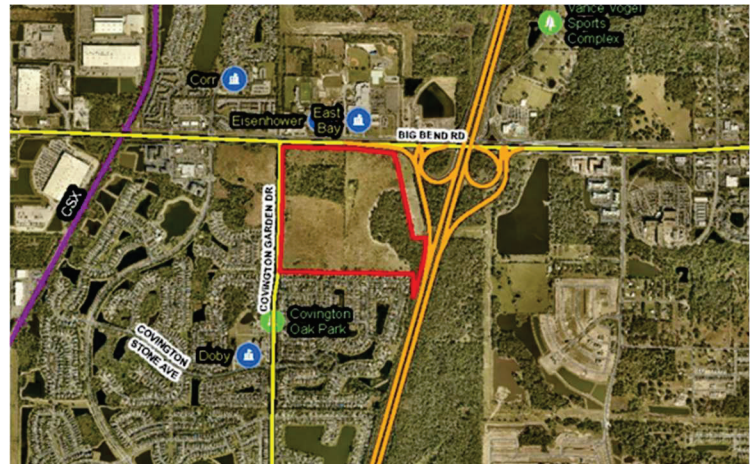


PD Modification Application: PRS 26-0005**Zoning Hearing Master Date:** N/A**BOCC Land Use Meeting Date:** December 9, 2025**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY**Applicant:** Lifestyle Communities, LTD**FLU Category:** UMU-20**Service Area:** Urban**Site Acreage:** 137 +/-**Community Plan Area:** Apollo Beach & South Shore
Areawide Systems**Overlay:** None**Introduction Summary:**

The applicant requests modifications to PD 86-0154 (PRS 25-0104) Tract 1 (located in the northeastern portion of the PD) as noted below. The proposed modifications do not alter the approved density or intensity entitlements.

Existing Approval(s):	Proposed Modification(s):
Multi-Family and CI uses are permitted within the southeastern portion of the PD	Allow only CI uses within the southeastern portion of the PD.
Within the southeastern portion of the PD, a 65' southern setback for non-residential structures up to 45' tall and a 100' southern setback for non-residential structures between 45' and 62' tall in addition to a 30' wide landscape buffer with enhanced Type B screening.	Within the southeastern portion of the PD, replace a portion of the southeastern setback area with a storm pond that spans at least 263 feet in addition to a 30' wide landscape buffer with enhanced Type "B" screening.
930 Residential dwellings consisting of multi-family with up to 100 platted townhome lots	930 Residential dwellings consisting of multi-family with up to 400 platted townhome lots
Roundabout between Segments C and Segments I	The roundabout has been removed and corresponding references have been modified.
Tract 1 Development Summary as shown in the conditions of approval	Update Tract 1 Development Summary to reflect development area changes
One stormwater pond in the northwest corner of Tract 1.	Two stormwater ponds, one in the northwest corner of Tract 1 and one in the southeast corner of Tract 1

Additional Information:

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

APPLICATION NUMBER: PRS 26-0005

ZHM HEARING DATE: N/A

BOCC LUM MEETING DATE: December 9, 2025

Case Reviewer: Sam Ball

Planning Commission Recommendation:

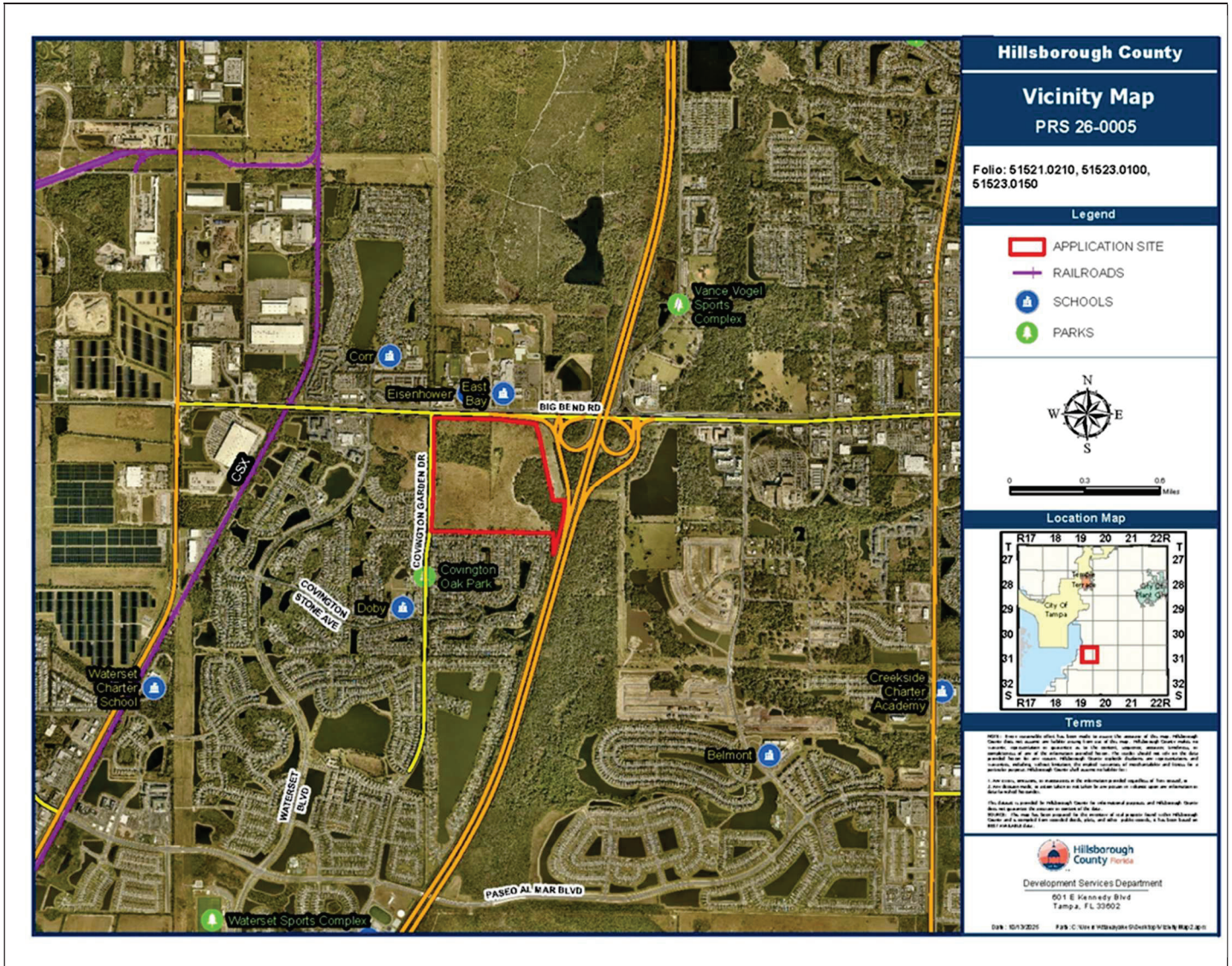
N/A

Development Services Recommendation:

Approvable, Subject to Conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

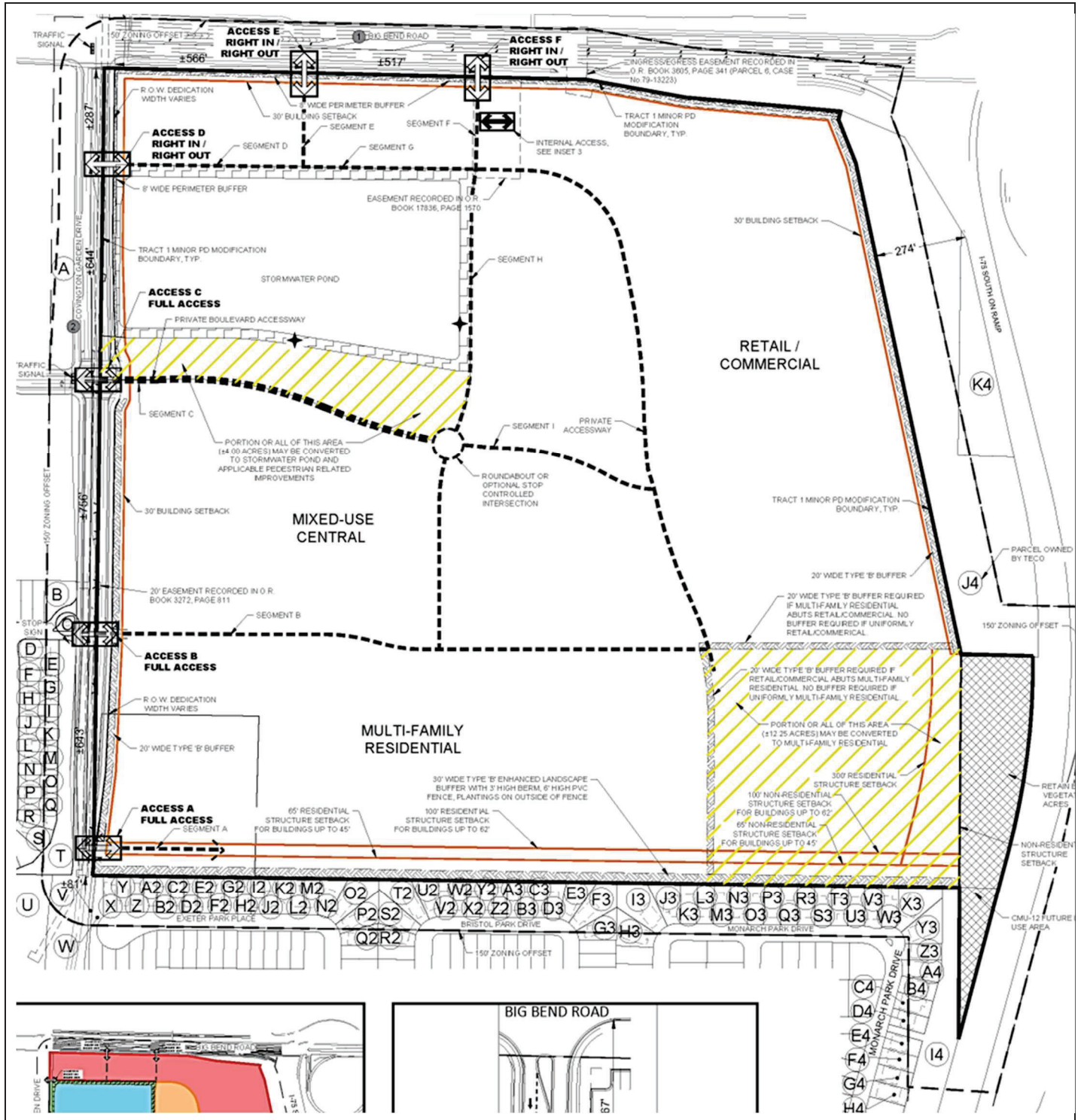


Context of Surrounding Area:

The property is located at the southwest corner of the Big Bend Road and Interstate-75 and intersection. The abutting rights-of-way to the north and south vary from 220 feet to 2,000 feet in width. The properties to the west and south are developed for single-family residential use.

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)



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)**Adjoining Roadways (check if applicable) – Modification Area Only**

Road Name	Classification	Current Conditions	Select Future Improvements
Big Bend Rd.	County Arterial - Rural	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – County CIP Project
Covington Garden Dr.	County Collector – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – Developer Widening
	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
	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 (Modification Area Only) ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	33,973	1,053	3,032
Proposed	33,973	1,053	3,032
Difference (+/-)	No Change	No Change	No Change

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

Connectivity and Cross Access (Modification Area Only) ☐ Not applicable for this request

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

Design Exception/Administrative Variance ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Big Bend Rd./ Access F Throat Depth	Deminimis Administrative Variance Requested	Approvable
Covington Garden Dr./ Substandard Road	Deminimis Design Exception Requested	Approvable
Certain Internal Project Roadways/ Alternative Typical Section	Deminimis Design Exception Requested	Approvable
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input 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 type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" 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 type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed site plan changes include a stormwater pond in the southeastern portion of the site, which at its narrowest span of 263 feet is in conjunction with an additional 30-foot buffer with enhanced Type “B” screening. The currently permitted CG zoning district uses are permitted a minimum setback of 65 feet from the southern boundary. The stormwater pond would increase the separation of proposed CI zoning district uses from the single-family development to the south from 65 feet to at least 293 feet.

The proposed change in residential use would increase the number of fee simple townhome lots from 100 to 400 units. Staff finds the benefits of the proposed increase of home ownership associated with the additional 300 platted townhome lots and the placement of a stormwater facility in the southeastern portion of the property would decrease the impacts of the retail/commercial CI uses to the residential development to the south. Based on these findings, staff finds the proposed modification compatible with the zoning and development pattern in the area.

5.2 Recommendation

Supported, subject to proposed conditions of approval.

6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted October 3, 2025

Conditions 1.2, 1.3 and 2 through 39 shall apply to all development tracts except Tract 1.

1. The development of the South bend project shall proceed in strict accordance with the Development Order for the Development of Regional Impact, DRI #145, as amended, the General Development Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

Approval is based upon the General Development Plan received and all data shown, defined, described, noted, referenced and listed thereon.

- 1.1 All of the Single Family Residential entitlements in Phase 1 were owned and developed by NNPSouthbend II, LLC. All of the non-Single Family in Phase 1 and all of Phase 2B entitlements are currently owned by Bayview Properties, Ltd., LLLP. All of the Phase 2A entitlements are currently owned by NRI Equity Tampa, LLC.
- 1.2 In order to track project development in accordance with the DRI Equivalency Matrix (trade-off mechanism), a tracking table shall be submitted with each Preliminary Plan or Preliminary Plat submitted for each portion of project development.
- 1.3 Each tracking table shall show the following by Phase: (1) the approved amount of development [number and type of residential units or square feet], (2) the amount of development [number and type of residential units or square feet] having previously received Preliminary Plan or Preliminary Plat approval, (3) the amount of development proposed by the Preliminary Plan or Preliminary Plat for the subject portion of the project, (4) the remaining development entitlements, by type of development, after Preliminary Plan or Preliminary Plat submittal for the subject portion of the project, and (5) the owner of the entitlements. The tracking table shall document any land use trade- offs undertaken prior to the time of Preliminary Plan or Preliminary Plat submittal for the subject portion of the project.

2. On-site residential development shall comply with the following requirements:

Single family:

Minimum Lot Size:	4,400 sf
Minimum Lot Width:	40 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet
Maximum Lot Coverage:	50%
Maximum Height:	35 feet

Townhouse:

Minimum Lot Size:	1,800 sf
Minimum Lot Width:	20 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet (Min. 10 feet between buildings)
Minimum Rear Yard:	15 feet
Maximum Height:	35 feet
Maximum Lot Coverage:	65%
Multi family:	RMC-20 regulations

3. The following exceptions to those requirements may be made for single-family zero lot line development: Sideyard setbacks may be a minimum of zero (0) feet on one side and ten (10) feet on the other, or five (5) feet on each side. This requirement shall not preclude Z-lots, i.e., the zero lot line may be partially on one and partially on the other side of a lot. It shall also not preclude combinations, such as three (3) feet on one side and seven (7) on the other. In no case, however, shall a combination of setbacks (i.e., 0 feet+ 10 feet and 5 feet+ 5 feet) be allowed which would create a separation of less than ten (10) feet between nonattached structures. Further, rear yards shall be a minimum of 20 feet, but may be reduced to 15 feet on conditions that the total usable open space contained within rear yards and portions of side yards of no less than 15 usable feet in width is not less than twenty times the average lot width.
4. The developer shall have the option of developing villa-duplex units within any tract, subject to the following development standards:

Minimum Lot Size:	3,500 sf
Minimum Lot Width:	33 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet
Maximum Lot Coverage:	50%
Maximum Height:	35 feet
5. For all uses other than single family, two feet of additional yards other than that described herein shall be provided for every one foot of structure height over 20 feet.
6. The maximum residential density on any tract shall be no greater than 5 percent in excess of that shown on the Land Use Schedule for the particular type of residential development, except that densities may be a maximum of 15 units per acre. This shall not preclude the transfer of types of residential units from tract to tract providing that the tracts receiving the more intense form of development are not located on the perimeter of the project except along Interstate 75.
7. Pole signs and Billboards shall be prohibited in Tract 7.
8. Development regulations within Tract 3, Tract 5, Tract 6, and Tract 7 shall be as follows:
 - Tract 3, Tract 5, Tract 6, and Tract 7, shall be subject to the development standards listed for the C-I zoning district, per the Land Development Code, unless otherwise specified herein;

- Office and hotel uses shall be subject to the development standards listed for the CG zoning district, per the Land Development Code, unless otherwise specified herein;

- Fitness center/gymnasium and hotel shall also be permitted uses in Tract 3, Tract 5, and Tract 7;
- Fitness center/gymnasium shall also be a permitted use in Tract 6;

- Hotels may exceed the twenty-five percent limitation on gross building square footage for the district;

- 8.1 Large Scale Retail as defined by the Land Development Code shall comply with the requirements for Large Scale Retail Development (Single Tenant Big Box) in Section 6.11.106 of the Land Development Code with the exception of Section 6.11.106.C.7.a.
- 8.2 Service areas and loading docks facing Covington Garden Drive shall be screened from Covington Garden Drive in accordance with Section 6.11.106.C.9 of the Land Development Code. A berm or combination berm with landscaping and/or Fencing may also be used to meet screening requirements with the minimum height consistent with the requirements in Section 6.11.106.C.9.
- 8.3 Site construction plan approval for free-standing General/Regional Commercial uses in Tracts 5 and 7 shall be capped at 200,000 square feet, unless and until the project also includes a minimum of 250,000 square feet of Office uses to be located on Tracts 3, 5, 6 and/or 7.
- 8.4 Commercial uses that are vertically integrated into an office or hotel project shall not be counted against the cap in Condition 8.3 above.
- 8.5 Any request to remove or revise the cap on commercial uses shall be processed as a Minor Modification.

