth (which is measured from the edge of the travel lane, not the edge of the right turn lane); however, this alternative measurement results in greater throat depth (approximately 11 additional feet) beyond what is requested above.

The County Engineer reviewed the changes proposed by this PRS application and determined that a modification to this Administrative Variance was not needed. If PRS 26-0750 is approved by the Board of County Commissioners, the County Engineer will approve a de minimis exception to the above referenced Administrative Variance request.

REQUESTED DE MINIMIS DESIGN EXCEPTION – MANGO RD. SUBSTANDARD ROAD

As Mango Rd. is a substandard arterial roadway, the applicant's Engineer of Record (EOR) previously submitted a Design Exception request (dated January 24, 2025) to determine the specific improvements which would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer approved the request (on June 11, 2025). The request was split into two segments: a southern segment (defined as that part of Mango Rd. between MLK Blvd. and the southernmost project driveway on Mango Rd.), and a northern segment (defined as the area between the southern project driveway and the northern PD boundary).

Within the southern segment, the deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-4 Typical Section (for 2-Lane, Urban Collector Roadways) include:

1. Placing a 4-foot-wide raised concrete median to prevent westbound and southbound left turn lanes at the southernmost project driveway on Mango Rd. in lieu of the 22-foot wide median that is typically required for divided 2-lane collector roadways (reference TS-5);
2. Permitting 12-foot-wide travel and turn lanes, in lieu of the 11-foot-wide travel lanes required per TS-4; and,
3. Eliminating the 7-foot-wide buffered bicycle lanes required per TS-4.

Within the southern segment, the deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 Typical Section (for 2-Lane, Local and Collector Rural Roadways) include:

1. Permitting 11-foot-wide travel and turn lanes, in lieu of the 12-foot-wide travel and turn lanes required per TS-7; and,
1. Permitting open dragline to be reduced in width from the 19 feet identified in the TS-7, but ensuring maintenance of a 1:4 maximum side slope; and,
2. Permitting a 5-foot-wide paved shoulder in lieu of the 8-foot-wide established shoulder, of which 5-feet is required to be paved per TS-7.

The County Engineer reviewed the changes proposed by this PRS application and determined that a modification to this Design Exception was not needed. If PRS 26-0750 is approved by the Board of County Commissioners, the County Engineer will approve the above referenced de minimis Design Exception request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
MLK Blvd.	I-75	Highview Rd.	D	C
CR 579 (Mango Rd.)	MLK Blvd.	US 92	D	D

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Monday, March 17, 2025 7:16 PM
To: Vicki Castro; Michael Yates
Cc: Kami Corbett; Jaime Maier; Ball, Fred (Sam); Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: MM 25-0265 Administrative Variance & Design Exception Reviews
Attachments: 25-0265 DReq 01-24-25.pdf; 25-0265 AVReq 01-24-25.pdf; 25-0265 AVReq 01-24-25_1.pdf; 25-0265 AVReq 03-17-25.pdf

Vicki/Michael - I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and one Design Exception (DE) for PD 25-0265 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HCFL.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, March 17, 2025 7:11 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: MM 25-0265 Administrative Variance & Design Exception Reviews

Hello Mike,

The attached AVs and DE are Approvable to me, please include the following people in your response email:

vcastro@palmtraffic.com
myates@palmtraffic.com
kami.corbett@hwhlaw.com
jaime.maier@hwhlaw.com
ballf@hcfl.gov
ratliffja@hcfl.gov

Best Regards,

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

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

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Hillsborough County Florida

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January 24, 2025

Mr. Michael Williams, P.E.
Hillsborough County Development Services Department
Development Review Director
County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, FL 33602

The County Engineer has reviewed zoning modification application # 26-0750 and determined the changes to be de minimis. As such, the previous approval shall stand.

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

RE: Mango Plaza (MM 25-0265)
Folio: 064328-0050, 064328-0000
Administrative Variance Request – Minimum Spacing – CR 579 (Mango Road)
Palm Traffic Project No. T24087

Dear Mr. Williams:

This letter documents our request for an administrative variance to Hillsborough County Land Development Code (LDC) Section 6.04.07 (minimum spacing) for access to CR 579 (Mango Road) for the project. The project is located north of SR 574 and east of CR 579 in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on January 16, 2025, with Hillsborough County staff.

The approximately 31.3-acre property is currently occupied by the existing Mango Plaza shopping center. The proposed redevelopment of the shopping center will consist of an approximately 180,566 square foot Walmart and 40,373 square feet of Retail.

The accesses for the project will remain unchanged, except for the addition of the limited egress to Highview Road, and will be as follows:

- One (1) left-in/right-in/right-out access to SR 574 (currently a full access)
- One (1) right-in/right-out access to SR 574 (Fifth Third Bank)
- One (1) right-in/right-out access to Mango Road
- One (1) full access to Mango Road
- One (1) right-out only access to Highview Road.

Mango Road is identified in the Hillsborough County Functional Classification Map as an Arterial roadway and has a posted speed limit of 45 mph. The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing for the full access (northern access) to Mango Road. Based on Section 6.04.07, the connection spacing for Mango Road is 245 feet for a Class 6 road. Figure 2 illustrates the proposed driveway locations relative to the existing driveway location.

Justification must address Section 6.04.02.B.3 criteria (a), (b) and (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability that the following circumstances are met:

a) There is unreasonable burden on the applicant

The request is to maintain the existing access locations that have served this project for over 30 years. With the introduction of a raised median, the southern access on Mango Road will meet the connection spacing standard of 245 feet. However, while the northern access meets the connection spacing standard of 245 feet for driveways on the east side of Mango Road, there are two driveways (noted as C and D in Figure 2) on the west side of Mango Road that serve the existing school that do not meet the connection spacing standard. The existing driveway

separation on Mango Road in proximity to the northern project driveway are shown in Table 1. There are some existing utilities that make relocating the driveway to the north extremely difficult. Given this is the only full access driveway for the project on Mango Road and has existed in this location for more than 30 years, meeting the connection spacing standard is not possible, and therefore, not approving the variance would be an unreasonable burden on the applicant.

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

The existing full access to the project, is approximately 15 feet south of the existing driveway to Mango Elementary front entry (noted as Driveway C in Figure 2). This access point has relatively low traffic volumes and is not the primary parent pick-up and drop-off location, which is the driveway to the south (noted as Driveway D in Figure 2). To minimize the conflict to the two Mango Elementary School driveways west of the primary full access to the project, the application will extend the southbound right turn lane on the west side of Mango Road, to allow for the existing right turn lane to serve both the main entrance driveway and also the parent pick-up/drop-off right-in only driveway. Given the Mango Elementary School layout, the historic operation of the project driveway and the proposed improvement to the Mango Elementary driveway, the driveway spacing would not be detrimental to the public health, safety and welfare of the motoring public.

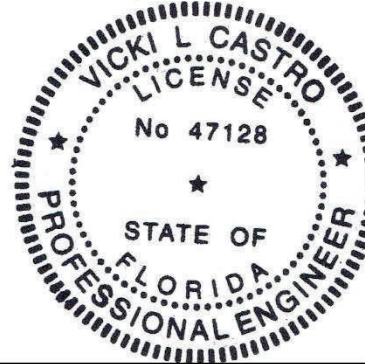
c) Without the variance, reasonable access cannot be provided.

The access spacing variance is requested to maintain the historic use of this driveway, provide a functional site layout and provides the only full access driveway to Mango Road for this development. Without the variance, reasonable to the property could not be provided.

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

Sincerely,

Vicki L Castro, P.E.
Principal



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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

_____ Disapproved _____ Approved with Conditions **X** _____ Approved

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

Michael J. Williams Digitally signed by Michael J. Williams
Date: 2025.06.11 15:10:19 -04'00'
Sincerely,
Michael J. Williams
Hillsborough County Engineer

Figure 1. Location Map

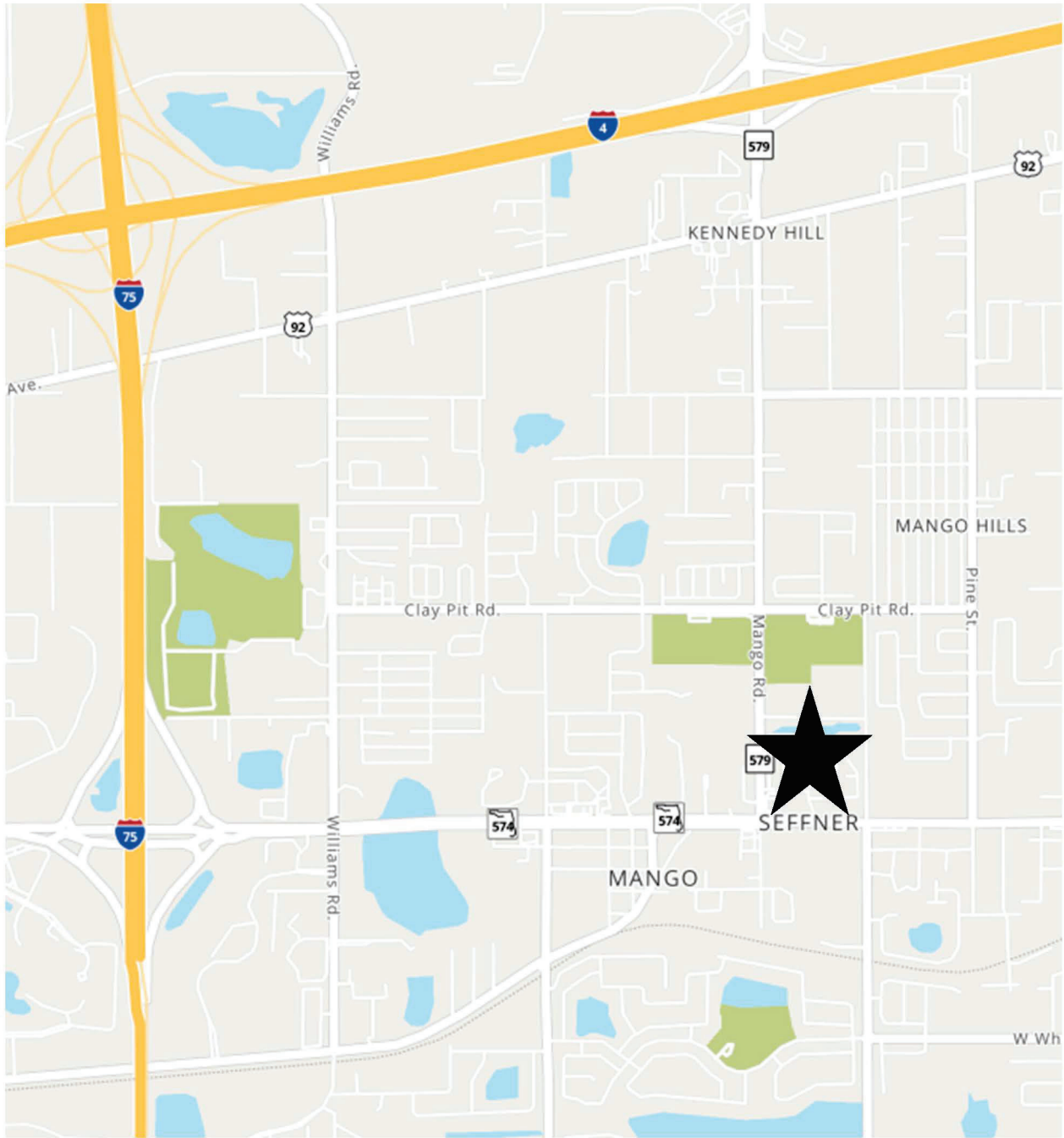


Table 1. Driveway Spacing

<u>Driveway</u>	<u>Spacing From Project Driveway</u>
A	510'
B	350'
C	15'
D	75'

Ratliff, James

From: Williams, Michael
Sent: Monday, March 17, 2025 7:16 PM
To: Vicki Castro; Michael Yates
Cc: Kami Corbett; Jaime Maier; Ball, Fred (Sam); Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: MM 25-0265 Administrative Variance & Design Exception Reviews
Attachments: 25-0265 DReq 01-24-25.pdf; 25-0265 AVReq 01-24-25.pdf; 25-0265 AVReq 01-24-25_1.pdf; 25-0265 AVReq 03-17-25.pdf

Vicki/Michael - I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and one Design Exception (DE) for PD 25-0265 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

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From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, March 17, 2025 7:11 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: MM 25-0265 Administrative Variance & Design Exception Reviews

Hello Mike,

The attached AVs and DE are Approvable to me, please include the following people in your response email:

vcastro@palmtraffic.com
myates@palmtraffic.com
kami.corbett@hwhlaw.com
jaime.maier@hwhlaw.com
ballf@hcfl.gov
ratliffja@hcfl.gov

Best Regards,

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

E: TiradoS@HCFL.gov
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Hillsborough County Florida

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January 23, 2025

Mr. Michael Williams, P.E.
Hillsborough County Development Services Department
Development Review Director
County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, FL 33602

The County Engineer has reviewed zoning modification application # 26-0750 and determined the changes to be de minimis. As such, the previous approval shall stand.

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

RE: Mango Plaza (MM 25-0265)
Folios: 064328-0050, 064328-0000
Administrative Variance Request – Highview Road
Palm Traffic Project No. T24087

Dear Mr. Williams:

The purpose of this letter is to provide justification for the administrative variance to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed redevelopment of the Mango Plaza shopping center located north of SR 574 and east of Mango Road in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on January 16, 2025, with Hillsborough County staff.

The approximately 31.3-acre property is currently occupied by the existing Mango Plaza shopping center. The proposed redevelopment of the shopping center will consist of an approximately 180,566 square foot Walmart and 40,373 square feet of Retail.

The accesses for the project will remain unchanged, except for the addition of the limited egress to Highview Road, and will be as follows:

- One (1) left-in/right-in/right-out access to SR 574 (currently a full access)
- One (1) right-in/right-out access to SR 574 (Fifth Third Bank)
- One (1) right-in/right-out access to Mango Road
- One (1) full access to Mango Road
- One (1) right-out only access to Highview Road.

This request is for an administrative variance to the TS-4 typical section of the Hillsborough County Transportation Technical Manual in accordance with LDC Section 6.04.02.B for the section of Highview Road from SR 574 to the project driveway, for the following reasons: (a) there is an unreasonable burden on the applicant; (b) the variance would not be detrimental to the public health, safety and welfare; and (c) without the variance, reasonable access cannot be provided. These items are further discussed below.

a) There is unreasonable burden on the applicant

The existing ROW along Highview Road is approximately 50 feet. The typical TS-4 section for urban collector roadway requires a minimum of 64 feet of ROW with 11-foot travel lanes, a 7-foot buffered bike lane, F type curb and gutter and

a 5-foot sidewalk. The adjacent segment of Highview Road has approximately 11-foot travel, with F type curb and gutter, and a sidewalk along both sides of the roadway. However, the sidewalk along the east side of Highview Road is located at the back of curb. Due to the constrained right of way on Highview Road, the buffered bike lanes, wider shoulders and location of sidewalk cannot be provided. In addition, the connection to Highview Road is limited to right-out only and will limit the project traffic using the secondary access. Therefore, the requirement to improve Highview Road is unreasonable.