9. The maximum floor area (FAR) ratio on any tract shall be no more than 15 percent in excess of the average FAR shown on the Land Use Schedule for that use.

10. Height limitation in the project shall be as follows:

- 10.1 All structures in the office areas shall be limited in height to five (5) stories and sixty-five (65) feet whichever is less.
- 10.2 All structures in the general commercial areas shall be limited in height to two (2) story or thirty- five (35) feet whichever is less.
- 10.3 All structures in the multi-family and townhouse areas shall be limited in height to four (4) stories or fifty-five (55) feet whichever is less.
- 10.4 All structures in the villa duplex area shall be limited in height to three (3) stories or thirty-five (35) feet, whichever is less.
- 10.5 Hotel structures shall be limited to five (5) stories, or fifty-five (55) feet, whichever is less, in Tract 3, except excluded portions of buildings per LDC Section 6.08.01. Hotel structures shall be limited to six (6) stories, or sixty-five (65) feet, whichever is less, in Tract 5 and Tract 7, except excluded portions of buildings per LDC Section 6.08.01.

11. Buffering and screening shall be provided in accordance with the Land Development Code unless otherwise specified herein. Between office uses and single family or townhomes, and between hotels and single family, the following shall be required: a 15 foot buffer with 10 foot high evergreen trees at 15 foot intervals, a lawn/shrub/groundcover/mulch over the buffer, and a choice of evergreen shrubs (6 feet high within two years of planting), or 6 foot masonry wall, or 6 foot wooden fence, or a berm/planting combination 6 feet in height.
 - 11.1 Along the southern boundary of Tract 3, there shall be a 20 foot buffer with 10 foot high evergreen trees at 15 foot intervals. a lawn/shrub/groundcover/mulch over the buffer, and a choice of evergreen shrubs (6 feet high within two years of planting), or 6 foot masonry wall, or 6 foot wooden fence, or a berm/planting combination 6 feet in height if developed with office, neighborhood commercial, or hotel uses.
 - 11.2 Along the southern boundary of Tract 7, along the part of the boundary located north of the existing single family home development, and not within a wetland or wetland buffer area, a 30 foot wide natural vegetation strip shall remain. This shall not preclude existing plantings from counting toward screening requirements if verified by Natural Resources staff at the time of site development. The required building setbacks shall not be increased as a result of this natural vegetation strip.
12. Residential tracts abutting the western north-south roadway (Waterset Boulevard) shall have a 24 foot buffer from the right-of-way. Additionally, in accordance with the Land Development Code Section 6.06.06.C.6., a berm/planting combination with the berm an average height of four feet with minimum 3:1 side slopes and dense plantings which will, when combined with the berm, achieve a minimum height of eight feet and 75% opacity within three years of planting, shall be required adjacent to the right-of-way.
13. The developer shall provide, prior to the issuance of Certificate of Occupancy, for each applicable site plan submittal, those internal sidewalks and external sidewalks to the project in the right-of-way area of the major roadway(s) bordering the project (i.e. Big Bend Road).
14. The internal sidewalks shall be provided as appropriate in non-residential tracts to ensure free pedestrian movement to neighborhood shops, offices, and community facilities. The exact locations of said sidewalks shall be determined by the County Development Services Department during the appropriate Site Plan approval.
15. Prior to the issuance of Certificate of Occupancy, the developer unless otherwise directed by the County shall be responsible for constructing all improvements that are required as a result of this project at the intersection of the project entrance with Big Bend Road and at the project access with United States Highway 41 to maintain a Level of Service "D" or better. The developer shall pay for the installation when said signals become warranted. Interconnecting these traffic signals to adjacent traffic signals as per Hillsborough County Engineering Department requirements shall also be the developer's responsibility.
16. The developer shall provide a minimum of 118-feet wide right-of-way for the future extension of 30th Street through the site. This right-of-way corridor will coincide approximately with the eastern most north south roadway shown on the conceptual site plan. Since this roadway is necessary to provide access to the project, any applicable Transportation and/or Right-Of-Way Impact Fee credit shall be based on percentage of roadway capacity provided beyond what is needed for project traffic. THIS REQUIREMENT HAS BEEN SATISFIED.
17. If the Developer elects the Pipeline Mitigation Alternative in the Southbend DRI Development Order, then the Developer shall design Western North/South roadway as a four (4) lane divided roadway and shall construct two (2) of the lanes. The Developer shall construct the roadway to Hillsborough County standards and shall

include all bicycle, pedestrian, and transit facilities as specified in the latest edition of the Transportation Technical Manual. The Developer shall also dedicate all of the right-of-way needed for ponds. The Developer shall submit the 30% roadway plans for the roadway to the County for review and approval within 120 days of dedication of the Western North/South roadway right-of-way. Subsequent submittals of roadway plans for 60% design, 90% design and 100% design shall be submitted within 90 days of the County's approval of the previously submitted plans. Construction of the Required Improvements shall be completed within three (3) years of final approval by Hillsborough County of the 100% roadway plans. [THIS ALTERNATIVE WAS SELECTED TO MITIGATE THE IMPACTS PHASE 1 OF THE SOUTH BEND DRI].

18. The Developer shall ensure that all roadway intersections with the Western North/South roadway are constructed with the appropriate roadway geometry to provide for safe vehicular movements and maintenance of the North/South roadway capacity.
19. Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the access related left and right turn lanes needed to serve development traffic. The access related turn lanes shall be constructed to FDOT and/or Hillsborough County standards. The only exceptions to access related roadway improvements shall be based on documented safety or environmental concerns. The Development Services and Public Works Departments shall approve all exceptions. The Developer, consistent with requirements of the Land Development Code, shall construct the following access related turn lanes:
 - 19.1 Westbound left turn lane on Big Bend Rd @ Western North/South Roadway. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
 - 19.2 Eastbound right turn lane on Big Bend Rd @ Western North/South Roadway. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
 - 19.3 Eastbound right turn lane on Big Bend Rd @ each project entrance. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
 - 19.4 Northbound exclusive left turn lane, through lane, and right turn lane on Western North/South Roadway @ Big Bend Rd. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
 - 19.5 EB right turn lane on Big Bend Road at the right-in/right-out access to Tract 7. The right-in/right-out access shall be aligned with Kings Crossing Drive on the north side of Big Bend Road. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
 - 19.6 Construct continuous right turn lane from the right-in/right-out access to Tract 7 to Western North/South Roadway. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
 - 19.7 Channelize the full median opening on Big Bend Road, along Tract 7 to allow for EB left turn movement only. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
 - 19.8 No direct access connection to Tract 5, off of Big Bend Road is allowed.
20. Annually, for inclusion in the DRI Annual Report, the Developer shall complete an evaluation with FDOT and Hillsborough County, as appropriate, to determine whether a warrant study is required for the signalization of Big Bend Rd at the Western North/South roadway. Should it be determined that a warrant study is required, the Developer shall provide same in the DRI Annual Report. Furthermore, if a traffic signal is warranted, and

the results are approved by Hillsborough County, then the developer shall submit 100 % signal design plans to Hillsborough County within 120 days of Hillsborough County approval. In addition, the developer shall also submit 100% design plans for the construction of a second left turn lane on Big Bend Rd at the Western North/South roadway. Construction of the traffic signal and second left turn lane shall commence within 120 days of approval of the final signal and roadway design plans by Hillsborough County. If Hillsborough County elects to conduct a traffic signal warrant and finds that a signal is warranted, then the developer shall comply with the timing schedule described above. The signal and roadway improvements shall be designed and constructed to Hillsborough County Standards.

21. Annually, for inclusion in the ORI Annual Report, the Developer shall complete an evaluation with FDOT and Hillsborough County, as appropriate, to determine whether a warrant study is required for the signalization of Big Bend Rd at Covington Garden Drive. Should it be determined that a warrant study is required, the Developer shall provide same in the ORI Annual Report. Furthermore, if a traffic signal is warranted, and the results are approved by Hillsborough County, then the developer shall submit 100% signal design plans to Hillsborough County within 120 days of Hillsborough County approval. In addition, the developer shall also submit 100% design plans for the construction of a second left turn lane on Big Bend Rd at Covington Garden Drive. Construction of the traffic signal and second left turn lane shall commence within 120 days of approval of the final signal and roadway design plans by Hillsborough County. If Hillsborough County elects to conduct a traffic signal warrant and finds that a signal is warranted, then the developer shall comply with the timing schedule described above. The signal and roadway improvements shall be designed and constructed to Hillsborough County Standards.
22. The Developer shall provide at least one (1) paved pedestrian and bicycle connection from Tract 9 to the Western North/South roadway. All pedestrian and bicycle connections shall be designed to the trail standards as found in the latest edition of the Transportation Technical Manual.
23. Within all residential tracts, the Developer shall provide pedestrian and bicycle interconnectivity between adjacent residential pods/clusters that do not provide for vehicular access between the two residential pods/clusters. The Developer shall also provide for pedestrian and bicycle connectivity between adjacent residential and nonresidential pods, where a direct vehicular access is not provided.
24. The developer shall provide an internal collector roadway that runs parallel to Big Bend Rd along the southern boundary of Tract 5. The internal collector roadway shall provide for a continuous interconnected route between Tract 7 and the proposed regional commercial development within Tract 1. The Developer shall provide cross access and internal circulation to parcels or tracts adjacent to the roadway. The roadway shall connect with any internal roadways running north/south that have an access point with Big Bend Rd. The roadway shall intersect the Western North/South Roadway and Covington Garden Drive.
25. The developer shall provide the necessary pavement markings, signals and signs for a pedestrian crossing at the intersection of Big Bend Road and project entrance selected by the County when the pedestrian crossing is required by the County. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
26. The number and general location of the access points into each "pod" for Phase I shall be shown on the General Site Plan. All access points shall be limited as follows:
 - 26.1 No access point shall be permitted:
 - 26.1.1 Within 150 feet of any intersection rights-of-way at roadway intersections;
 - 26.1.2 Within 150 feet of the northern project boundary at the intersection of the project roadways

and Big Bend Road;

26.1.3 Within 150 feet of another access point or roadway on the same side of the street, or without 150 feet of another access point of roadway on the opposite side of the street unless such opposite roadways are in direct alignment; unless an alternate design acceptable to Hillsborough County Department of Development Coordination and the Engineering Department is approved in the Detailed Site Plan Phase. In no case shall access points be closer than 100 feet apart; and

26.1.4 No more than five (5) access points per "pod" will be permitted, which pods will be located in compliance with the conditions set out above.

27. The developer shall dedicate to the School Board upon request of the School Board, usable land for one 15.1-acre elementary school site of which 3.5 acres may be shared with the adjacent park site. The location of the site shall be subject to approval of the County School Board and the Hillsborough County Board of County Commissioners accordingly. If ever it shall be determined that the school site shall not be used for a school, the site may be used for single family or townhouse residential development only so long as the total number of dwelling units on site does not exceed 2,810.
28. All school site dedication shall be credited against school site dedication impact fees as provided in Hillsborough County Ordinance #86-20. If the school site is not used for a school, the developer shall pay impact fees in lieu of the land.
29. The developer shall dedicate to Hillsborough County a 4.0-acre park site. An additional 3.5 acres may be shared with the school site. Said dedication shall occur when any adjacent roadway is dedicated to Hillsborough County.
30. All public park land dedications and/or improvements shall be credited against park site acquisition and improvements impact fees as provided in Hillsborough County Ordinance.
31. The developer shall be required to utilize public water and shall pay all costs to connect for service delivery for this project's needs. The developer shall submit to the Hillsborough County Development Services Department, prior to the issuance of Certificates of Occupancy, evidence of commitment; from the County Department of Water and Wastewater Utilities to provide public water service, and evidence of agreement to pay necessary costs for this project to enable the County to provide public water service delivery.
32. The developer shall include on the General Site Plan a general bikeway circulation plan. The plan shall be designed in such a manner as to ensure safe and continuous bikeway circulation throughout the development. A detailed pedestrian circulation plan showing an internal pedestrian system shall be shown on each Detailed Site Plan and the plan shall be implemented by the developer at the developer's expense. Said system shall be submitted to and approved by the Department of Development Services. The system shall meet the policies and standards of the Tampa Urban Metropolitan Planning Organization.
33. The developer shall be required to ensure that adequate wastewater treatment facilities exist prior to the issuance of Certificates of Occupancy for any phase. The developer shall submit to the Hillsborough County Development Services Department prior to the issuance of Certificates of Occupancy for any phase, evidence of agreement of the Water Department to the plan for providing wastewater treatment facilities.
34. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the

development as proposed will be issued, does not itself serve to justify any impact to wetland, and does not grant any implied or vested right to environmental approvals.

35. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC. (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
36. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
37. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
38. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
39. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

Major Modification MM 24-0300 and minor modification PRS 25-0104, and PRS 26-0006 shall comply with Condition 1.1 and the following Conditions of Approval:

40. Development within Tract 1 (also referred to as Phase 2A on the PD Site Plan) is permitted a maximum of 930 multi-family dwelling units of which up to ~~100~~ 400 may be Townhomes/Platted, 750,000 square feet of Commercial/Retail, 15,000 square feet of Office, and 250 hotel rooms.

40.1 Tract 1 Development Summary

Tract 1 Development Summary ¹						
Development Areas ²	Acreage ³	Building Square Feet ⁴	FAR ⁵	Hotel Rooms	Residential Units ⁶	Density
Retail Commercial ⁷	50.99	545,000	0.25	250 (100,000 SF)	0	0
Mixed Use Central ⁸	35.15 38.68	220,000	0.13		405	11.5 10.5
Multi-Family Residential	29.68 29.68	0	0		525	17.7
Residential Density	64.83 68.36	N/A	NA		930	14.3 13.6
Commercial Intensity	86.14 89.67	765,000	0.21	250 Rooms	N/A	N/A

¹When retail commercial uses occupy the first floor of a mixed use building that includes multi-family residential, the acreage will be proportionally allocated between the two uses.

²Development areas graphically depict plan elements and will be divided into tracts, parcels, and out parcels subject to the final conditions of approval.

³Acreages do not include the central lake feature.

⁴May include ~~ug~~ up to 15,000 square feet of office uses.

⁵The maximum FAR for any individual ~~garcel~~ parcel shall not exceed 1.0.

⁶ The density range for Mixed Use Central is 250- 550 and the density range for multi-family residential is 475 - 605. Up to ~~100~~ 400 townhomes may be permitted. The maximum number of residential units is 930. Notwithstanding the foregoing, no development or project design shall be permitted which triggers a northbound to eastbound right turn at Access A.

⁷Acreage includes ~~southeastern portion that may be convert~~ to stormwater ponds.

⁸Acreage includes portion adjacent to ~~central~~ lake feature that may be converted to stormwater.

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

40.3 During the site construction permitting phase, acreages, densities and intensities may shift between Development Areas as long as the form of the community is maintained consistent with PD Site Plan. Surface water management may be incorporated into any of the Development Areas.

41. All Tract 1 residential development permitted in Multi-Family Residential and Mixed-Use Central shall comply with the following requirements:

41.1 Multi-family including Apartments, Flats, Townhomes (Not Platted), Rowhomes shall be subject to RMC-20 regulations unless otherwise specified herein.

41.2 Townhomes/Platted - Alley Loaded:

Minimum Lot Size: 992 SF

Minimum Lot Width: 16 Feet

Minimum Front Yard: 3 feet to patio, stoop or porch, and 10 feet to principal structure; steps may project up to 100 percent into the required setback.

Minimum Side Yard: Interior lot- 0 feet

End lot- 7.5 feet

Minimum Rear Yard: 5 feet, and Cantilevered balconies or decks may project up to 100 percent into the required rear yard setback.

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

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

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

41.4 The nearest resident-occupied structure to the I-75 right-of-way shall be set back a minimum of three hundred (300) feet. The nearest non-resident structure shall be setback at least 10 feet from the area designated Retained Existing Vegetation.

41.5 The nearest resident occupied structure to the southern boundary adjacent to single family uses shall be set back a minimum of sixty-five (65) feet.

~~41.6 The southeastern portion of the Retail/Commercial pocket, where depicted on the general site plan, may be converted to multi-family use or developed for CG uses.~~

42. Tract 1 Development Regulations are as follows:

42.1 Development within Retail/Commercial shall be subject to the development standards and permitted uses listed for the CI zoning district, per the Land Development Code, ~~unless otherwise specified herein~~. The Big box retailers shall be a permitted use subject to LDC Sec. 6.11.106. with the exception of Section 6.11.106.7.a. as modified herein. The following use categories shall be prohibited: Agricultural, Industrial, Manufacturing, and Distribution, and Solid Waste Facilities.

42.2 Service areas and loading docks facing Covington Garden Drive shall be screened from Covington Garden Drive in accordance with Section 6.11.106.C.9 of the Land Development Code. A berm or combination berm with landscaping and/or Fencing may also be used to meet screening requirements with the minimum height consistent with the requirements in Section 6.11.106.C.9.

42.3 The minimum building setback along the northern PD modification boundary (Big Bend Road) and the western PD modification boundary (Covington Garden Drive) shall be 30 feet. The setback from the eastern PD modification boundary (Folio 051521.0100) shall be 30 feet. Structures greater than 60 feet shall be set back an additional two feet for every one foot of structure height over 60 feet from the north, east and west boundaries.

42.4 Development within Mixed-Use Central may include multi-family residential uses as defined herein as well as commercial uses subject to the development standards for the CN zoning district, per the Land Development Code.

42.5 Within any development area, galleries, restaurants, and arcades may include outdoor seating.

42.6 For each development area, the maximum impervious surface ratio shall not exceed eighty percent (80%).

42.7 Parking garages/structured parking within Tract 1 shall have a minimum setback of three hundred (300) feet from the southern boundary. Parking structures shall not be allowed in Multi-Family Residential.

42.8 Free standing, ground mounted lighting fixtures located within Multi-Family Residential shall be limited to a maximum height of eighteen (18) feet.

42.9 No more than 50 percent of the frontage along Big Bend Road and Covington Garden Drive shall be occupied with an open parking lot without buildings in front of said parking. Two rows of double loaded parking between the front facade of the building and the roadway shall not be considered open parking. Drive-thru facilities and canopy structures are not considered open parking.

42.10 The developer shall construct a 10-foot-wide sidewalk along one or both sides of the internal transportation facilities as shown on Inset 1 of the PD site plan. Such sidewalks shall be designed to

accommodate bicyclists as well as pedestrians, be separated from the back of curb by a minimum 5-foot-wide green strip, and tie into the existing/proposed bicycle facilities along Covington Garden Dr., Big Bend Rd., and the east/west collector roadway specified in condition 24, hereinabove. In addition to the above described 10-foot-wide facilities, the developer shall construct minimum 5-foot-wide sidewalks as necessary to comply with Hillsborough County LDC Sections 6.11.106, 6.02.08, 6.03.02, and/or any other applicable regulations. All bicycle and pedestrian facilities shall also be constructed consistent with Americans with Disability Act (ADA) minimum standards.

- 42.11 The developer shall provide and interconnected vehicular and pedestrian circulation system (i.e., sidewalk) as depicted on the PD Site Plan.
- 42.12 Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- 42.13 As depicted on the PD Site Plan, the project shall contain two gathering places generally within the center of Tract 1 adjacent to the lake. Each gathering place shall contain a mixture of buildings and public spaces (i.e., courtyard, park, gazebo, indoor/outdoor arcade and/or gallery, etc.) that are not separated from each other by vehicular use areas (i.e., parking, driveways, service roads, etc.). The two gathering places shall be connected to each other by a pedestrian connection/pathway at the time of vertical construction of the residential portion of the development.

43. Vehicular access to Tract 1 shall be restricted as follows:

- 43.1 The project shall be served by (and limited to) four (4) access connections to Covington Garden Dr. Access A, Access B, and Access C shall be full access connections. Access D shall be restricted to right-in/right-out turning movements.
- 43.2 The project shall be served by (and limited to) two (2) access connections to Big Bend Rd. Access E and Access F shall be restricted to right-in/right-out movements only.
- 43.3 All access connections shall be subject to future turning movement restrictions or other modifications as necessary to address future safety/operational issues, if any.
- 43.4 Notwithstanding anything herein these conditions or on the PD site plan to the contrary, in the event traffic entering or exiting from Access F creates significant safety or operational impacts which negatively affect the Interstate 75 ramps, then the property owners shall be required to study the issue and undertake any measure necessary to correct the issue. All such access changes shall be subject to review and approval by Hillsborough County.

44. Prior to or concurrent with the initial increment of development that includes vertical construction within Tract 1, the developer shall construct the following improvements.

- 44.1 The developer shall widen Covington Gardens Dr. from two (2) lanes to four (4) lanes for the entire length of Tract 1 (except for the southernmost portion where it may be necessary to transition back from the 4-lane section to the 2-lane section south of Tract 1). The final design of the roadway/extent of the 4-lane section shall be reviewed and approved by Hillsborough County at the time of plat/site/construction plan review. Additionally, the roadway improvements shall be consistent with the Design Exception referenced in Condition 53, herein below.

- 44.2 The developer shall construct a southbound to eastbound left turn lane on Covington Garden Dr. at project Access A.
- 44.3 The developer shall construct a southbound to eastbound left turn lane on Covington Garden Dr. at project Access B.
- 44.4 The developer shall construct a northbound to westbound left turn lane on Covington Garden Dr. at Project Access B (serving Surry Pines Dr.).
- 44.5 The developer shall construct dual southbound to eastbound left turn lanes on Covington Garden Dr. at project Access C. The second turn lane shall be striped out until such time as signalization of the intersection of Covington Garden Dr. and Access C is warranted.
- 44.6 The developer shall construct the westbound approach of the intersection of Covington Garden Dr. and the east/west collector roadway (i.e. Access C) with exclusive left, right and through lanes.
- 44.7 The developer shall construct a northbound to westbound left turn lane on Covington Garden Dr. onto the east/west collector road (i.e. at the intersection of Covington Garden Dr. and Access C).
- 44.8 The developer shall construct a northbound to eastbound right turn lane on Covington Garden Dr. at project Access B.
- 44.9 The developer shall construct a northbound to eastbound right turn lane on Covington Gaden Dr. at project Access C.
- 44.10 The developer shall construct a northbound to eastbound right turn lane on Covington Garden Dr. at project Access D.
- 44.11 The developer shall construct eastbound to southbound right turn lanes on Big Bend Rd. into the project Access E and Access F connections.
- 44.12 The developer shall construct dual northbound to westbound left turn lanes on Covington Garden Dr. onto Big Bend Rd.
- 44.13 The developer shall construct dual northbound to eastbound right turn lanes on Covington Garden Dr. onto Big Bend Rd., the westernmost of which will function as a thorough/right combination lane in the interim condition (i.e. before closure of the northern leg of the intersection is undertaken).
- 44.14 The developer shall extend the eastbound right tum lane at the intersection of Big Bend Rd. and Covington Gardens Dr. The final design of the tum lanes shall be determined and approved by Hillsborough County.
- 44.15 The developer shall be required to modify the existing signal infrastructure at the Big Bend Rd. and Covington Garden Dr. intersection necessary to effectuate the above improvements.
- 45. Prior to construction plan approval for the first increment of development that includes vertical construction within the project, the developer shall pay to Hillsborough County the sum of \$584,384.85, which shall be used by the County for the design and construction of a westbound to eastbound U-turn Lane on Big Bend Rd. at the intersection of Covington Garden Dr. Additionally, at that time, the developer will also be responsible for

preparing a structural analysis to determine whether the mast arm located on the northwest corner (i.e. upon which the U-turn signal head will be located) can accommodate the additional loading of the U-turn signal head. If it cannot, the developer will be responsible for the design, permitting and installation of a mast arm which can accommodate the additional sign head. If the developer does not make the above-described payment prior to the issuance of a bid package for the County's improvements at the intersection of Covington Garden Dr. and Big Bend Rd. which includes closure of the northern leg of the intersection, then the developer shall assume all responsibility and costs related to the design and construction of the U-turn-lane, which shall be constructed together with the first increment of development that includes vertical construction, and the developer shall not be required to make the above referenced payment.

In the event the County has not moved forward with the above-described project by December 31, 2030, then the County shall return the above-described payment without interest. Nothing herein this condition shall be construed as prohibiting the County from deciding to cancel the above describe project and return payment sooner (without interest).

46. With each increment of development, or otherwise at the request of Hillsborough County, the developer shall conduct a signal warrant analysis to determine when signalization of the intersection of the east/west collector roadway (Access C) and Covington Garden Dr. is warranted. When warranted, the developer shall design and install traffic signal, to include any signal interconnections and/or other related appurtenances deemed necessary by Hillsborough County. Concurrent with activation of the signal, the developer shall restripe the roadway to bring the second southbound left turn lane online.
47. All residential components of the project shall comply with LDC Sec. 6.04.04.A.3. All units within the Multifamily Residential area shall have unrestricted access to Access A. Nothing herein this condition shall preclude the provision of additional access connection(s) to the internal transportation facilities.
48. The project shall comply with the following minimum throat depth and other standards:
 - 48.1 Access A shall have a minimum throat depth of 100 feet, i.e. no access connections, parking spaces, gates, queueing lanes for gated entries, and/or other points of conflict shall be permitted within the first 100 feet along Segment A (as measured from the nearest through lane of Covington Graden Dr.);
 - 48.2 Access B and Access D shall have minimum throat depths of 250 feet (as measured along Segments B and Segment D from the nearest through lane of Covington Garden Dr.);
 - 48.3 Segment J shall be defined as that facility which runs north to south and is located between Segments C and B. Access C shall have a minimum throat depth of 300 feet (as measured along Segment C from the nearest through lane of Covington Garden Dr.), and shall be constructed with a raised concrete separator along the entirety of Segment C (i.e. between Covington Garden Dr. and the proposed roundabout shown Segment J on the PD site plan.). Except as otherwise required herein these conditions, Segement C shall generally be constructed as a 3-lane section (i.e. one westbound lane and two eastbound receiving lanes), with the southernmost of the two lanes turning into a drop right turn lane onto Segement J.

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

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

Except as otherwise shown on the PD site plan, No connection shall be located within 245 feet of the roundabout intersection of Segment J and Segment C.

- 48.4 Access E shall have a minimum throat depth of 250 feet (as measured along Segment E from the nearest through lane of Big Bend Rd.). Additionally, no access shall be permitted along Segment E to adjacent parcels.
- 48.5 Access F shall have a minimum throat depth of 250 feet (as measured along Segment F from the nearest through lane of Big Bend Rd.), except as otherwise permitted by the Sec. 6.04.02.B. Administrative Variance reference in condition 55, which permits a single right-in/right-out/left-in access 167 feet from the edge of curb of Big Bend Rd. (as shown in Inset 3 on the PD site plan), provided a turn lane is constructed generally as shown on the PD site plan. No additional access shall be permitted along Segment F.
49. The developer shall be permitted the use of alternative typical sections (which allow for on-street parking) along certain internal project infrastructure, consistent with the Design Exception referenced in Condition 54, hereinbelow. Notwithstanding the above, roadways or driveways that have parking facilities (regardless of whether such parking is parallel, traditional or angled parking), shall not be permitted in the following locations:
- Along the first 250 feet of Segment A.
 - Along Segment B, except that parking may be provided outside of the throat depth if determined to be acceptable by the County Engineer during the site/construction plan review process.
 - Along the entirety of Segments C, D, E, F, or G; and
 - Within 250 feet of the proposed roundabout.
50. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, cumulative development within Tract 1 shall not exceed 33,973 gross average daily trips, 1,053 gross a.m. peak hour trips, and 3,032 gross p.m. peak hour trips, nor exceed 916 net new external a.m. peak hour trips and 2,290 net new external p.m. peak hour trips.
51. None of the private internal transportation facilities shown on the PD site plan shall be gated, with the exception of Segment A and those accessways located within the Multi-family Residential area.
52. The network of internal roads/drives (including the appurtenant 10-foot-wide bicycle and pedestrian network appurtenant to certain facilities) shall be constructed as generally shown on the PD plan; however, the exact location of such facilities are conceptual in nature and may be adjusted at the time of plat/site/construction plan review, subject to County review and approval, and provided no changes alter minimum throat depths, access spacing, other applicable regulations, or conflict with other conditions herein.
53. If PRS ~~25-0104~~ 26-0005 is approved, the County Engineer will approve a de minimis exception to the previously approved Design Exception request (dated February 28, 2024), which was approved by the County Engineer (on October 15, 2024) for the Covington Garden Dr. substandard road improvements. As Covington Garden Dr. is a substandard collector roadway, the developer will be required to make certain improvements to Covington Garden Dr. consistent with the Design Exception and other related zoning conditions contained herein.
54. If PRS ~~25-0104~~ 26-0005 is approved, the County Engineer will approve a de minimis exception to the previously approved Design Exception request (dated July 15, 2024), which was approved by the County Engineer (on

October 15, 2024) to allow an alternative typical section for certain internal project roadways consistent with the Design Exception request. The use of such roadways shall also be covered by the other zoning conditions contained herein, including Condition 49, hereinabove.

55. If PRS ~~25-0104~~ 26-0005 is approved, the County Engineer will approve a de minimis exception to the previously approved Sec. 6.04.02.B. Administrative Variance request (dated July 15, 2024), which was found approvable by the County Engineer (on October 15, 2024) for the from the Sec. 6.04.04.A.2. minimum throat depth requirements for the project's easternmost access on Big Bend Rd. (i.e. the minimum throat depth for the Segment F driveway). Approval of this de minimis exception will allow the previously approved administrative variance, which will reduce the minimum throat depth to +/- 167 ft., to stand as is, and be subject to the other conditions referenced in Condition 43 and 48, hereinabove.
56. Parking shall be provided in accordance with the Land Development Code unless otherwise specified herein:
 - 56.1 On-street parking shall be permitted on internal accessways subject to the requirements of the Land Development Code. On-street parking may incorporate angle parking in lieu of parallel, which can be approved administratively.
 - 56.2 A variation to Section 6.05.02 allows for a shopping center or single tenant big box use to be parked at a ratio of 4.0 spaces per 1,000 square feet independent of building square footage where 4.5 or 5.0 spaces per 1,000 square feet would be required.
 - 56.3 Large scale retail development (single tenant big box) with its front door to the primary entrance not fronting on Big Bend Road or Covington Garden Drive shall be exempt from LDC Section 6.11.106.C.7.a.
57. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, ~~at the discretion of the developer the roundabout may be designed as a standard, stop-controlled intersection. In such instance:~~
 - 57.1 ~~Final design of the intersection of Segment C, Segment J and Segment I (e.g. whether the intersection shall be a 43-way stop-controlled intersection or a 32-way stop-controlled intersection with inbound/eastbound free-flow movement) shall be determined at the time of site/construction plan review, and~~
 - 57.2 ~~Other conditions herein referencing the roundabout (reference conditions 48.3 and 49) shall remain in effect, regardless of whether a roundabout or a stop-controlled intersection is ultimately constructed (i.e. the term "roundabout" shall be interpreted to mean either a roundabout or the above referenced stop-controlled intersection, for the purposes of implementing those conditions).~~
58. Height limitations shall be as follows:
 - 58.1 Except for hotels, all structures in Retail/Commercial shall be limited in height to four (4) stories or sixty (60) feet whichever is less. Architectural features such as towers, spires, atriums, parapet walls or other similar features may be permitted up to a height of seventy (70) feet.
 - 58.2 Hotel structures shall be limited to eight (8) stories in Retail/Commercial North, Retail/Commercial East, and Mixed-Use Central.
 - 58.3 All structures in Mixed Use-Central shall be limited in height to five (5) habitable stories or seventy-two (72) feet, whichever is less, except for hotel structures as established in Condition 57.2.

- 58.4 All structures in Multi-Family Residential shall be limited in height to three (3) stories or forty-five (45) feet whichever is less within one hundred (100) feet of the southern boundary otherwise the maximum height shall be limited to four (4) stories and sixty-two (62) feet. The nearest occupied structure to the southern boundary adjacent to single family uses shall be set back a minimum of sixty-five (65) feet.
- 58.5 The maximum height of parking garages/structured parking shall be seventy-two (72) feet.
59. Multi-family residential shall comply with the following architectural standards:
- 59.1 The buildings shall be composed of a variety of articulated vertical and horizontal massing and setbacks that create articulated accessways and facades compatible with the Traditional Neighborhood Design (TND) principles of design.
- 59.2 Each building shall utilize a pallet of architectural elements such as front stoops, porches, terraces, bay windows, and second-floor balconies that address the accessways.
- 59.3 The Architectural Design of each building shall be composed on all four sides through the use of architectural elements such as windows, shutters, varied materials, and articulated elements such as balconies and bay windows. Architectural styles such as Southern Coastal, Modern Farmhouse and transitional modern styles will be incorporated to create an eclectic neighborhood.
60. Buffering and screening shall be provided in accordance with the Land Development Code unless otherwise specified herein. Within Tract 1 there shall be a thirty (30) foot wide buffer along the southern boundary adjacent to single-family residential uses. Within the thirty (30) foot wide buffer there shall be a three (3) foot high berm with a six (6) foot high solid fence on top of the berm. Landscaping shall be provided along the entire length of the berm which shall consist of evergreen shade trees, a minimum of twelve (12) feet in overall height at the time of planting, planted on twenty (20) foot centers, which will achieve a seventy-five percent (75%) opacity above the top of the six (6) foot fence within three years of planting.
61. Natural Resources staff identified some significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal.
62. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
63. The construction and location of any proposed environmental impacts are not approved by this correspondence but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
64. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.