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

Highview Road currently has 11-foot travel lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 11-foot lanes may be used. The posted speed limit on Highview Road is 25 mph. The existing 11-foot travel lanes help keep the speed down and help provide a safer section that serves the neighborhood. Given the information outlined in this section, the existing roadway section would not be detrimental to the public health, safety and welfare of the motoring public.

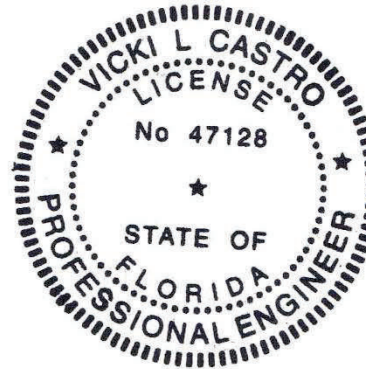
c) Without the variance, reasonable access cannot be provided.

The proposed project will only add the one (1) right-out only access to Highview Road. This will provide a secondary exit to the project on a County collector roadway. Again, without the variance, reasonable access cannot be provided.

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

Sincerely,

Vicki L Castro, P.E.
Principal



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Based on the information provided by the applicant, this request is: **X**
 Disapproved Approved with Conditions Approved

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

Digitally signed by Michael J. Williams
Michael J. Williams
Date: 2025.06.11 15:12:28 -04'00'
Sincerely,
Michael J. Williams
Hillsborough County Engineer

Figure 1. Location Map

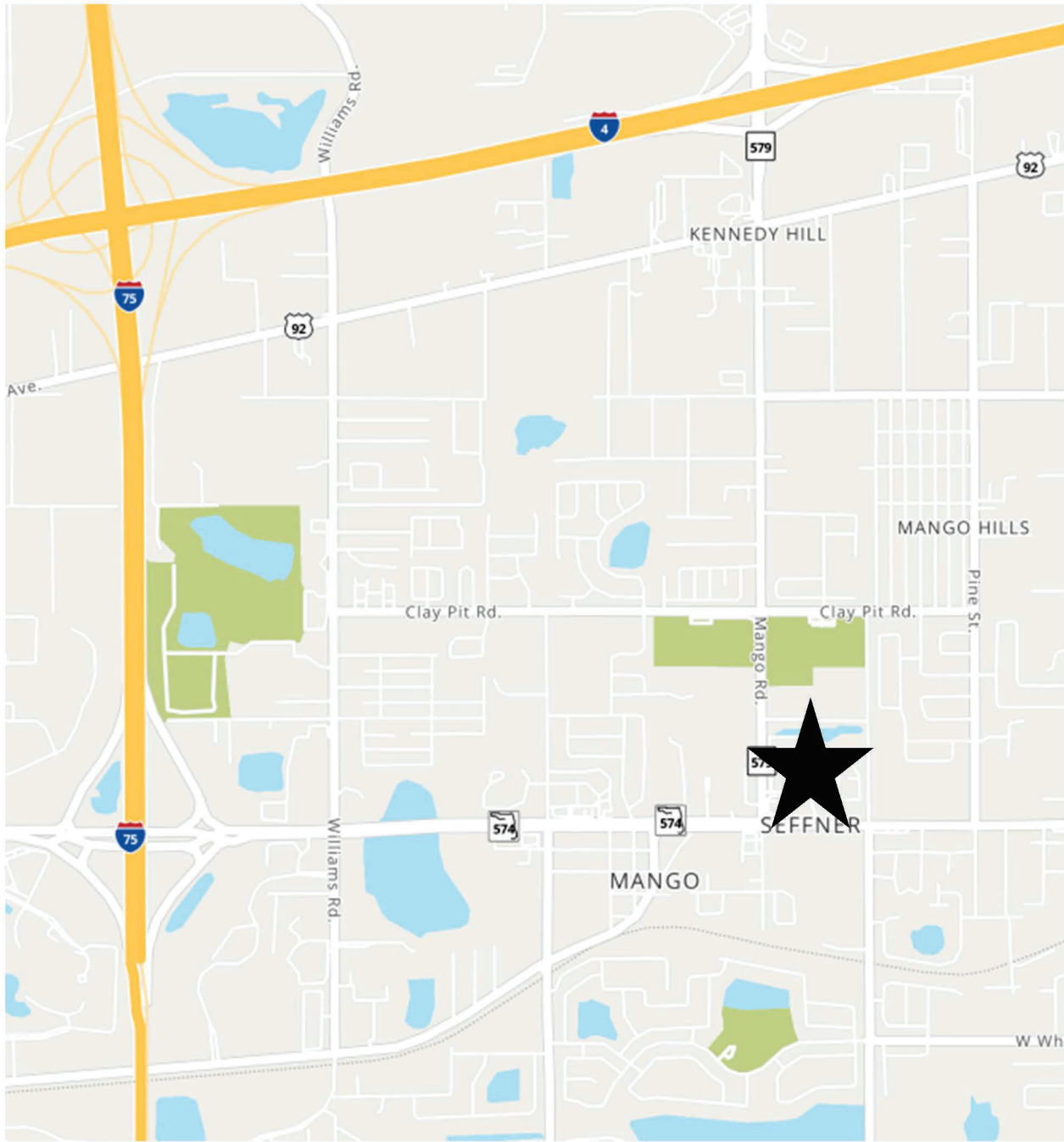


Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths

Context Classification		Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
		Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
		25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1	Natural	11	11	12	11	11	12	N/A	
C2	Rural	11	11	12	11	11	12		
C2T	Rural Town	11	11	12	11	11	12	12	12
C3	Suburban	10	11	12	10	11	12	11	12
C4	Urban General	10	11	12	10	11	12	11	12
C5	Urban Center	10	11	12	10	11	12	11	12
C6	Urban Core	10	11	12	10	11	12	11	12

Notes:

Travel Lanes:

- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph), but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

Auxiliary Lanes:

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For high speed curbed roadways, 11-foot minimum lane widths are allowed for the following:
 - Dual left turn lanes
 - Single left turn lanes at directional median openings.
- (5) For RRR Projects, 9-foot right turn lanes on very low speed roadways (design speed ≤ 35 mph) are allowed.

Two-way Left Turn Lanes:

- (1) Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- (2) For RRR Projects, the values in the table may be reduced by 1-foot.

Ratliff, James

From: Williams, Michael
Sent: Monday, March 17, 2025 7:16 PM
To: Vicki Castro; Michael Yates
Cc: Kami Corbett; Jaime Maier; Ball, Fred (Sam); Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
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Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

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To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: MM 25-0265 Administrative Variance & Design Exception Reviews

Hello Mike,

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vcastro@palmtraffic.com
myates@palmtraffic.com
kami.corbett@hwhlaw.com
jaime.maier@hwhlaw.com
ballf@hcfl.gov
ratliffja@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review Manager
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Hillsborough County Florida

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March 13, 2025

Mr. Michael Williams, P.E.
Hillsborough County Development Services Department
Development Review Director
County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, FL 33602

RE: Mango Plaza (MM 25-0265)
Folios: 064328-0050, 064328-0000
Administrative Variance Request – Driveway Throat Depth on CR 579
Palm Traffic Project No. T24087

The County Engineer has reviewed zoning modification application # 26-0750 and determined the changes to be de minimis. As such, the previous approval shall stand.