This condition shall only apply to the area being modified under PRS 25-0104 and PRS 26-0005.

65. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.

This condition shall only apply to the area being modified under PRS 25-0104 and PRS 26-0005 .

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

This condition shall only apply to the area being modified under PRS 25-0104 and PRS 26-0005.

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

This condition shall only apply to the area being modified under PRS 25-0104 and PRS 26-0005.

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

68. In accordance with LDC Section 5.03.07.C, the certified PD general site plan associated with ~~MM 24-0300~~ PRS 26-0005 shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:

J. Brian Grady

APPLICATION NUMBER: PRS 26-0005

ZHM HEARING DATE: N/A

BOCC LUM MEETING DATE: December 9, 2025

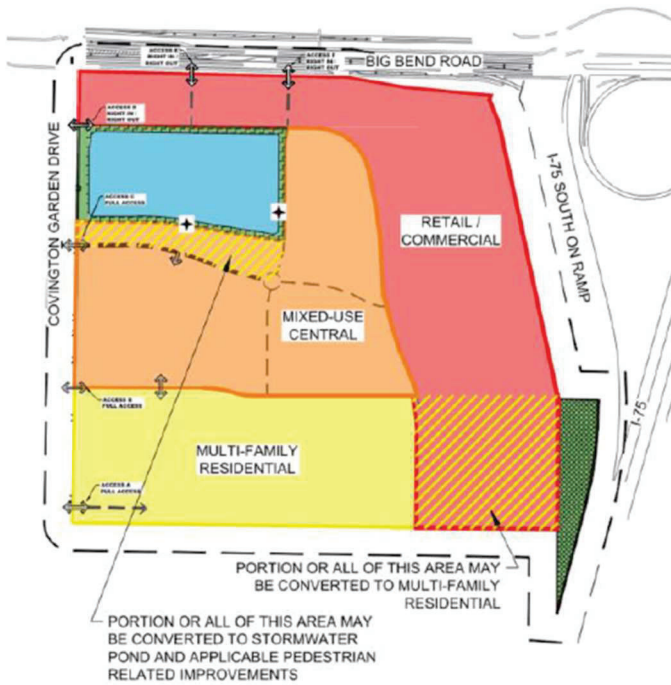
Case Reviewer: Sam Ball

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

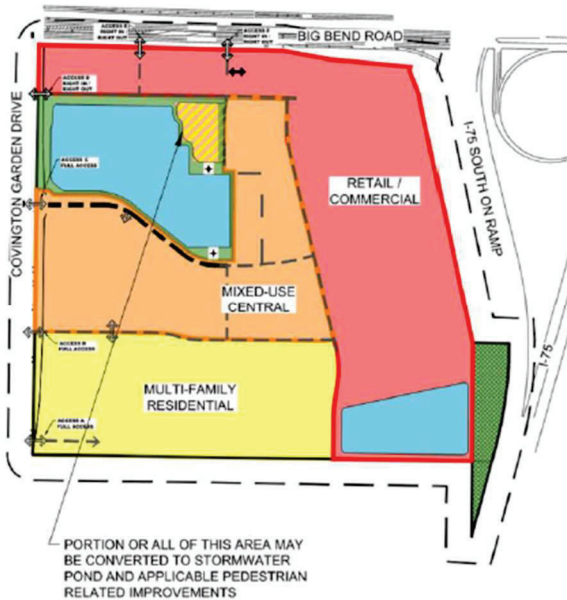
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

PD Inset Map for Development Areas - PRS 25-0104



PD Inset Map for Development Areas – Proposed PRS

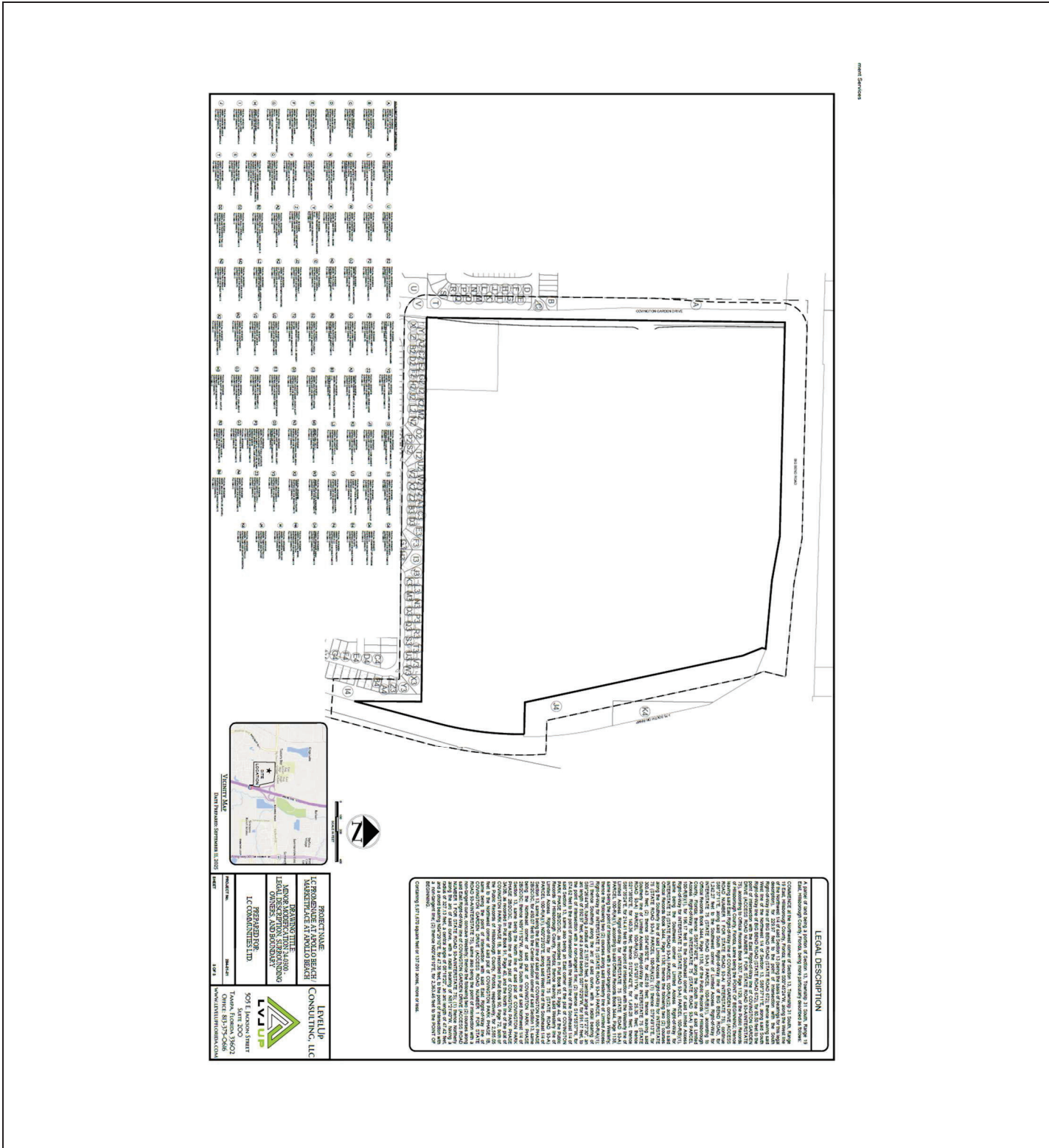


8.2 Proposed Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



APPLICATION NUMBER: PRS 26-0005

ZHM HEARING DATE: N/A

BOCC LUM MEETING DATE: December 9, 2025

Case Reviewer: Sam Ball

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/18/2025

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: APB/ South

PETITION NO: PRS 26-0005

☐

This agency has no comments.

☐

This agency has no objection.

☒

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

☐

This agency objects for the reasons set forth below.

NEW AND REVISED CONDITIONS OF ZONING APPROVAL

Revised Conditions

40.1 Tract 1 Development Summary

Tract 1 Development Summary ¹						
Development Areas ²	Acreage ³	Building Square Feet ⁴	FAR ⁵	Hotel Rooms	Residential Units ⁶	Density
Retail Commercial ⁷	50.99	545,000	0.25	250 (100,000 SF)	0	0
Mixed Use Central ⁸	35.15 38.68	220,000	0.13		405	11.5 10.5
Multi-Family Residential	29.68 29.68	0	0		525	17.7
Residential Density	64.83 68.36	N/A	N/A		930	14.3 13.6
Commercial Intensity	86.14 89.67	765,000	0.21	250 Rooms	N/A	N/A

¹ When retail commercial uses occupy the first floor of a mixed use building that includes multi-family residential, the acreage will be proportionally allocated between the two uses.

² Development areas graphically depict plan elements and will be divided into tracts, parcels, and out parcels subject to the final conditions of approval.

³ Acreages do not include the central lake feature.

⁴ May include ~~up to~~ up to 15,000 square feet of office uses.

⁵ The maximum FAR for any individual ~~garage~~ parcel shall not exceed 1.0.

⁶ The density range for Mixed Use Central is 250- 550 and the density range for multi-family residential is 475 - 605. Up to ~~100~~ 400 townhomes may be permitted. The maximum number of residential units is 930. Notwithstanding the foregoing, no development or project design shall be permitted which triggers a northbound to eastbound right turn at Access A.

⁷ Acreage includes ~~southeastern portion that may be convert to~~ stormwater pond.

⁸ Acreage includes portion adjacent to ~~central~~-lake feature that may be converted to stormwater.

[The applicant is proposing to modify certain aspects of the above referenced condition, including the change which will permit up to 400 of the residential dwelling units to be constructed as townhomes rather than the current 100 unit maximum. Transportation Review Section staff is proposing to add language to the above condition which makes it clear that no development can be permitted that would trigger a northbound to eastbound right turn lane at Access A, irrespective of the change. While the applicant is maintaining the overall trip cap proposed for the project, the change to allow 400 dwelling units to be constructed as townhomes together with the uncertainty as to exactly where those units will be constructed within the project raises the possibility that the project could have different impacts than what was originally studied, and such change could potentially rise to the extent that a turn lane could be triggered where one was not previously planned (and for which there is insufficient right-of-way to construct such turn lane if warranted pursuant to Sec. 6.04.04.D. if it were).

Staff notes it is not possible for a project of the size and with the degree of flexibility afforded to the proposed project (particularly given the lack of detail available on the zoning site plan) to project trip impacts at the zoning stage with a reasonable level of accuracy necessary to definitively exclude the possibility that such turn lane may be warranted. Staff would point out that 400 townhomes generates between 10% to 44.44% greater impacts than 400 low-rise multi-family apartments.]

- 48.3 [Segment J shall be defined as that facility which runs north to south and is located between Segments C and B.](#) Access C shall have a minimum throat depth of 300 feet (as measured along Segment C from the nearest through lane of Covington Garden Dr.), and shall be constructed with a raised concrete separator along the entirety of Segment C (i.e. between Covington Garden Dr. and the proposed ~~roundabout shown~~ [Segment J](#) on the PD site plan.). [Except as otherwise required herein these conditions, Segment C shall generally be constructed as a 3-lane section \(i.e. one westbound lane and two eastbound receiving lanes\), with the southernmost of the two lanes turning into a drop right turn lane onto Segment J.](#)

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

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

[Except as otherwise shown on the PD site plan, No](#) connection shall be located within 245 feet of the ~~roundabout~~ [intersection of Segment J and Segment C.](#)

[The applicant is proposing to remove the potential internal roundabout shown on the PD site plan. The visual reference of the roundabout acted as a visual indicator on the PD site plan and anchor for this and certain other conditions. Transportation Review Section staff is proposing changes so that the conditions will continue to be operable (and make sense) given removal of the roundabout. In order to do this, staff is also defining a new segment (Segment J) to aid in condition description. Unfortunately, given the timing of filing deadlines it wasn't possible to have the applicant add this to the PD site plan and no "prior to certification" process is available for PRS applications. Lastly, staff discussed with the applicant's transportation engineer that the original conditions had apparently omitted the intent of the entry boulevard (i.e. defining that segment as the 3-lane section as necessary to act as receiving lanes for the dual southbound to eastbound left turn lanes on Covington Garden Dr. into the site and which are necessary to efficiently circulate traffic through the site), and so staff is proposing that clarification as well.]

53. If PRS ~~25-010426-0005~~ [26-0005](#) is approved, the County Engineer will approve a de minimis exception to the previously approved Design Exception request (dated February 28, 2024), which was approved by the County Engineer (on October 15, 2024) for the Covington Garden Dr. substandard road improvements. As Covington Garden Dr. is a substandard collector roadway, the developer will be required to make certain

improvements to Covington Garden Dr. consistent with the Design Exception and other related zoning conditions contained herein.

54. If PRS ~~25-0104~~[26-0005](#) is approved, the County Engineer will approve a deminimis exception to the previously approved Design Exception request (dated July 15, 2024), which was approved by the County Engineer (on October 15, 2024) to allow an alternative typical section for certain internal project roadways consistent with the Design Exception request. The use of such roadways shall also be covered by the other zoning conditions contained herein, including Condition 49, hereinabove.
55. If PRS ~~25-0104~~[26-0005](#) is approved, the County Engineer will approve a deminimis exception to the previously approved Sec. 6.04.02.B. Administrative Variance request (dated July 15, 2024), which was found approvable by the County Engineer (on October 15, 2024) for the from the Sec. 6.04.04.A.2. minimum throat depth requirements for the project's easternmost access on Big Bend Rd. (i.e. the minimum throat depth for the Segment F driveway). Approval of this deminimis exception will allow the previously approved administrative variance, which will reduce the minimum throat depth to +/- 167 ft., to stand as is, and be subject to the other conditions referenced in Condition 43 and 48, hereinabove.

[Transportation Review Section staff is proposing to modify above referenced conditions 53 through 55. The changes proposed by the applicant will not affect the overall trip generation of the subject site, and therefore do not necessitate revisiting the Design Exceptions (DEs) governing the DE for the internal project roadway typical section or DE for the Covington Garden Dr. substandard roadway/typical section.]

57. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, ~~at the discretion of the developer the roundabout may be designed as a standard, stop-controlled intersection. In such instance:~~
- ~~57.1 — Final design of the intersection of Segment C, Segment J and Segment I (e.g. whether the intersection shall be a 43-way stop-controlled intersection or a 32-way stop-controlled intersection with inbound/eastbound free-flow movement) shall be determined at the time of site/construction plan review; and~~
- ~~57.2 — Other conditions herein referencing the roundabout (reference conditions 48.3 and 49) shall remain in effect, regardless of whether a roundabout or a stop-controlled intersection is ultimately constructed (i.e. the term “roundabout” shall be interpreted to mean either a roundabout or the above referenced stop-controlled intersection, for the purposes of implementing those conditions).~~

[The applicant is proposing to remove the potential internal roundabout shown on the PD site plan. The visual reference of the roundabout acted as a visual indicator on the PD site plan and anchor for this and certain other conditions. Transportation Review Section staff is proposing changes so that the conditions will continue to be operable (and make sense) given removal of the roundabout and reconfiguration of internal circulations system. In order to do this, staff is also defining a new segment (Segment J) to aid in condition description. Unfortunately, given the timing of filing deadlines it wasn't possible to have the applicant add this to the PD site plan and no “prior to certification” process is available for PRS applications.]

PROJECT SUMMARY, SITE ACCESS CONSIDERATIONS, AND TRANSPORTATION ANALYSIS

The applicant is requesting a minor modification (PRS) to a portion of an existing Planned Development (PD) #86-0154, as most recently amended via Major Modification (MM) 25-0104. The modification area consists of three (3) parcels, totaling +/- 137.09 acres. The project is located within the Southbend Development of Regional Impact (DRI). The applicant is proposing to modify internal tract boundaries, but the previously approved entitlements and trip cap remains unchanged (although the applicant is also proposing to change the maximum allows number of residential units which may be constructed as townhome units rather than apartment type units). The applicant is also proposing to remove the potential for the internal roundabout. Final design of the intersection (i.e. whether it is a 2-way or 3-way stop-controlled design) will be determined at the time of site/construction plan review.

No changes to project access are proposed. The applicant is proposing a revision to the internal circulation system (resulting from reconfiguration of the internal pond and development tracts). Although the project generates more than 50 peak hour trips at buildout, a detailed transportation analysis was not required to process the request for the reasons explained underneath the revised conditions provided hereinabove.