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

Dear Mr. Williams:

The purpose of this letter is to provide justification for the administrative variance to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.04.A (Driveway Width/Length) in association with the proposed redevelopment of the Mango Plaza shopping center located north of SR 574 and east of Mango Road in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on March 07, 2025, with Hillsborough County staff.

The approximately 31.3-acre property is currently occupied by the existing Mango Plaza shopping center. The proposed redevelopment of the shopping center will consist of an approximately 180,566 square foot Walmart and 40,373 square feet of Retail.

The accesses for the project will remain unchanged, except for the addition of the limited egress to Highview Road, and will be as follows:

- One (1) left-in/right-in/right-out access to SR 574 (currently a full access)
- One (1) right-in/right-out access to SR 574 (Fifth Third Bank)
- One (1) right-in/right-out access to Mango Road
- One (1) full access to Mango Road
- One (1) right-out only access to Highview Road.

This request is for an administrative variance to the proposed throat depth on the northern project driveway on Mango Road in accordance with LDC Section 6.04.02.B for the following reasons: (a) there is an unreasonable burden on the applicant; (b) the variance would not be detrimental to the public health, safety and welfare; and (c) without the variance, reasonable access cannot be provided. These items are further discussed below.

a) There is unreasonable burden on the applicant

Per LDC Section 6.04.04.A for unsignalized driveways, the minimum driveway length for a regional shopping center (over 150,000 square feet) is 250 feet. The LDC section states that the length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. In

addition, it states the actual width and length of driveways shall be subject to internal and external traffic flow considerations. This is a redevelopment of an existing shopping center with similar existing uses as the proposed shopping center. The uses in both centers are community serving uses rather than the category based on square footage of regional shopping centers. The Community Shopping Center throat depth requirement is 150 feet, which we exceed. Therefore, the requirement to provide 250 feet of throat depth at the northern project driveway on CR 579 is unreasonable.

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

Based on the proposed plan, the internal throat depth is 156 feet. In addition, a northbound right turn lane and southbound left turn lane will be provided that will also allow entering vehicles to move out of the through traffic on Manago Road. Per discussions with staff, the northbound right turn lane has been agreed to be extended to provide approximately 80 feet of additional length (approximately 265 feet overall). These turn lanes provide additional assurance that the entering project traffic does not impact the through traffic on Mango Road. Given the information outlined in this section, the proposed throat depth would not be detrimental to the public health, safety and welfare of the motoring public.

c) Without the variance, reasonable access cannot be provided.

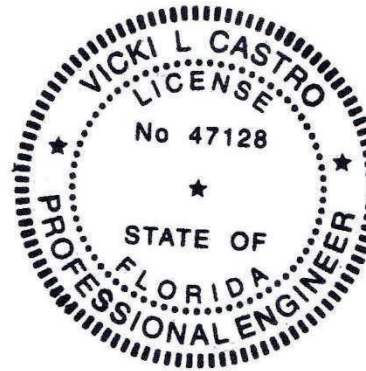
Based on the above information, we believe the proposed throat depth of 156 feet at the northern driveway meets the intent of the LDC Section 6.04.04.A. Again, without the variance, reasonable access cannot be provided.

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

Sincerely,

**Vicki L
Castro**

Digitally signed
by Vicki L Castro
Date: 2025.03.13
11:19:31 -04'00'



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

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

Vicki L Castro, P.E.
Principal

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

Disapproved Approved with Conditions Approved

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

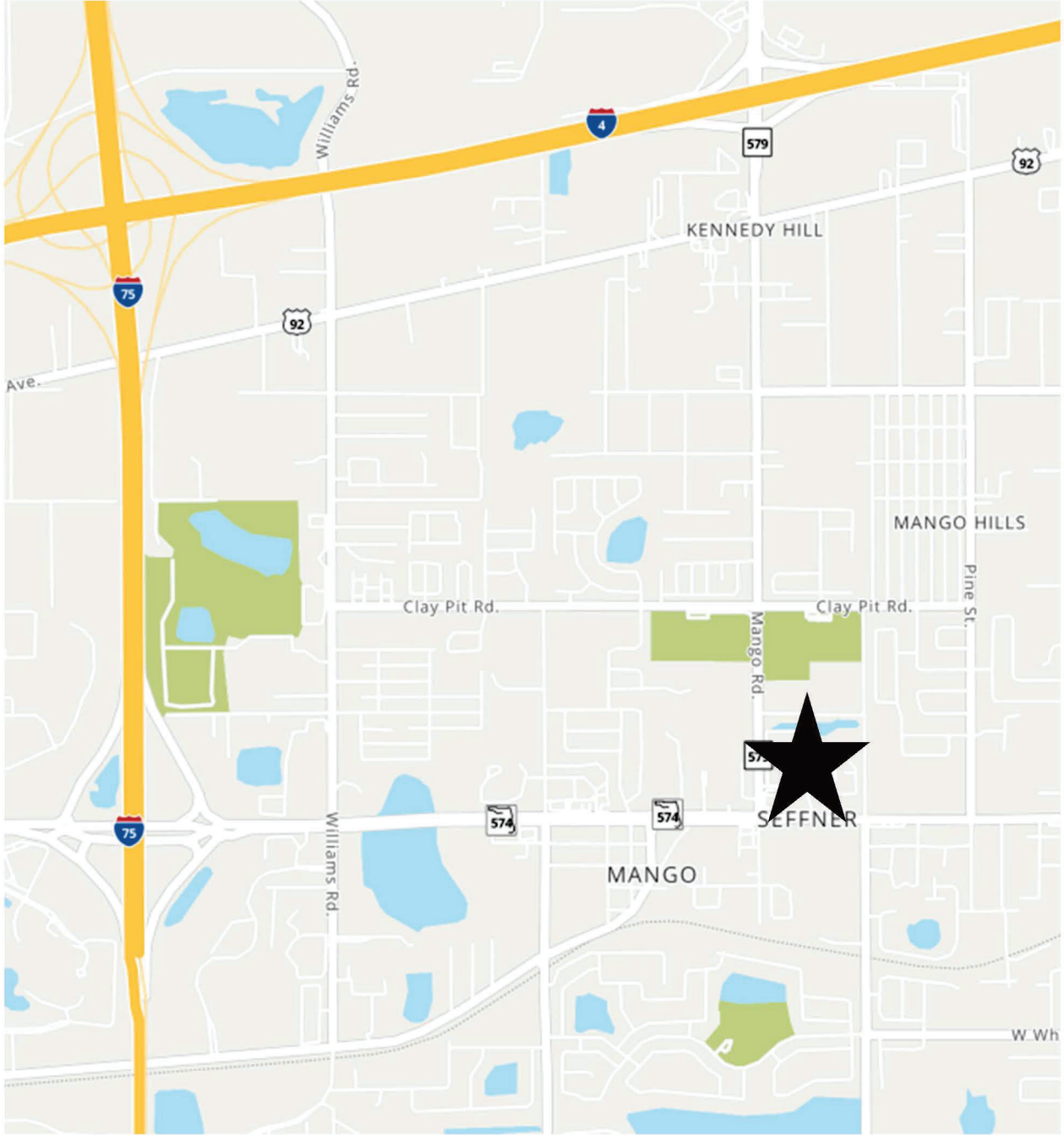
**Michael J.
Williams**

Digitally signed by
Michael J. Williams
Date: 2025.06.11
15:15:52 -04'00'