Trip Generation Comparison

Since the applicant is not proposing to alter project entitlements, there is not a change in the maximum trip generation potential of Tract 1. Staff has provided trip calculations from the 25-0104 Major Modification staff report below, which show the potential number of peak hour trips generated under the existing approved zoning within Tract 1, utilizing a generalized worst-case scenario. Data shown below is based on the 11th Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Existing Tract 1 Uses:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 750,000 g.s.f. Shopping Center Uses (ITE Code 820)	25,446	576	2,408
PD, 830 Multi-Family Dwelling Units (ITE Code 220)	5,594	280	377
PD, 100 Single-Family Attached (Townhomes) (ITE Code 215)	712	46	56
PD, 120 Hotel Rooms (ITE Code 310)	1,998	118	157
PD, 15,000 s.f. General Office Uses (ITE Code 710)	223	33	34
Total:	33,973	1,053	3,032

Proposed Tract 1 Uses:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 750,000 g.s.f. Shopping Center Uses (ITE Code 820)	25,446	576	2,408
PD, 830 Multi-Family Dwelling Units (ITE Code 220)	5,594	280	377
PD, 100 Single-Family Attached (Townhomes) (ITE Code 215)	712	46	56

PD, 120 Hotel Rooms (ITE Code 310)	1,998	118	157
PD, 15,000 s.f. General Office Uses (ITE Code 710)	223	33	34
Total:	33,973	1,053	3,032

Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Total:	No Change	No Change	No Change

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Big Bend Rd. is a publicly maintained 4-lane, divided, arterial roadway characterized. The roadway is currently being widened (CIP Project Number 69647000) to 6-lanes in the vicinity of the project. There will be minimum 5-foot-wide sidewalks as well as bicycle facilities along both sides of Big Bend Rd. in the vicinity of the proposed project once the project is completed.

Covington Garden Dr. is a 2-lane, publicly maintained, substandard, collector roadway. There are temporary bicycle and pedestrian facilities along the west side of the roadway in the vicinity of the proposed project which were installed by the County. South of the project, the roadway consists of +/- 12-foot-wide travel lanes in average condition. There is a +/- 4-foot-wide bicycle lane along the west side of the roadway and +/- 5-foot-wide sidewalk along the west side of the roadway for a distance of +/- 3,500 feet south of the project, after which sidewalks and bicycle facilities are present along both sides of the roadway.

PREVIOUSLY APPROVED ADMINISTRATIVE VARIANCE #1 – ACCESS F THROAT DEPTH

The applicant's Engineer of Record (EOR) previously submitted a Section 6.04.02.B Administrative Variance (dated July 15, 2024) which was approved by the County Engineer (on October 15, 2024) for a reduction of minimum throat depth requirements at Access F. Approval of this Administrative Variance reduced the minimum 250-foot throat depth requirement to allow a single right-in/right-out/left-in connection located +/- 167 feet from Big Bend Rd. Staff notes that no other connections will be permitted along Segment F, and the applicant will be constructing a southbound to eastbound left turn lane to serve the above-described connection.

The applicant requested a de minimis approval of the previously approved Administrative Variance. If PRS 26-0005 is approved, the County Engineer will approve the de minimis exception, allowing the previously approved Administrative Variance to stand as-is.

PREVIOUSLY APPROVED DESIGN EXCEPTION #1 – COVINGTON GARDEN DR. SUBSTANDARD ROAD

The applicant's Engineer of Record (EOR) submitted a Design Exception (dated February 28, 2024) which was approved by the County Engineer (on October 15, 2024) from the Typical Section – 6 (TS-6) standards governing 4-lane urban collector roadways. The requested changes included:

- Use of 12-foot-wide multi-purpose pathways in lieu of the 5-foot-wide sidewalks and 7-foot-wide buffered bicycle facilities required pursuant to TS-6;
- Reduction of the 6-foot-wide sod strip on both sides of the roadway which separate the sidewalk (pathway) from the back of the F-curb, such that a 5-foot sod strip on both sides will be permitted; and,

- Reduction of the 2-foot sod strip which separates the edge of the right-of-way from the edge of sidewalk (pathway) along the western side of the roadway, such that in some areas a minimum 0 feet will be permitted.

The applicant requested a de minimis approval of the previously approved Design Exception. If PRS 26-0005 is approved, the County Engineer will approve the de minimis exception, allowing the previously approved Design Exception to stand as-is.

PREVIOUSLY APPROVED DESIGN EXCEPTION #2 – INTERNAL PROJECT ROADWAYS

The applicant's Engineer of Record (EOR) submitted a Design Exception (dated July 15, 2024) which was approved by the County Engineer (on October 15, 2024) from the Traditional Neighborhood Development – 2 (TND-2) Typical Section standards governing local urban lanes. The Design Exception provided for an alternate Typical Section standard for the facility. The requested changes included:

- Change to an inverted crown design;
- Elimination of the 7-foot grass/sod strip between the back of F-curb and the sidewalk; and,
- Use of D curb instead of F-curb.

Conditions governing the use of the Typical Section were included in the approved conditions.

The applicant requested a de minimis approval of the previously approved Design Exception. If PRS 26-0005 is approved, the County Engineer will approve the de minimis exception, allowing the previously approved Design Exception to stand as-is.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway sections is reported below. Covington Garden Dr. is not included in the latest LOS Report. As such, no data for this facility could be provided.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Big Bend Rd.	US 41	I-75 N Ramp	D	D

Source: Hillsborough County 2024 Level of Service Report.

From: [Williams, Michael](#)
To: [Stephenson, Trent \(Trent@levelupflorida.com\)](#); [Steven Henry](#)
Cc: [Stephen Sposato](#); [Kami Corbett](#); [Ball, Fred \(Sam\)](#); [Ratliff, James](#); [Heinrich, Michelle](#); [Tirado, Sheida](#); [PW-CEIntake](#); [De Leon, Eleonor](#)
Subject: FW: MM 24-0300 - Administrative Variance & Design Exception Review
Date: Monday, July 15, 2024 4:10:46 PM
Attachments: [image002.png](#)
[24-0300 DEReq 02-28-24.pdf](#)
[24-0300 AVAd 07-15-24.pdf](#)
[24-0300 DEAd 07-15-24.pdf](#)
[image001.png](#)

Trent/Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exceptions (DE) for PD 24-0300 APPROVABLE.

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

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

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

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

Mike

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

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HCFL.gov
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov>**Sent:** Monday, July 15, 2024 3:58 PM**To:** Williams, Michael <WilliamsM@hcfl.gov>**Cc:** Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>**Subject:** MM 24-0300 - Administrative Variance & Design Exception Review

Hello Mike,

The attached AVs are approvable to me, please include the following people in your response:

shenry@lincks.com

trent@levelupflorida.com

stephen@levelupflorida.com

kami.corbett@hwhlaw.com

ballf@hcfl.gov

ratliffja@hcfl.gov

heinrichm@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review Manager

Development Services Department

P: (813) 276-8364

E: tirados@hcfl.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpafl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. MM 24-0300 <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.		
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>			
Project Name/ Phase	LC Promenade at Apollo Beach/Marketplace at Apollo Beach		
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>			
Folio Number(s)	51521.0210, 51523.0100, & 51523.0150		
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers		
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876".</p>			
Name of Person Submitting Request	R. Trent Stephenson, P.E.		
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>			
Current Property Zoning Designation	PD 86-0154		
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcountv.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>			
Pending Zoning Application Number	MM 24-0300		
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>			
Related Project Identification Number (Site/Subdivision Application Number)	N/A		
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>			



July 15, 2024

Mr. Michael J. Williams
County Engineer
Development Review Director
Hillsborough County Government
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

The County Engineer has reviewed zoning modification application #26-0005 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: MM 24-0300 – LC Promenade and Marketplace at Apollo Beach
Administrative Variance
Folios - 51521.0210, 51523.0100, & 51523.0150

Dear Mr. Williams:

The purpose of this letter is to request an Administrative Variance in accordance with Section 6.04.02.B. of the Hillsborough County Land Development Code. Specifically, the variance is to Section 6.04.04.A. Driveway Width/Length in support of the LC Promenade and Marketplace at Apollo Beach ("the Project"). The Project is proposing a Major Modification to PD 86-0154 for the development of up to +/- 750,000 square feet of retail/commercial, +/- 830 residential/multi-family units, 100 residential/townhomes, 15,000 square feet of office, and 250 hotel rooms. The Administrative Variance is for a reduction in driveway length from 250 feet to 167 feet for the easternmost access on Big Bend Road associated with the Retail/Commercial East Development Area. The proposed access serves an outparcel specifically identified on the PD Site Plan as Inset 3 (see Exhibit B, PD Site Plan).

The modification boundary of the PD has frontage on Big Bend Road and Covington Garden Drive with the primary access on Covington Garden Drive at a signalized intersection. There are two access points proposed along Big Bend Road, both of which are right-in/right-out only and include 185-foot eastbound right turn lanes. A loop road is proposed to provide internal vehicular circulation that allows for the continuous movement of emergency and service-type vehicles throughout the community. Internal vehicular and pedestrian interconnection is provided throughout the development.

The request is a reduction in driveway length from 250 feet, which is the minimum required for an unsignalized driveway for a Regional Shopping Center (over 150,000 square feet), to 167 feet in the Retail/Commercial East Development Area. The purpose of this request is to provide access to an outparcel while still accommodating sufficient stacking so as not to negatively impact Big Bend Road. The design of the access into the outparcel will include a dedicated southbound left turn lane with +/- 100 feet of queue

Mr. Michael J. Williams
MM 24-0300 Administrative Variance
July 15, 2024
Page 2

distance (see Exhibit A, Proposed Outparcel Entry from Big Bend Road). The request is consistent with Section 6.04.02.B.3 (a), (b), and (c) which states, *In the consideration of the variance request, the issuing authority shall determine to the best of its ability if the following circumstances are met:*

(a) there is an unreasonable burden on the applicant

Response: In the absence of the design provided for by this variance, the subject outparcel would not have reasonable access given that only two driveways are proposed along Big Bend Road, both being right-in/out.

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

Response: Given the modest reduction in the driveway length, the restriction on left movement out of the outparcel, and the provided stacking for left movement into the outparcel, the variance would not be detrimental to the public health, safety, and welfare.

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

Response: The request alleviates limited access along Big Bend Road. As mentioned previously, without the design provided for by this variance, the subject outparcel would not have reasonable access as the only two driveways are proposed along Big Bend Road, both being right-in/out.

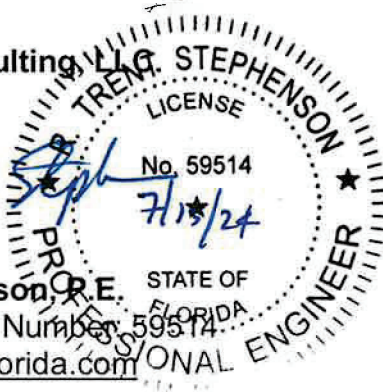
Given the comprehensive approach to access both external and internal to the site, the Administrative Variance is supportable.

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

Sincerely,

LevelUp Consulting, LLC


Trent Stephenson, P.E.
Florida License Number 59514
trent@levelupflorida.com



Mr. Michael J. Williams
MM 24-0300 Administrative Variance
July 15, 2024
Page 3

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

_____ **Disapproved**

X _____ **Approved**

_____ **Approved with Conditions**

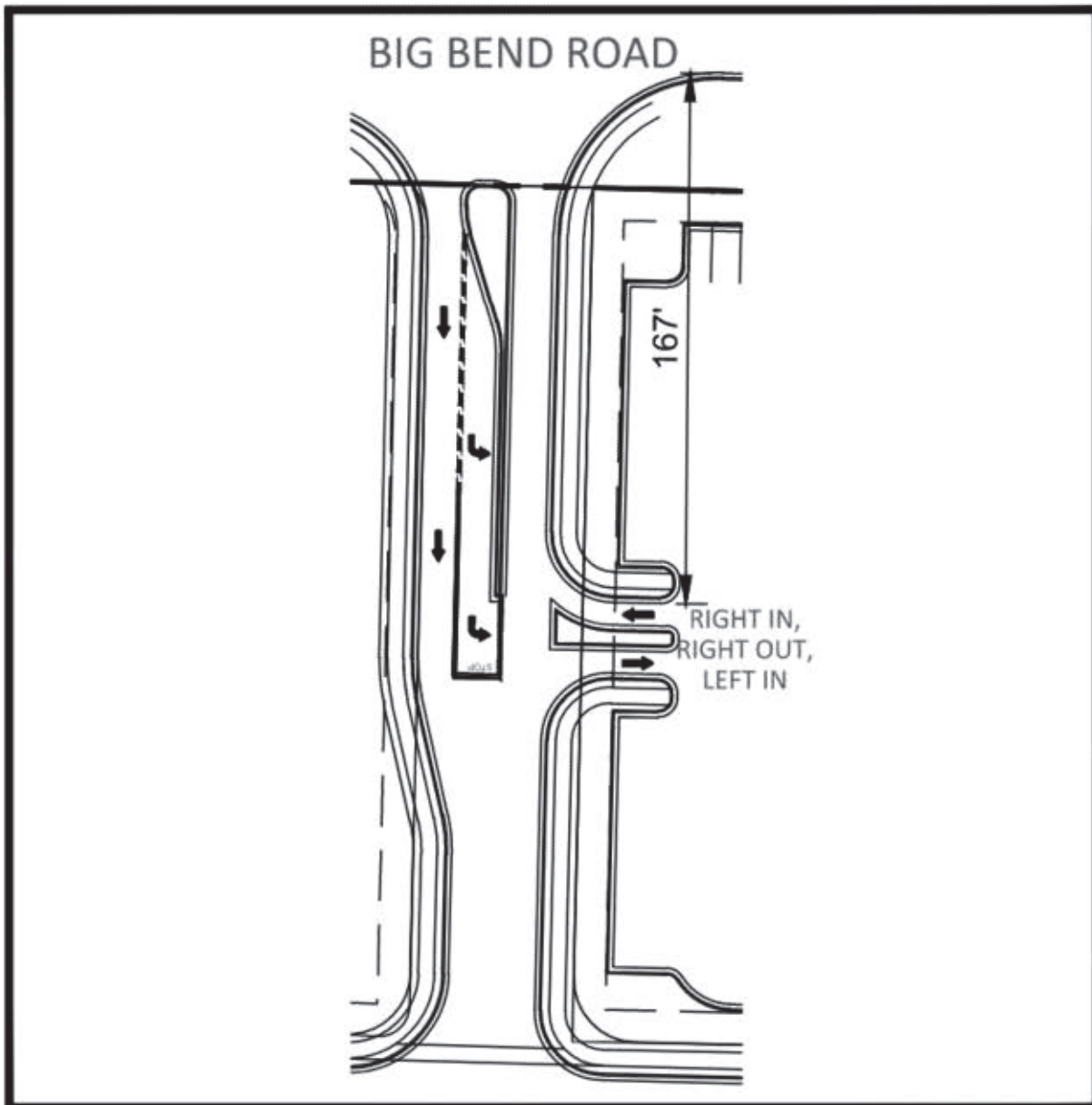
**If there are any further questions or you need clarification, please contact
Sheida L. Tirado, P.E. (813) 276-8634, TiradoS@hillsboroughcounty.org**

Michael J. Williams Digitally signed by **Sincerely,**
Michael J. Williams
Date: 2024.10.15 14:51:46 -04'00' **Michael J. Williams**
Hillsborough County Engineer

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

Mr. Michael J. Williams
MM 24-0300 Administrative Variance
July 15, 2024
Page 4

Exhibit A: Proposed Outparcel Entry from Big Bend Road



INSET 3: OUTPARCEL ENTRY FROM BIG BEND ROAD

From: [Williams, Michael](#)
To: [Stephenson, Trent \(Trent@levelupflorida.com\)](#); [Steven Henry](#)
Cc: [Stephen Sposato](#); [Kami Corbett](#); [Ball, Fred \(Sam\)](#); [Ratliff, James](#); [Heinrich, Michelle](#); [Tirado, Sheida](#); [PW-CEIntake](#); [De Leon, Eleonor](#)
Subject: FW: MM 24-0300 - Administrative Variance & Design Exception Review
Date: Monday, July 15, 2024 4:10:46 PM
Attachments: [image002.png](#)
[24-0300 DEReq 02-28-24.pdf](#)
[24-0300 AVAd 07-15-24.pdf](#)
[24-0300 DEAd 07-15-24.pdf](#)
[image001.png](#)

Trent/Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exceptions (DE) for PD 24-0300 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (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
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From: Tirado, Sheida <TiradoS@hcfl.gov>**Sent:** Monday, July 15, 2024 3:58 PM**To:** Williams, Michael <WilliamsM@hcfl.gov>**Cc:** Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>**Subject:** MM 24-0300 - Administrative Variance & Design Exception Review

Hello Mike,

The attached AVs are approvable to me, please include the following people in your response:

shenry@lincks.com

trent@levelupflorida.com

stephen@levelupflorida.com

kami.corbett@hwhlaw.com

ballf@hcfl.gov

ratliffja@hcfl.gov

heinrichm@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review Manager

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601 E. Kennedy Blvd., Tampa, FL 33602

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpaf.fl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. MM 24-0300 <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.		
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>			
Project Name/ Phase	LC Promenade at Apollo Beach/Marketplace at Apollo Beach		
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>			
Folio Number(s)	51521.0210, 51523.0100, & 51523.0150		
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers		
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>			
Name of Person Submitting Request	R. Trent Stephenson, P.E.		
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>			
Current Property Zoning Designation	PD 86-0154		
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcountv.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>			
Pending Zoning Application Number	MM 24-0300		
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>			
Related Project Identification Number (Site/Subdivision Application Number)	N/A		
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>			



July 15, 2024

Mr. Michael J. Williams
County Engineer
Development Review Director
Hillsborough County Government
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

The County Engineer has reviewed zoning modification application # 26-0005 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: MM 24-0300 – LC Promenade and Marketplace at Apollo Beach
Design Exception
Folios - 51521.0210, 51523.0100, & 51523.0150

Dear Mr. Williams:

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual (TTM) Section 1.7, to meet the requirements of TTM Complete Traditional Neighborhood Development Typical Sections (TND) in support of the LC Promenade and Marketplace at Apollo Beach ("the Project"). The Project is proposing a Major Modification to PD 86-0154 for the development of up to +/- 750,000 square feet of retail/commercial, +/- 830 residential/multi-family units, 100 residential/townhomes, 15,000 square feet of office, and 250 hotel rooms. The Design Exception request is for the Mixed Use-Central and Multi-Family South portions of the site to provide for the development of up to 100 platted townhome lots that have rear-loaded garages served by alleys characteristic of Traditional Neighborhood Design (TND). On-street parking is also proposed.