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Figure 1. Location Map



Bowman
Bowman Consulting Group, Ltd.
5404 Cypress Center Drive, Suite 140
Tampa, FL 33609
Phone: (813) 474-7424
Fax: (813) 474-7424
No. 30462
Certificate of Authorization License

#	DATE	REV	BY

811
ANYTIME YOU DIG
BEFORE YOU DIG
www.callbeforeyoudig.com

CLIENT
NAP CONSTRUCTION, LLC

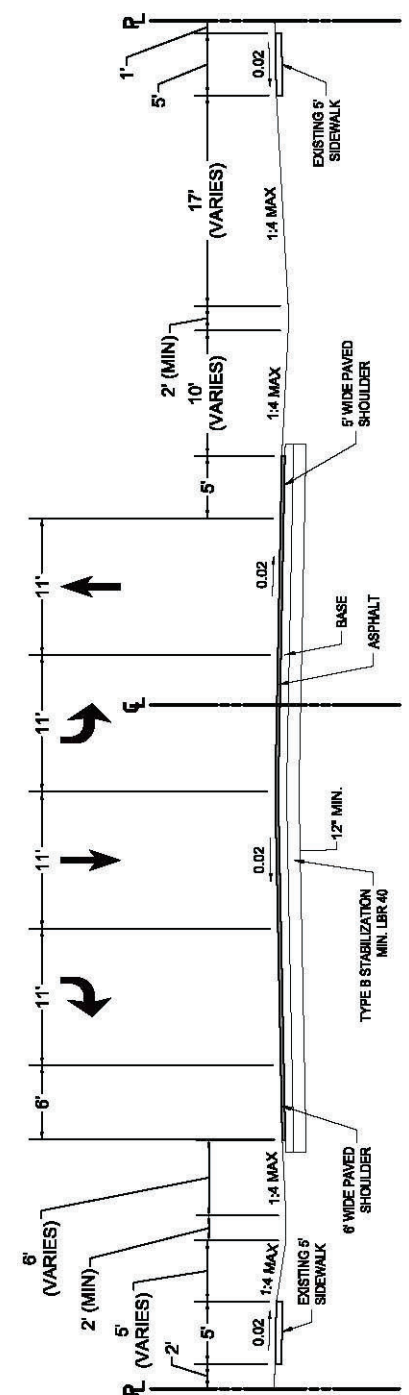
PROJECT
MANGO CENTER

SITE ADDRESS
11724 E DR MARTIN
LUTHER KING JR BLVD,
SEFFNER, FL 33584

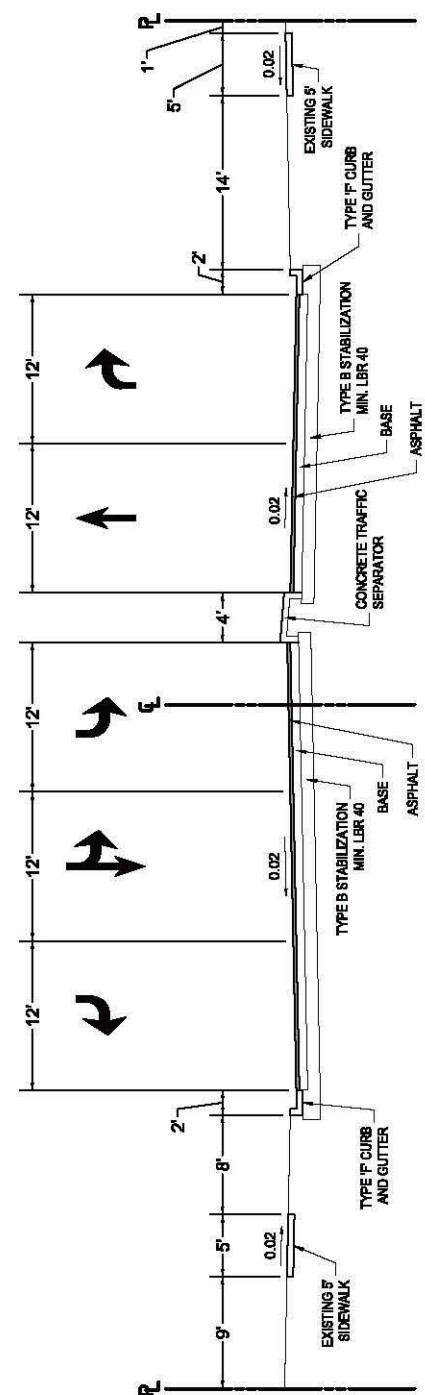
SHEET TITLE
MANGO ROAD
TYPICAL SECTIONS

JOB #: 011559-01-001
DATE: 01/21/2025
SCALE: 1" = 10'
DRAWN BY: RJD
CHECKED BY: TWJ
SHEET NO. EX-1

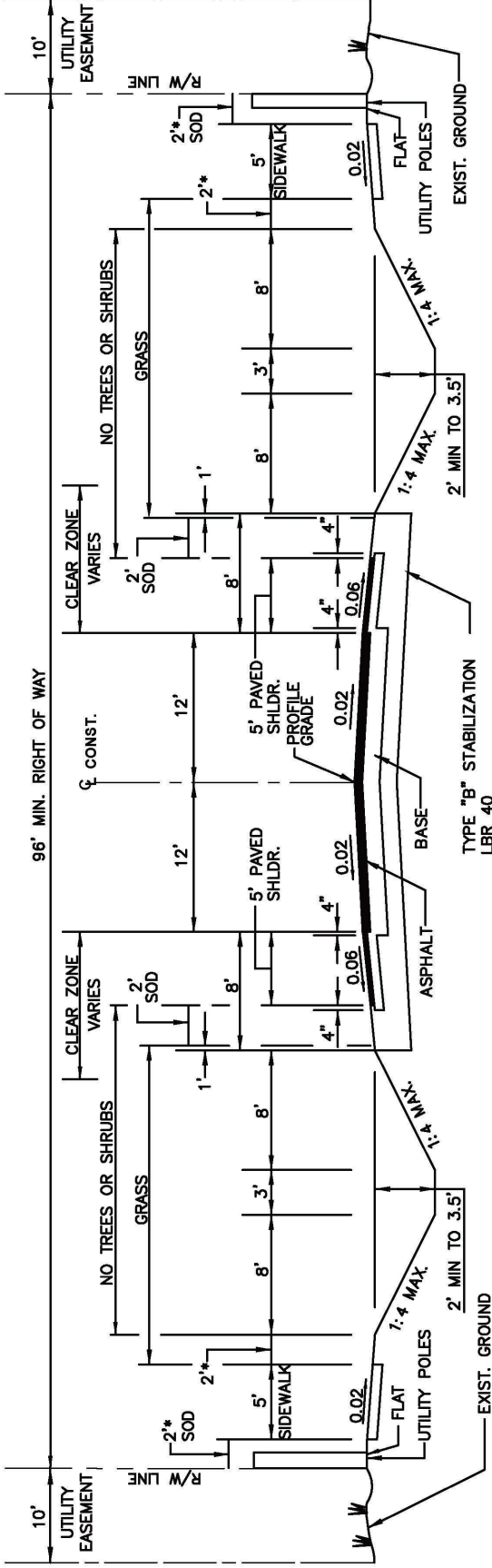
Figure 2: Proposed Typical Sections



MANGO RD (CR 579) TYPICAL SECTION (NORTH OF NORTHERN ACCESS)
SCALE: 1" = 10'



MANGO RD (CR 579) TYPICAL SECTION (SOUTH OF SOUTHERN ACCESS)
SCALE: 1" = 10'



TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 50 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. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE:
10/17

**TRANSPORTATION
TECHNICAL
MANUAL**



**Hillsborough
County Florida**

**LOCAL & COLLECTOR RURAL ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. TS-7

SHEET NO. 1 OF 1

Ratliff, James

From: Williams, Michael
Sent: Monday, March 17, 2025 7:16 PM
To: Vicki Castro; Michael Yates
Cc: Kami Corbett; Jaime Maier; Ball, Fred (Sam); Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: MM 25-0265 Administrative Variance & Design Exception Reviews
Attachments: 25-0265 DReq 01-24-25.pdf; 25-0265 AVReq 01-24-25.pdf; 25-0265 AVReq 01-24-25_1.pdf; 25-0265 AVReq 03-17-25.pdf

Vicki/Michael - I have found the attached three Section 6.04.02.B. Administrative Variances (AV) and one Design Exception (DE) for PD 25-0265 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HCFL.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, March 17, 2025 7:11 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: MM 25-0265 Administrative Variance & Design Exception Reviews

Hello Mike,

The attached AVs and DE are Approvable to me, please include the following people in your response email:

vcastro@palmtraffic.com
myates@palmtraffic.com
kami.corbett@hwhlaw.com
jaime.maier@hwhlaw.com
ballf@hcfl.gov
ratliffja@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review 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

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January 24, 2025

Mr. Michael Williams, P.E.
Hillsborough County
Development Services Department
Development Review Director
County Engineer
601 East Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

RE: Mango Plaza (MM 25-0265)
Folios: 064328-0050, 064328-0000
Design Exception Request – CR 579
Palm Traffic Project No. T24087

The County Engineer has reviewed zoning modification application # 26-0750 and determined the changes to be de minimis. As such, the previous approval shall stand.

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

Dear Mr. Williams:

The purpose of this letter is to provide justification for the design exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed redevelopment of the Mango Plaza shopping center located north of SR 574 and east of CR 579 (Mango Road) in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on January 16, 2025, with Hillsborough County staff.

The approximately 31.3-acre property is currently occupied by the existing Mango Plaza shopping center. The proposed redevelopment of the shopping center will consist of an approximately 180,566 square foot Walmart and 40,373 square feet of Retail.

The accesses for the project will remain unchanged, except for the addition of the limited egress to Highview Road, and will be as follows:

- One (1) left-in/right-in/right-out access to SR 574 (currently a full access)
- One (1) right-in/right-out access to SR 574 (Fifth Third Bank)
- One (1) right-in/right-out access to Mango Road
- One (1) full access to Mango Road
- One (1) right-out only access to Highview Road.

Mango Road is identified in the Hillsborough County Comprehensive Plan as an arterial roadway and was identified during our meeting as a substandard road. Mango Road has a posted speed limit of 45 mph. For this request, Mango Road will be divided into two sections, a northern section and a southern section. For the southern section, Mango Road currently has an urban section from SR 574 to just north of the southern project driveway with 12-foot lanes, F type curb and a 5-foot sidewalk on both sides of Mango Road within approximately 100 feet of right of way. No bike lanes currently exist on either side of Mango Road. For the northern section, Mango Road, currently has a rural section from just north of the southern project driveway to the northern project driveway with 12-foot lanes, open drainage and a 5-foot sidewalk on both sides of Mango Road within approximately 100 feet of right of way. No bike lanes currently exist on either side of Mango Road.

Southern Section

This request is a design exception to the TS-4 typical section of the Hillsborough County Transportation Technical Manual for Mango Road from SR 574 to the southern project driveway. The requested exceptions to the TS-4 typical section and the justification are as follows:

1. The proposed section will add a 4-foot-wide traffic separator to prevent westbound and southbound left turns at the southern project driveway on Mango Road. The traffic separator will be designed in accordance with FDOT Standard plans #520-020 (4'-wide option).
2. The request is to provide 12-foot travel and turn lanes instead of the 11-foot lanes with 7-foot buffered bicycle lanes.
3. Provide a 12-foot wide, 600-foot-long southbound left turn lane on Mango Road at SR 574. The shared SB left/through and SB right turn lane would remain.
4. The existing northbound merge lane would be converted to a 12-foot northbound right turn lane ending at the southern driveway.

Northern Section

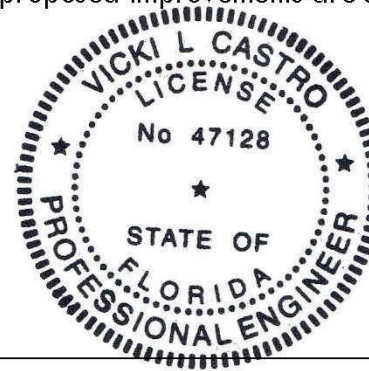
This request is a design exception to the Hillsborough County Transportation Technical Manual for Mango Road from the southern driveway to the northern property line. The requested exceptions to the TS-7 typical section and the justification are as follows:

1. The request is to provide 11-foot travel and turn lanes instead of the 12-foot lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 40 and 45 mph, 11-foot lanes may be used. The post speed limit on Mango Road is 45 mph.
2. Provide an 11-foot wide, 285-foot-long southbound left turn lane at the project northern driveway. The length includes a 50-foot taper.
3. Provide an 11-foot wide, 250-foot-long northbound right turn lane at the project northern driveway. The length includes a 50-foot taper.
4. The open drainage will be reduced in width from the 19 feet identified in the TS-7 but will maintain the maximum 1:4 side slope.
5. The 5-foot paved shoulder is being provided on the east side of Mango Road. However, the existing paved shoulder on the west side of Mango Road is approximately 3 feet, which will remain unchanged.

The proposed typical section is shown in Figure 2 and the proposed improvements are shown in Figure 3.

Sincerely,

Vicki L Castro, P.E.
Principal



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

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

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

_____ Disapproved _____ Approved with Conditions _____ **X** _____ Approved

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

Digitally signed by
Michael J. Williams
 Date: 2025.06.11
 15:17:38 -04'00'