The site has frontage on Big Bend Road and Covington Garden Drive with the primary access site on Covington Garden Drive. A loop road is proposed to provide internal vehicular circulation that allows for the continuous movement of emergency and service-type vehicles throughout the community. Internal vehicular and pedestrian interconnection is provided throughout the development. No cross-access with neighboring development is proposed.

Given the scale (only a maximum of 100 townhomes) and location, the Design Exception is specific to Drawing TND-3, shown as Exhibit A. The request is to decrease the typical section from 75 to 56 feet. The primary purpose of the Design Exception is to create an efficient layout that conforms to the unique setting within the mixed-use project and provides more of an urban neighborhood feel. Transportation is comprehensively addressed through the PD Site Plan, providing the location of 10-foot bike and pedestrian sidewalks throughout the community, see Exhibit C.

Mr. Michael J. Williams
MM 24-0300 Design Exception
July 15, 2024
Page 2

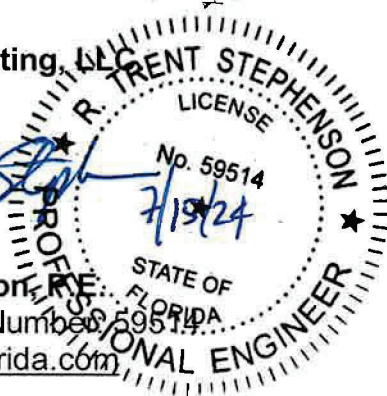
The requested Design Exception provides a more compact roadway to enhance the mixed-use community at the pedestrian scale, applying traffic calming techniques to reduce speeds adjacent to the townhomes. A similar cross-section was utilized for Brandon Town Center and Winthrop Villages, two greenfield projects approved in Hillsborough County. On-street parking is provided to formalize the location of parking so that residents and visitors are not parking in the travel lanes or obstructing alleys. Street trees are provided on both sides of the street, as depicted in Exhibit B. Street trees will be interrupted by no more than three parallel parking spaces. The requested Design Exception is consistent with the TND theme and fits the location and scale of the community that will have a maximum of 100 platted townhomes. The conceptual location of where the platted townhomes will be located is included on Exhibit C, PD Site Plan.

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

Sincerely,

LevelUp Consulting, LLC


Trent Stephenson, P.E.
Florida License Number 59514
trent@levelupflorida.com



Mr. Michael J. Williams
MM 24-0300 Design Exception
July 15, 2024
Page 3

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

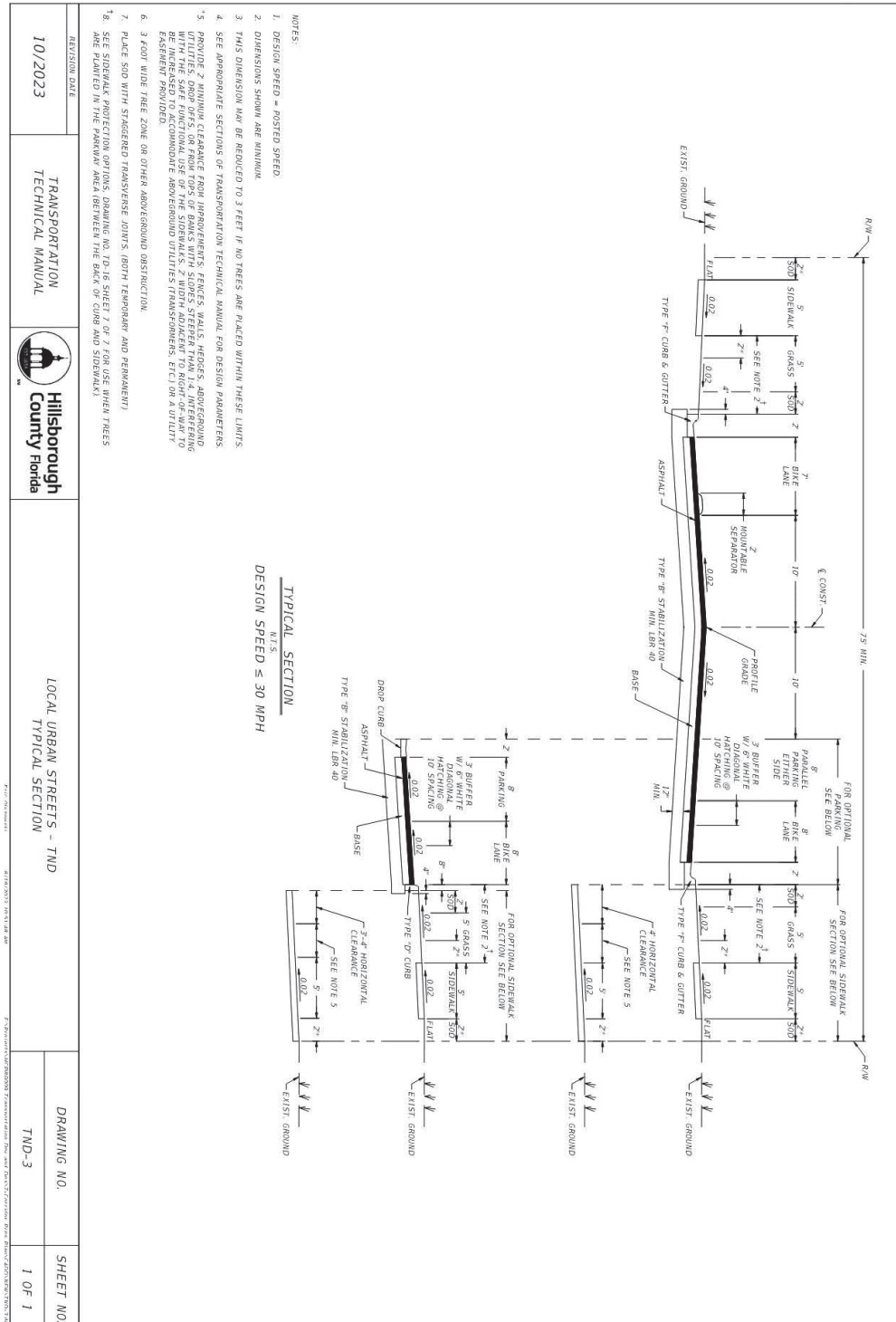
_____ Disapproved
X _____ Approved
_____ Approved with Conditions

**If there are any further questions or you need clarification, please contact
Sheida L. Tirado, P.E. (813) 276-8634, TiradoS@hillsboroughcounty.org**

Michael J. Williams
Digitally signed by Michael J. Williams
Date: 2024.10.15 14:53:03 -04'00'
Sincerely,
Michael J. Williams
Hillsborough County Engineer

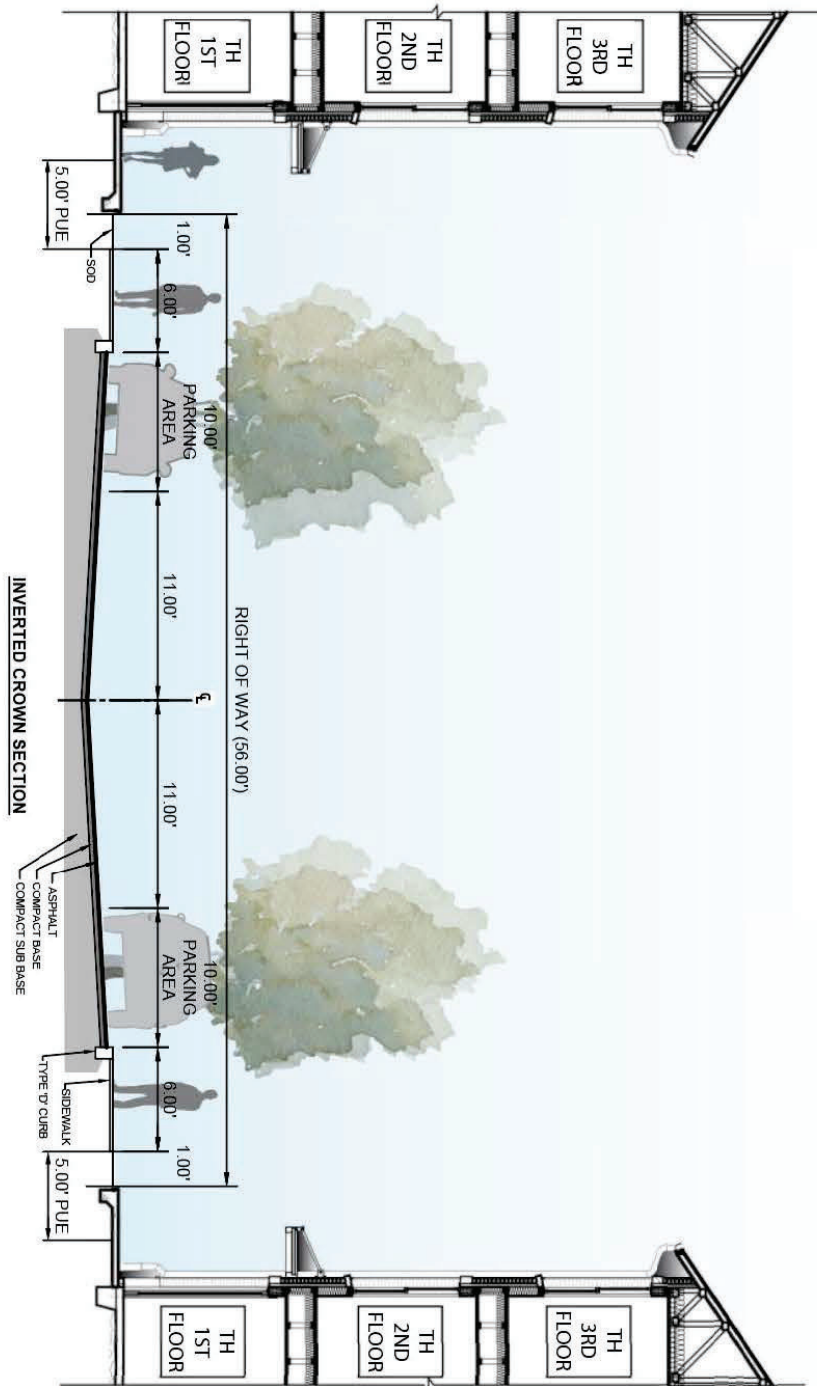
Mr. Michael J. Williams
MM 24-0300 Design Exception
July 15, 2024
Page 4

Exhibit A: Drawing TND-3



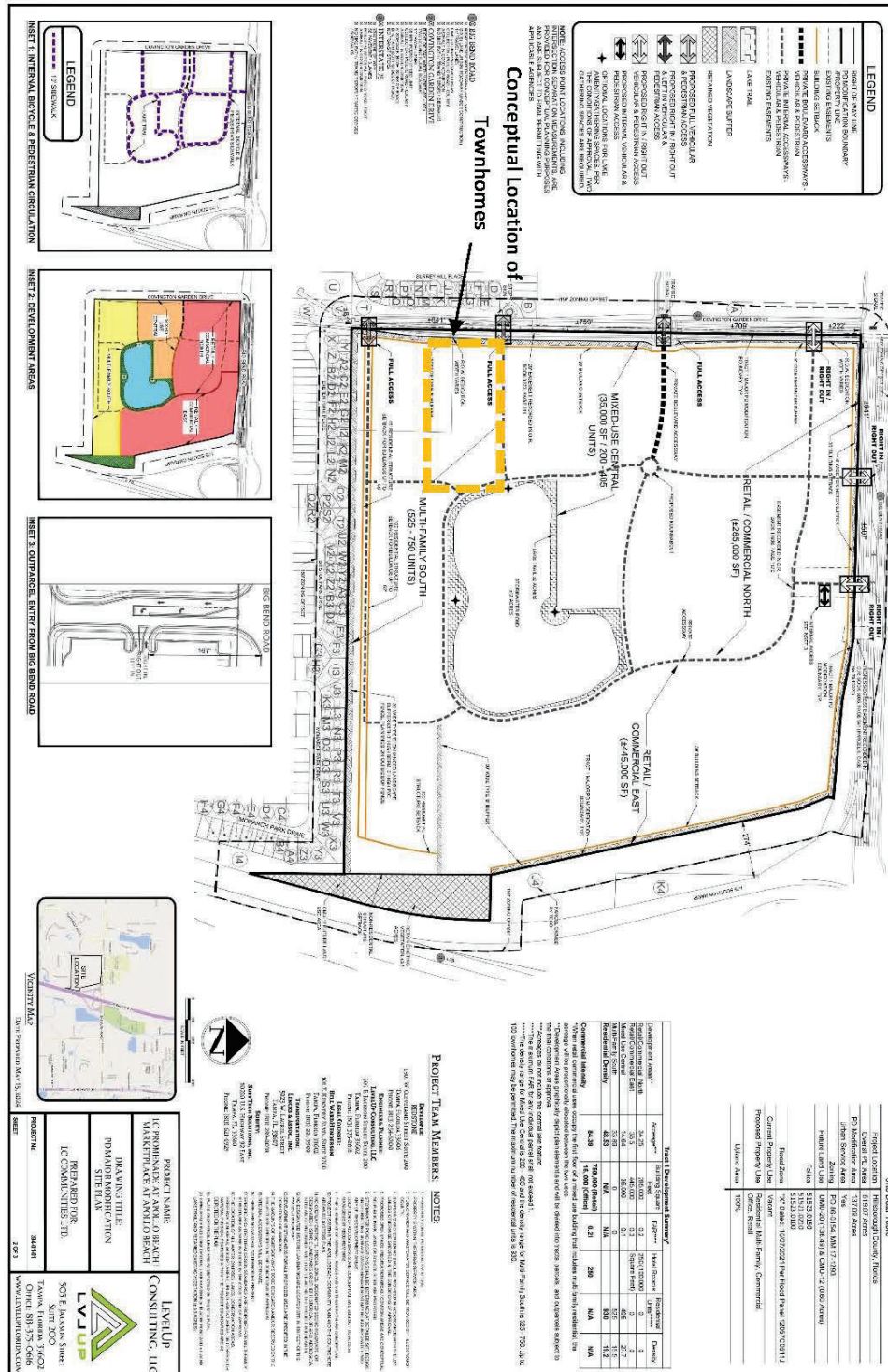
Mr. Michael J. Williams
MM 24-0300 Design Exception
July 15, 2024
Page 5

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



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

Exhibit C: PD Site Plan



From: [Williams, Michael](#)
To: [Stephenson, Trent \(Trent@levelupflorida.com\)](#); [Steven Henry](#)
Cc: [Stephen Sposato](#); [Kami Corbett](#); [Ball, Fred \(Sam\)](#); [Ratliff, James](#); [Heinrich, Michelle](#); [Tirado, Sheida](#); [PW-CEIntake](#); [De Leon, Eleonor](#)
Subject: FW: MM 24-0300 - Administrative Variance & Design Exception Review
Date: Monday, July 15, 2024 4:10:46 PM
Attachments: [image002.png](#)
[24-0300 DEReq 02-28-24.pdf](#)
[24-0300 AVAd 07-15-24.pdf](#)
[24-0300 DEAd 07-15-24.pdf](#)
[image001.png](#)

Trent/Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exceptions (DE) for PD 24-0300 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (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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From: Tirado, Sheida <TiradoS@hcfl.gov>**Sent:** Monday, July 15, 2024 3:58 PM**To:** Williams, Michael <WilliamsM@hcfl.gov>**Cc:** Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>**Subject:** MM 24-0300 - Administrative Variance & Design Exception Review

Hello Mike,

The attached AVs are approvable to me, please include the following people in your response:

shenry@lincks.com

trent@levelupflorida.com

stephen@levelupflorida.com

kami.corbett@hwhlaw.com

ballf@hcfl.gov

ratliffja@hcfl.gov

heinrichm@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review Manager

Development Services Department

P: (813) 276-8364

E: tirados@hcfl.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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Development Services

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Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. Substandard Road, Covington Gardens Dr. <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
Project Name/ Phase	LC Promenade at Apollo Beach/Marketplace at Apollo Beach
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Folio Number(s)	051521.0210 & 051523.0100
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876".</p>	
Name of Person Submitting Request	Steven J. Henry, P.E.
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>	
Current Property Zoning Designation	
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcountv.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>	
Pending Zoning Application Number	PD 24-0300
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Related Project Identification Number (Site/Subdivision Application Number)	N/A
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LINCKS & ASSOCIATES, INC.

February 28, 2024

Mr. Michael Williams, PE
County Engineer Development Review
Hillsborough County
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: Covington Gardens Drive
PD24-0300
Folio 051521.0210
051523.0100
Lincks Project No. 23130

The County Engineer has reviewed zoning modification application # 26-0005 and determined the changes to be de minimis. As such, the previous approval shall stand.

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

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Covington Gardens Drive from Big Bend Road to the southern access for the project.

The developer proposes to rezone the property to Planned Development (PD) to allow the following land uses:

- Retail – 750,000 Square Feet
- Multi-Family – 830 Dwelling Units
- Townhomes – 100 Dwelling Units
- Hotel – 250 Rooms
- Office – 15,000 Square Feet

Tables 1, 2 and 3 provide the trip generation for the proposed project. The proposed PD plan is included in the Appendix of this letter.

The access for the project is proposed to be as follows:

- Two (2) right-in/right-out accesses to Big Bend Road
- One (1) right-in/right-out access to Covington Gardens Drive
- One(1) left-in/right-in/right-out access to Covington Gardens Drive
- Two (2) full accesses to Covington Gardens Drive

According to the Hillsborough County Roadways Functional Classification Map, Covington Gardens Drive is classified as a collector roadway. The subject site is within the Hillsborough County Urban Service Area.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
8133 287 0674 Telefax
www.Lincks.com Website

Mr. Mike Williams
February 27, 2024
Page 2TABLE 1
TRIP GENERATION

Scenario	Land Use	ITE LUC	Size	Daily Trip Ends (1)	Internal Capture (2)	Passerby Trip Ends (3)	New External Daily Trip Ends
Approved	Retail	820	1,000,000 SF	31,974	669	5,131	26,174
	Office	710	500,000 SF	4,707	676	0	4,031
	Hotel	310	120 Rooms	959	135	0	824
			Sub-Total	37,640	1,480	5,131	31,029
Proposed	Retail	820	750,000 SF	25,446	270	5,131	20,045
	Multi-Family	220	830 DU's	5,594	87	0	5,507
	Townhomes	215	100 DU's	712	11	0	701
	Hotel	310	250 Rooms	1,998	143	0	1,855
	Office	710	15,000 SF	223	41	0	182
			Sub-Total	33,973	552	5,131	28,290
			Difference	3,667	928	0	2,739

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

(2) Source: NCHRP 684 - See Appendix.

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

• Passerby Trip Ends

Retail (1,000,000 SF) - 19%

(31,974 - 669) x 0.19 = 5,948

Retail (750,000 SF) - 19%

(25,446 - 270) x 0.19 = 4,783

• Passerby traffic should not exceed 10% of the adjacent street traffic.

51,311 (a) x 0.10 = 5,131 < 5,948

(a) Based on PM peak hour background traffic at the intersection of Big Bend Rd and Covington Garden Dr and K = 0.09.

• Passerby Trip adjusted to 4,783

Mr. Mike Williams
February 27, 2024
Page 3TABLE 2
ESTIMATED AM PEAK HOUR TRIP GENERATION

Scenario	Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Internal Capture (2)			Passerby Trip Ends (3)			New External AM Peak Hour Trip Ends		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Approved	Retail	820	1,000,000 SF	449	275	724	25	24	49	81	48	129	343	203	546
				588	80	668	26	22	48	0	0	0	562	58	620
	Office	710	500,000 SF	30	23	53	0	5	5	0	0	0	30	18	48
				1,067	378	1,445	51	51	102	81	48	129	935	279	1,214
Proposed	Retail	820	750,000 SF	357	219	576	10	3	13	66	41	107	281	175	456
				67	213	280	2	3	5	0	0	0	65	210	275
	Multi-Family	220	830 DU's	12	34	46	0	0	0	0	0	0	12	34	46
				66	52	118	0	8	8	0	0	0	66	44	110
	Townhomes	215	100 DU's	29	4	33	3	1	4	0	0	0	26	3	29
				531	522	1,053	15	15	30	66	41	107	450	466	916
	Office	710	15,000 SF	536	<144>	392	36	36	72	15	7	22	485	<187>	298
			Sub-Total												
			Difference												

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

(2) Source: Internal Capture - NCHRP 684 - See Appendix.

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

• Passerby Trip Ends

Retail (1,000,000 SF) - 19%

In - (449 - 25) x 0.19 = 81

Out - (275 - 24) x 0.19 = 48

Retail (750,000 SF) - 19%

In - (357 - 10) x 0.19 = 66

Out - (219 - 3) x 0.19 = 41

• Passerby traffic should not exceed 10% of the adjacent street traffic.

4,444 (a) x 0.10 = 444 > 129 or 107

(a) AM peak hour background traffic at the intersection of Big Bend Rd and Covington Garden Dr.

Mr. Mike Williams
February 27, 2024
Page 4TABLE 3
ESTIMATED PM PEAK HOUR TRIP GENERATION

Scenario	Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)			Internal Capture (2)			Passerby Trip Ends (3)			New External PM Peak Hour Trip Ends		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Approved	Retail	820	1,000,000 SF	1,422	1,540	2,962	110	36	146	215	247	462	1,097	1,257	2,354
	Office	710	500,000 SF	107	525	632	31	105	136	0	0	0	76	420	496
	Hotel	310	120 Rooms	31	30	61	5	5	10	0	0	0	26	25	51
Proposed			Sub-Total	1,560	2,095	3,655	146	146	292	215	247	462	1,199	1,702	2,901
	Retail	820	750,000 SF	1,156	1,252	2,408	86	110	196	203	217	420	867	925	1,792
	Multi-Family	220	830 DU's	238	139	377	48	28	76	0	0	0	190	111	301
	Townhomes	215	100 DU's	33	23	56	6	4	10	0	0	0	27	19	46
	Hotel	310	250 Rooms	80	77	157	19	12	31	0	0	0	61	65	126
	Office	710	15,000 SF	6	28	34	2	7	9	0	0	0	4	21	25
			Sub-Total	1,513	1,519	3,032	161	161	322	203	217	420	1,149	1,141	2,290
			Difference	47	576	623	<15>	<15>	<30>	12	30	42	50	561	611

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

(2) Source: Internal Capture - NCHRP 684 - See Appendix.

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

• Passerby Trip Ends

Retail (1,000,000 SF) - 19%

In - (1,422 - 110) x 0.19 = 249

Out - (1,540 - 36) x 0.19 = 286

Retail (750,000 SF) - 19%

In - (1,156 - 86) x 0.19 = 203

Out - (1,252 - 110) x 0.19 = 217

• Passerby traffic should not exceed 10% of the adjacent street traffic.

4,618 (a) x 0.10 = 462 < 535

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

• Adjust Passerby Trips to 462.

Mr. Mike Williams
February 27, 2024
Page 5

The request is for a Design Exception to TS-5 of the Hillsborough County Transportation Technical Manual for Covington Gardens Drive. The segment of Covington Gardens Drive from Big Bend Road to the southern access currently has the following characteristics:

- Two (2) lane rural roadway
- Twelve (12) foot lanes
- Paved shoulders/bike lanes
- No sidewalks
- Right of Way is approximately 60 feet.

In conjunction with the development of the subject parcel, Covington Gardens Drive from Big Bend Road to the southern access is proposed to be widened to a four (4) lane divided roadway. The following provides the summary of the proposed typical section to TS-5.

- 1) Lane Width – TS-5 has eleven (11) foot lanes. Eleven (11) foot lanes are proposed to be provided.
- 2) Bike Lanes – TS-5 has seven (7) foot buffered bike lanes. No bike lanes are proposed instead twelve (12) foot sidewalk is proposed on both sides of the road.
- 3) Sidewalk – TS-5 has five (5) foot sidewalks on both sides of the road. Twelve (12) foot sidewalks are proposed.
- 4) Right of Way - TS-5 has 86 feet of right of way. The proposed right of way is to be between 69 feet and 130 feet.

Figure 1 illustrates the proposed improvements to Covington Gardens Drive and Figure 2 illustrates the typical section.

Based on the above, it is our opinion, the proposed improvements to Covington Gardens Drive will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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

Mr. Mike Williams
February 27, 2024
Page 6

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

<input type="checkbox"/>	Disapproved
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.

Michael J.
Williams

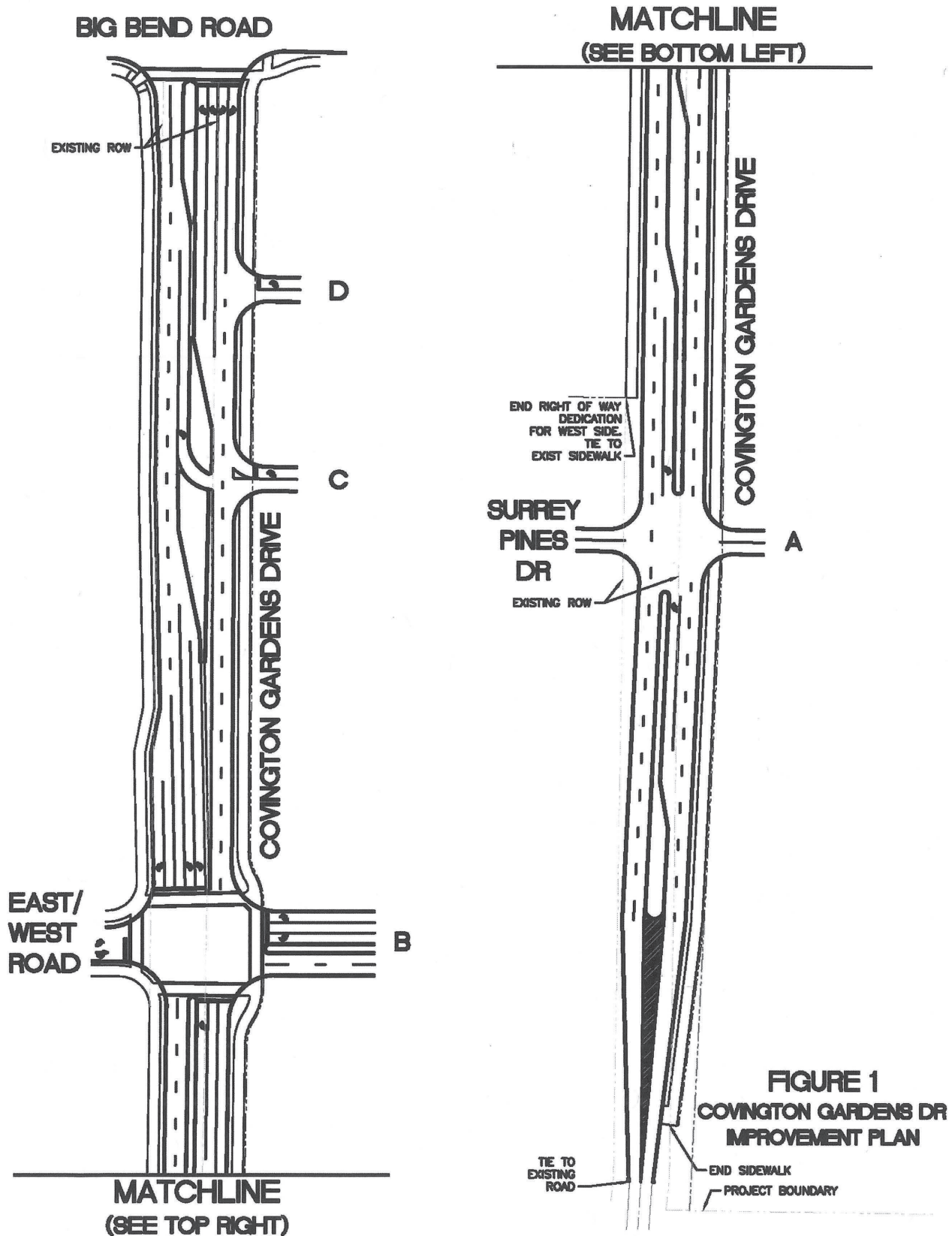
Digitally signed by
Michael J. Williams
Date: 2024.10.15
14:54:17 -04'00'

Sincerely,

Michael J. Williams

Hillsborough County Engineer

Mr. Mike Williams
February 27, 2024
Page 7



Mr. Mike Williams
February 27, 2024
Page 8

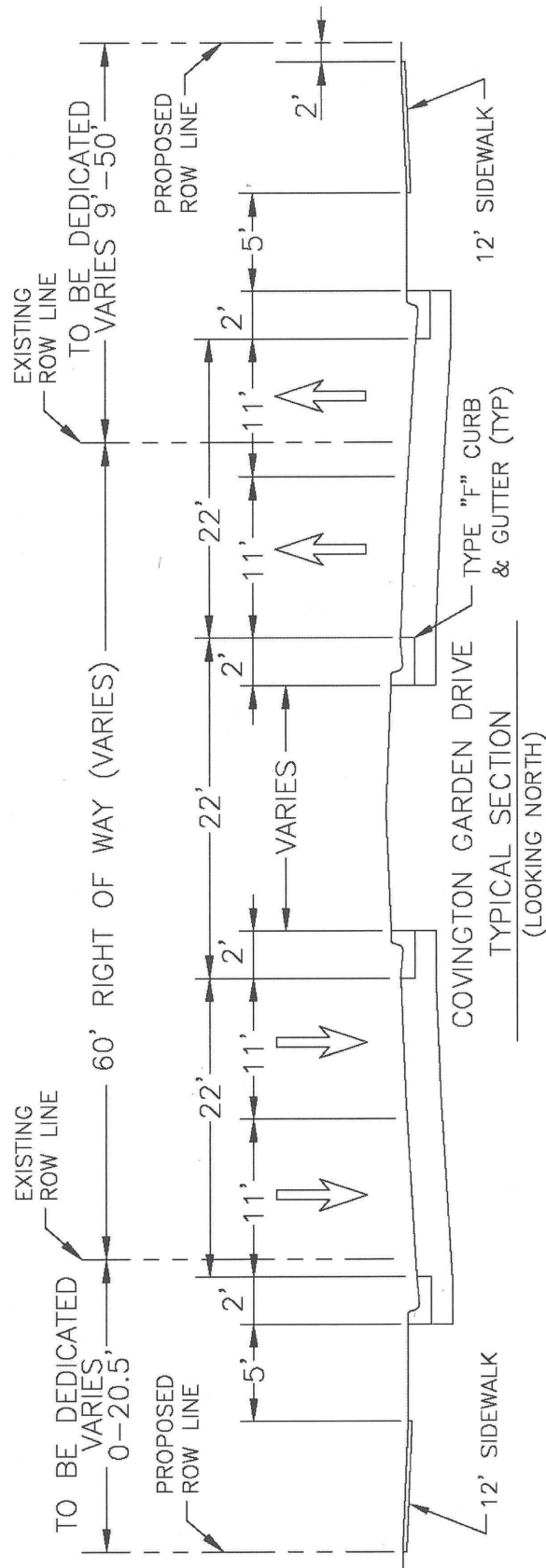


FIGURE 2
COVINGTON GARDENS DR
IMPROVEMENT PLAN

APPENDIX



PD PLAN



SOUTHBEND General Site Plan

PROPOSED LAND DESCRIPTION

Proposed Land Parcel: The proposed land parcel is located in the unincorporated area of Hillsborough County, Florida, within the Southbend Subdivision, Tracts 1 through 20. The parcel is bounded by the CSX Railroad to the north, the proposed 170' Right-of-Way (R.O.W.) to the east, and the proposed 100' R.O.W. to the south. The parcel is currently zoned R-1 (Single-Family Residential) and is being proposed for rezoning to R-10 (Medium-Density Residential).

Proposed Land Use: The proposed land use is Medium-Density Residential (R-10), which includes single-family detached homes, townhomes, and small multi-family units. The proposed development is consistent with the Comprehensive Land Use Ordinance of Hillsborough County.

Proposed Land Area: The proposed land area is approximately 100.0 acres, which is equivalent to 6,960,000 square feet. The proposed land area is subject to the following conditions:

- The proposed land area is subject to the existing easements and encumbrances shown on the site plan.
- The proposed land area is subject to the existing wetlands and floodplains shown on the site plan.
- The proposed land area is subject to the existing utility lines and easements shown on the site plan.