Sincerely,
 Michael J. Williams
 Hillsborough County Engineer

FIGURE 1. LOCATION MAP

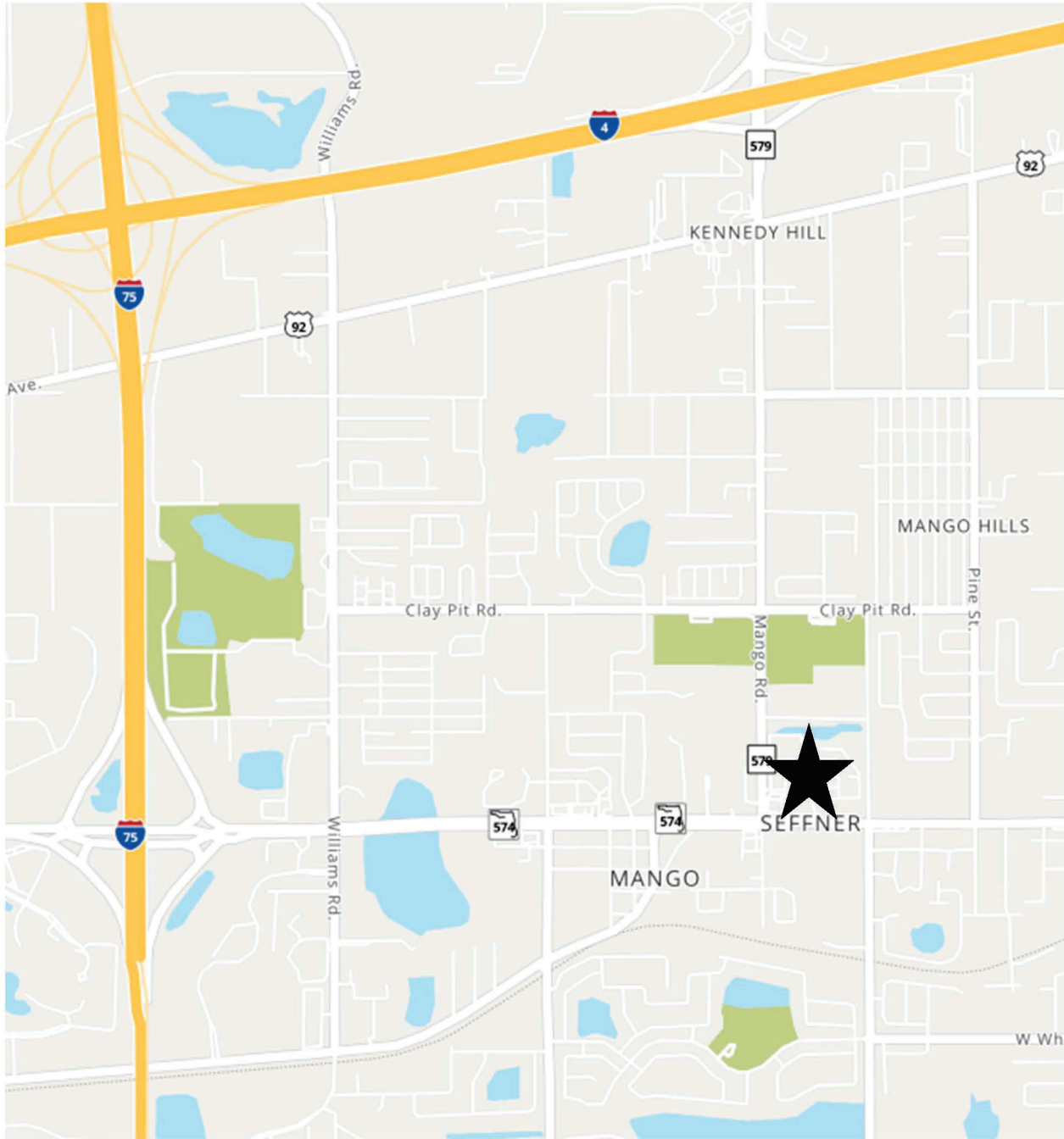
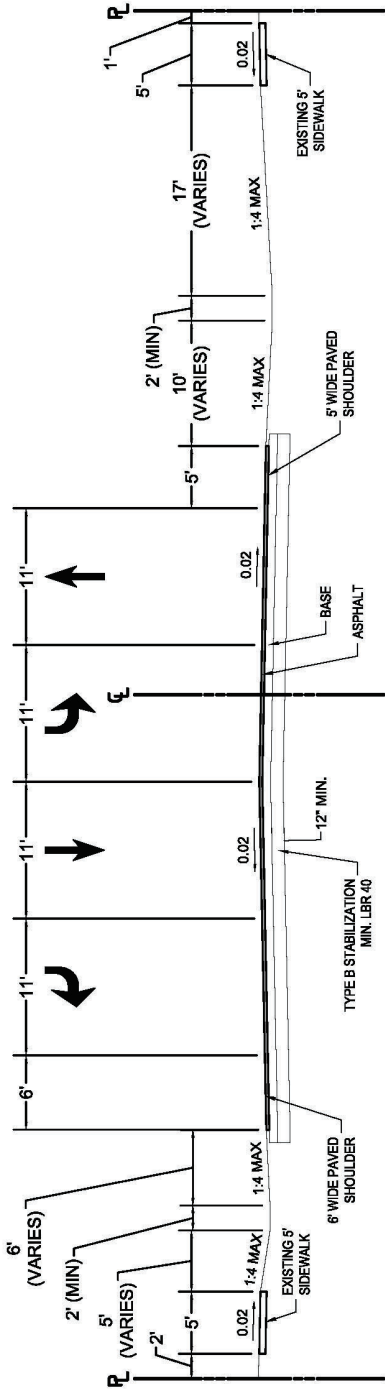
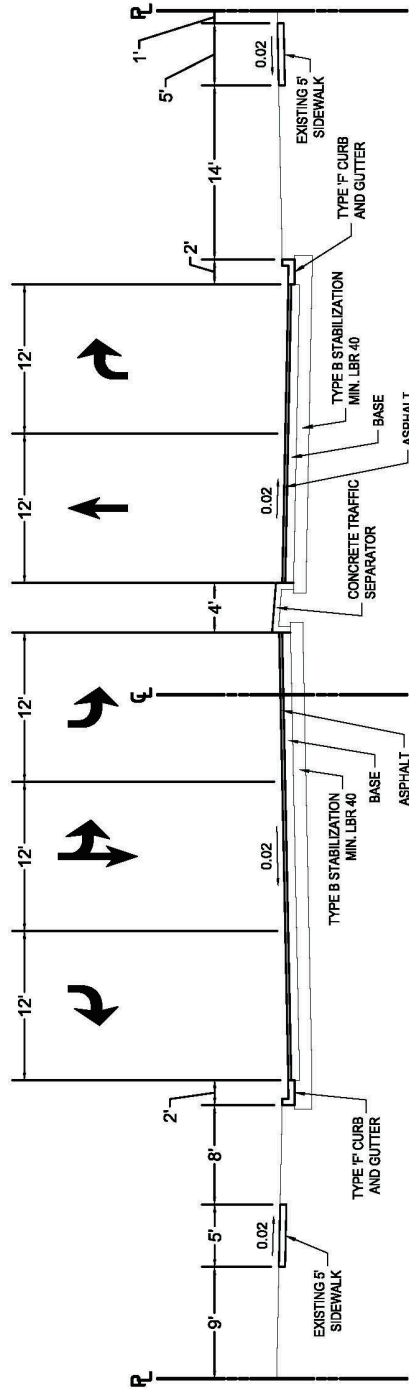


Figure 2: Proposed Typical Sections



MANGO RD (CR 579) TYPICAL SECTION (NORTH OF NORTHERN ACCESS)

SCALE: 1" = 10'



MANGO RD (CR 579) TYPICAL SECTION (SOUTH OF SOUTHERN ACCESS)

SCALE: 1" = 10'

Bowman
 5404 Cypress Center Drive, Suite
 Tampa, FL 33609
 Phone: (813) 474-7424
 Certificate of Authorization License
 No. 30462
 Bowman Consulting Group, Ltd.

#	DATE	REV	BY

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CLIENT
 NAP CONSTRUCTION, LLC

PROJECT
 MANGO CENTER

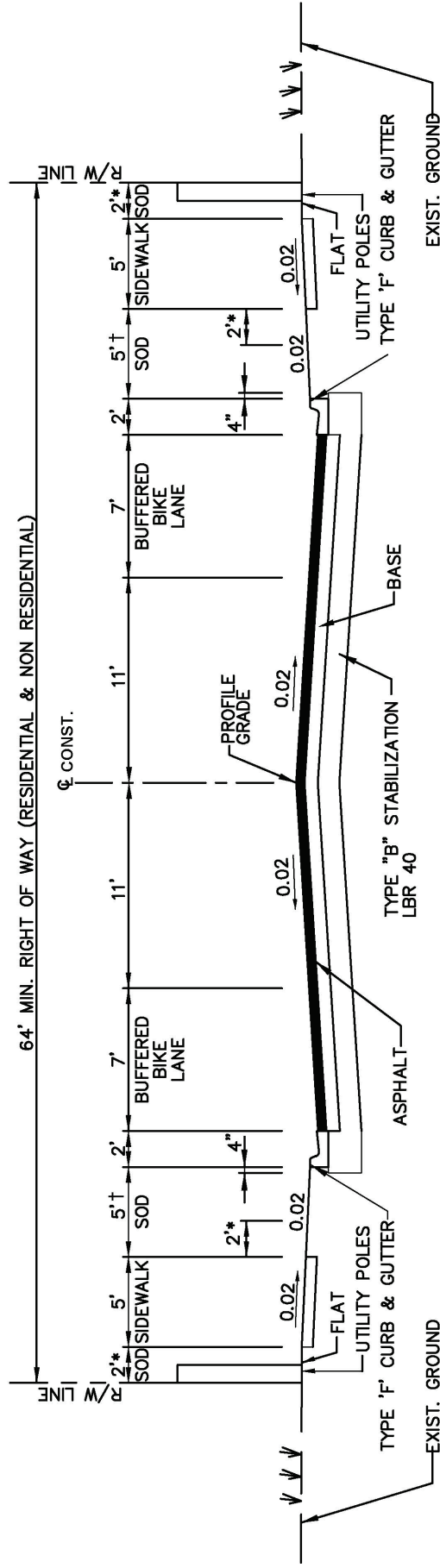
SITE ADDRESS
 11724 E DR MARTIN
 LUTHER KING JR BLVD,
 SEFFNER, FL 33584

SHEET TITLE
 MANGO ROAD
 TYPICAL SECTIONS

JOB #: 011559-01-001
 DATE: 01/21/2025

SCALE: 1" = 10'
 DRAWN BY: RJD
 CHECKED BY: TWJ

SHEET NO.
EX-1




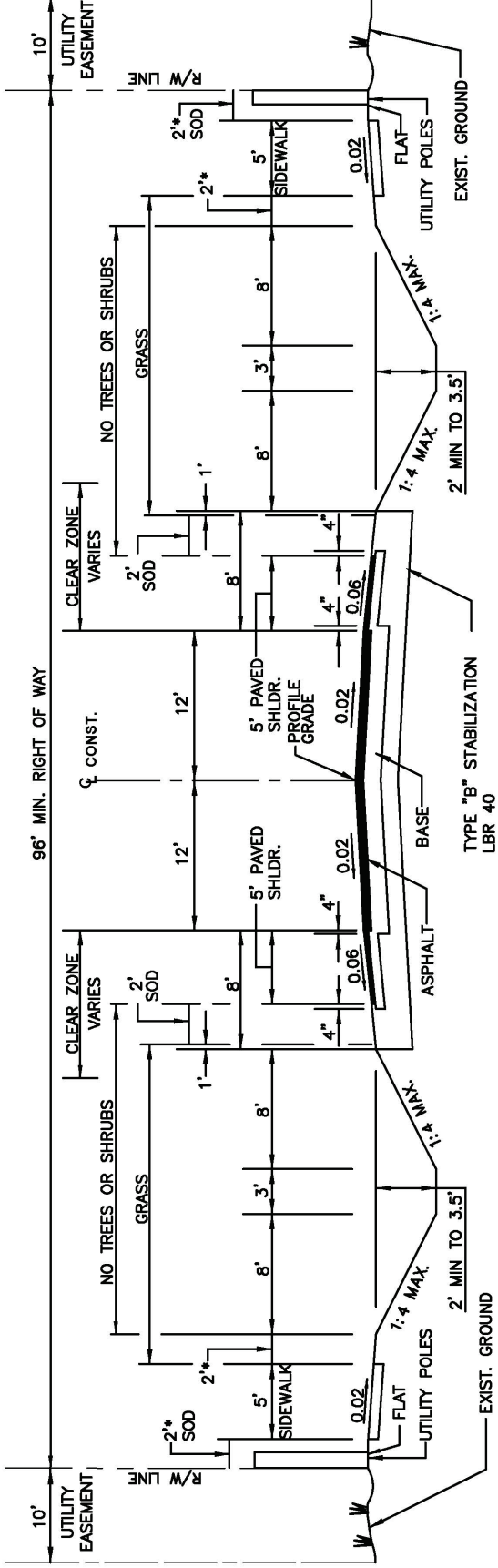
TYPICAL SECTION
N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 40 MPH

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

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	URBAN COLLECTORS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-4 SHEET NO. 1 OF 1
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TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 50 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. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-7 SHEET NO. 1 OF 1
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COMMISSION

Gwendolyn “Gwen” W. Myers CHAIR
 Harry Cohen VICE-CHAIR
 Chris Boles
 Donna Cameron Cepeda
 Ken Hagan
 Christine Miller
 Joshua Wostal



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 Rick Muratti, Esq. LEGAL DEPT
 Steffanie L. Wickham WASTE DIVISION

AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: June 9, 2026</p> <p>PETITION NO.: 26-0750</p> <p>EPC REVIEWER: Liam Huxhold</p> <p>CONTACT INFORMATION: (813) 627-2600 x 1247</p> <p>EMAIL: huxholdl@epchc.org</p>	<p>COMMENT DATE: April 13, 2026</p> <p>PROPERTY ADDRESS: 11720 and 11724 E Dr Martin Luther King Jr Blvd, Seffner, FL 33584</p> <p>FOLIO #: 064328-0000, 064328-0050</p> <p>STR: 03-29S-20E</p>
<p>REQUESTED ZONING: Minor Modification to PD</p>	
FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	No wetlands within the area to be rezoned.
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan’s current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again.</p> <p>INFORMATIONAL COMMENTS:</p> <p>The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.</p> <p>EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite/ within the proposed construction boundaries.</p>	

Environmental Excellence in a Changing World

Environmental Protection Commission - Roger P. Stewart Center
 3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org

REZ 26-0750
April 13, 2026
Page 2 of 2

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

Lh/dc

ec: kami.corbett@hwhlaw.com



Agency Review Comment Sheet

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

TO: Zoning Review, Development Services **REQUEST DATE:** 4/6/2026
REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 4/20/2026
PROPERTY OWNER: LMI Mango, LLC **PID:** 26-0750
APPLICANT: NAP Construction, LLC
LOCATION: 11724 E. Dr. Martin Luther King Jr. Blvd. Seffner, FL 33584
11720 E. Dr. Martin Luther King Jr. Blvd. Seffner, FL 33584
FOLIO NO.: 64328.0000, 64328.0050

AGENCY REVIEW COMMENTS:

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

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

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

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 04-10-2026

REVIEWER: Jan Kirwan, Conservation and Environmental Lands Management

APPLICANT: Kami Corbet

PETITION NO: 26-0750

LOCATION: 11720 E Dr Martin Luther King Blvd, Seffner

FOLIO NO: 64328.0000

SEC: 03 TWN: 29 RNG: 20

- 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 conditions.

COMMENTS: _____.

**WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

PETITION NO.: PRS 26-0750 REVIEWED BY: Clay Walker, E.I. DATE: 4/7/2026

FOLIO NO.: 64328.0000, 64328.0050

WATER

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

- A ___ inch water main exists (adjacent to the site), (approximately ___ feet from the site) _____. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

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

WASTEWATER

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

- A ___ inch wastewater gravity main exists (adjacent to the site), (approximately ___ feet from the site) _____. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

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

COMMENTS: The Water Resources Department has no comments or objections.