Proposed Land Use Schedule: The proposed land use schedule is as follows:

LAND USE	ACRES	SCHEDULE
RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
RESIDENTIAL (TOWNHOMES)	100.0	1.0
RESIDENTIAL (SMALL MULTI-FAMILY)	100.0	1.0

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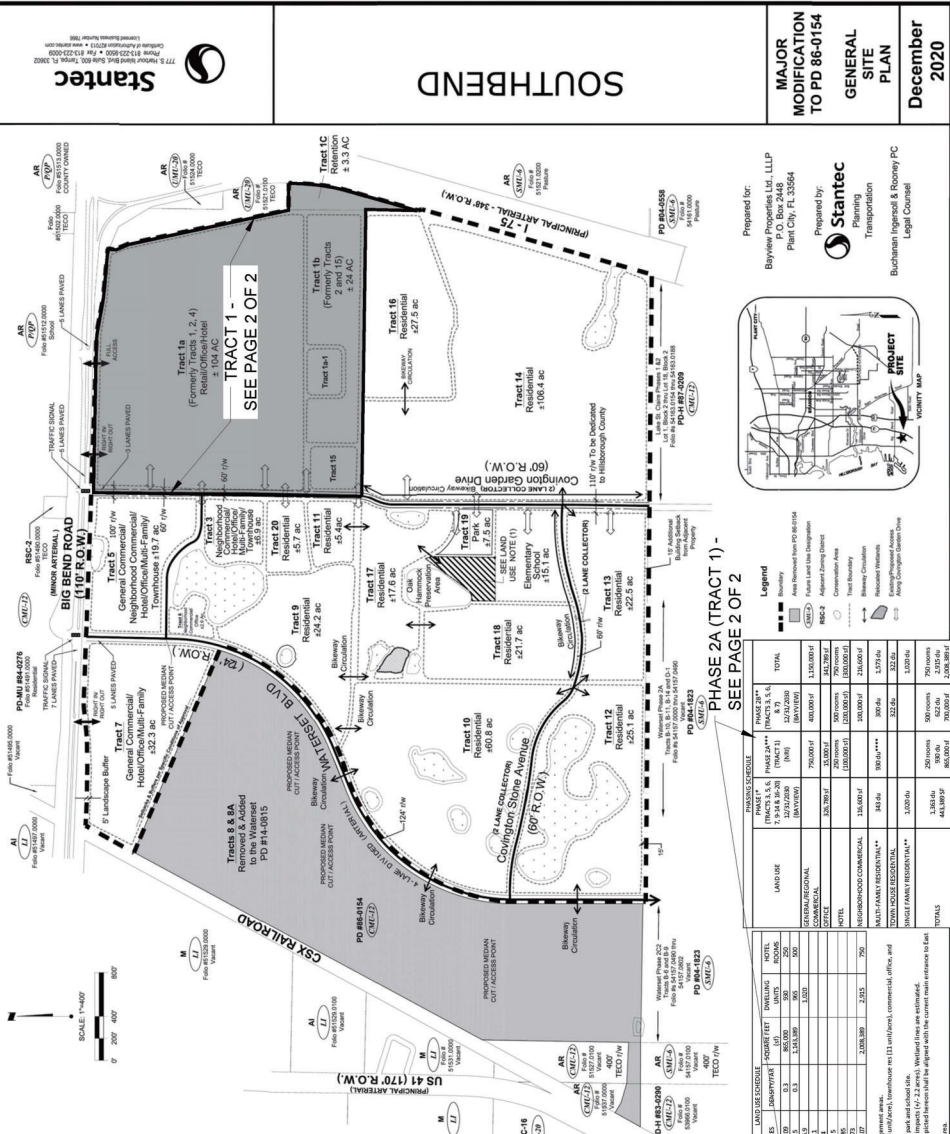
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TRACT	LAND USE	ACRES	SCHEDULE
TRACT 1	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 2	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 3	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 4	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 5	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 6	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 7	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 8	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 9	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 10	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 11	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 12	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 13	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 14	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 15	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 16	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 17	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 18	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 19	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0
TRACT 20	RESIDENTIAL (SINGLE-FAMILY DETACHED)	100.0	1.0


PROJECT NAME:
LC PROMENADE AT APOLLO BEACH /
MARKETPLACE AT APOLLO BEACH

DRAWING TITLE:
PDS 21-0239
GENERAL SITE PLAN

PREPARED FOR:
LC COMMUNITIES LTD.

PROJECT No:
284-01-01
1 OF 2

LEVELUP
CONSULTING, LLC



LEVELUP
CONSULTING, LLC
305 E JACKSON STREET
SUITE 200
TAMPA, FLORIDA 33602
OFFICE: 813-775-0616
WWW.LEVELUPFLORIDA.COM

24-0300

HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Legend

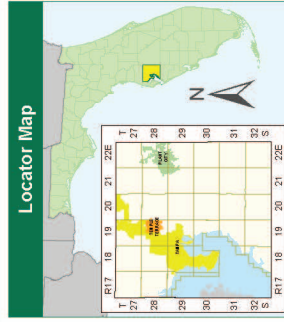
Functional Classifications
Authority/Classification

- State, Principal Arterial
- State, Arterial
- Hillsborough, Arterial
- Hillsborough, Collector
- Urban Service Area Boundary
- City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

- PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 PLANNED DEVELOPMENT STANDARDS
- PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.07.00 FENCES AND WALLS
- PART 12.01.00 DEFINITIONS
- OTHER PARTS OF THE LDC NOT LISTED ABOVE.

In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Pedestrian Traffic Control Program and the Neighborhood Traffic Calming Program.



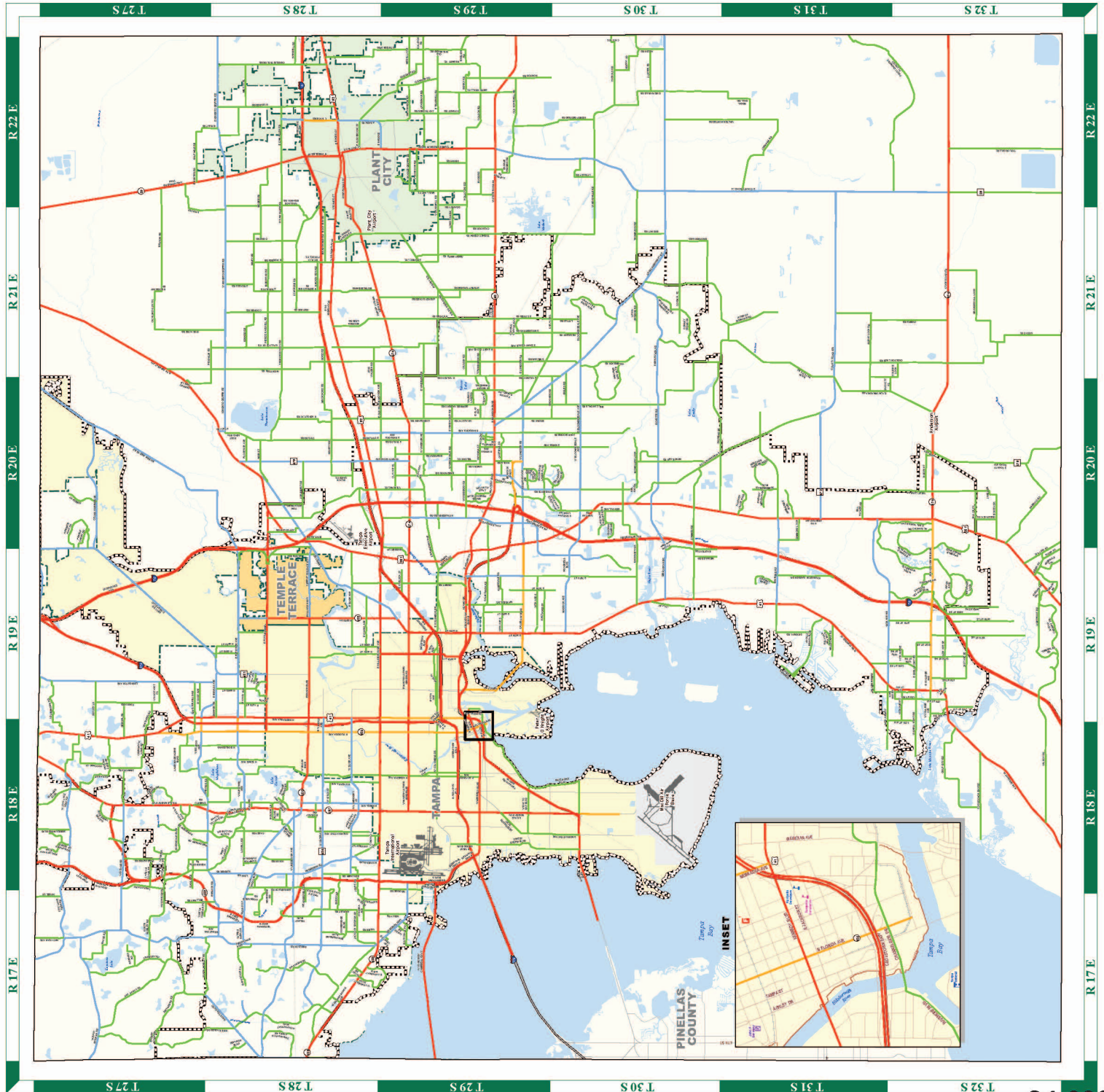
NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the map. The map is provided for informational purposes only and should not be used for any other purpose.

SOURCE: This map has been prepared for the inventory of real property found within Hillsborough County and is based on the most current data available. The map is not intended to be used for any other purpose.

Uses of this map are hereby certified that the information contained herein is true and correct to the best of the knowledge of the County and that the information is not intended to be used for any other purpose.

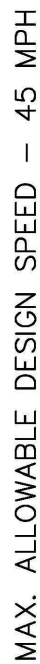
801 E Kennedy Blvd
Tampa, FL 33602
(813) 272-5810
printroom@hillsboroughcounty.org

Date: 04/10/2014 File: \\HILLSBOROUGH\GIS\MapData\CountyMap\MapData\CountyMap.mxd



TS-5





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)

TRANSPORTATION
TECHNICAL
MANUAL

10/17

**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted December 17, 2024.

Conditions 1.2, 1.3 and 2 through 39 shall apply to all development tracts except Tract 1.

1. The development of the South bend project shall proceed in strict accordance with the Development Order for the Development of Regional Impact, DRI #145, as amended, the General Development Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

Approval is based upon the General Development Plan received and all data shown, defined, described, noted, referenced and listed thereon.

- 1.1 All of the Single Family Residential entitlements in Phase 1 were owned and developed by NNPSouthbend II, LLC. All of the non-Single Family in Phase 1 and all of Phase 2B entitlements are currently owned by Bayview Properties, Ltd., LLLP. All of the Phase 2A entitlements are currently owned by NRI Equity Tampa, LLC.
 - 1.2 In order to track project development in accordance with the DRI Equivalency Matrix (trade-off mechanism), a tracking table shall be submitted with each Preliminary Plan or Preliminary Plat submitted for each portion of project development.
 - 1.3 Each tracking table shall show the following by Phase: (1) the approved amount of development [number and type of residential units or square feet], (2) the amount of development [number and type of residential units or square feet] having previously received Preliminary Plan or Preliminary Plat approval, (3) the amount of development proposed by the Preliminary Plan or Preliminary Plat for the subject portion of the project, (4) the remaining development entitlements, by type of development, after Preliminary Plan or Preliminary Plat submittal for the subject portion of the project, and (5) the owner of the entitlements. The tracking table shall document any land use trade- offs undertaken prior to the time of Preliminary Plan or Preliminary Plat submittal for the subject portion of the project.
2. On-site residential development shall comply with the following requirements:

Single family:

Minimum Lot Size:	4,400 sf
Minimum Lot Width:	40 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet
Maximum Lot Coverage:	50%
Maximum Height:	35 feet

Townhouse:

Minimum Lot Size:	1,800 sf
Minimum Lot Width:	20 feet

Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet (Min. 10 feet between buildings)
Minimum Rear Yard:	15 feet
Maximum Height:	35 feet
Maximum Lot Coverage:	65%
Multi family:	RMC-20 regulations

3. The following exceptions to those requirements may be made for single-family zero lot line development: Sideyard setbacks may be a minimum of zero (0) feet on one side and ten (10) feet on the other, or five (5) feet on each side. This requirement shall not preclude Z-lots, i.e., the zero lot line may be partially on one and partially on the other side of a lot. It shall also not preclude combinations, such as three (3) feet on one side and seven (7) on the other. In no case, however, shall a combination of setbacks (i.e., 0 feet+ 10 feet and 5 feet+ 5 feet) be allowed which would create a separation of less than ten (10) feet between nonattached structures. Further, rear yards shall be a minimum of 20 feet, but may be reduced to 15 feet on conditions that the total usable open space contained within rear yards and portions of side yards of no less than 15 usable feet in width is not less than twenty times the average lot width.
4. The developer shall have the option of developing villa-duplex units within any tract, subject to the following development standards:
- | | |
|-----------------------|----------|
| Minimum Lot Size: | 3,500 sf |
| Minimum Lot Width: | 33 feet |
| Minimum Front Yard: | 20 feet |
| Minimum Side Yard: | 5 feet |
| Minimum Rear Yard: | 20 feet |
| Maximum Lot Coverage: | 50% |
| Maximum Height: | 35 feet |
5. For all uses other than single family, two feet of additional yards other than that described herein shall be provided for every one foot of structure height over 20 feet.
6. The maximum residential density on any tract shall be no greater than 5 percent in excess of that shown on the Land Use Schedule for the particular type of residential development, except that densities may be a maximum of 15 units per acre. This shall not preclude the transfer of types of residential units from tract to tract providing that the tracts receiving the more intense form of development are not located on the perimeter of the project except along Interstate 75.
7. Pole signs and Billboards shall be prohibited in Tract 7.
8. Development regulations within Tract 3, Tract 5, Tract 6, and Tract 7 shall be as follows:
- Tract 3, Tract 5, Tract 6, and Tract 7, shall be subject to the development standards listed for the C-I zoning district, per the Land Development Code, unless otherwise specified herein;
 - Office and hotel uses shall be subject to the development standards listed for the CG zoning district, per the Land Development Code, unless otherwise specified herein;
 - Fitness center/gymnasium and hotel shall also be permitted uses in Tract 3, Tract 5, and Tract 7;

-
- Fitness center/gymnasium shall also be a permitted use in Tract 6;
 - Hotels may exceed the twenty-five percent limitation on gross building square footage for the district;
- 8.1 Large Scale Retail as defined by the Land Development Code shall comply with the requirements for Large Scale Retail Development (Single Tenant Big Box) in Section 6.11.106 of the Land Development Code with the exception of Section 6.11.106.C.7.a.
 - 8.2 Service areas and loading docks facing Covington Garden Drive shall be screened from Covington Garden Drive in accordance with Section 6.11.106.C.9 of the Land Development Code. A berm or combination berm with landscaping and/or Fencing may also be used to meet screening requirements with the minimum height consistent with the requirements in Section 6.11.106.C.9.
 - 8.3 Site construction plan approval for free-standing General/Regional Commercial uses in Tracts 5 and 7 shall be capped at 200,000 square feet, unless and until the project also includes a minimum of 250,000 square feet of Office uses to be located on Tracts 3, 5, 6 and/or 7.
 - 8.4 Commercial uses that are vertically integrated into an office or hotel project shall not be counted against the cap in Condition 8.3 above.
 - 8.5 Any request to remove or revise the cap on commercial uses shall be processed as a Minor Modification.
9. The maximum floor area (FAR) ratio on any tract shall be no more than 15 percent in excess of the average FAR shown on the Land Use Schedule for that use.
 10. Height limitation in the project shall be as follows:
 - 10.1 All structures in the office areas shall be limited in height to five (5) stories and sixty-five (65) feet whichever is less.
 - 10.2 All structures in the general commercial areas shall be limited in height to two (2) story or thirty-five (35) feet whichever is less.
 - 10.3 All structures in the multi-family and townhouse areas shall be limited in height to four (4) stories or fifty-five (55) feet whichever is less.
 - 10.4 All structures in the villa duplex area shall be limited in height to three (3) stories or thirty-five (35) feet, whichever is less.
 - 10.5 Hotel structures shall be limited to five (5) stories, or fifty-five (55) feet, whichever is less, in Tract 3, except excluded portions of buildings per LDC Section 6.08.01. Hotel structures shall be limited to six (6) stories, or sixty-five (65) feet, whichever is less, in Tract 5 and Tract 7, except excluded portions of buildings per LDC Section 6.08.01.
 11. Buffering and screening shall be provided in accordance with the Land Development Code unless otherwise specified herein. Between office uses and single family or townhomes, and between hotels and single family, the following shall be required: a 15 foot buffer with 10 foot high evergreen trees at 15 foot

intervals, a lawn/shrub/groundcover/mulch over the buffer, and a choice of evergreen shrubs (6 feet high within two years of planting), or 6 foot masonry wall, or 6 foot wooden fence, or a berm/planting combination 6 feet in height.

- 11.1 Along the southern boundary of Tract 3, there shall be a 20 foot buffer with 10 foot high evergreen trees at 15 foot intervals. a lawn/shrub/groundcover/mulch over the buffer, and a choice of evergreen shrubs (6 feet high within two years of planting), or 6 foot masonry wall, or 6 foot wooden fence, or a berm/planting combination 6 feet in height if developed with office, neighborhood commercial, or hotel uses.
- 11.2 Along the southern boundary of Tract 7, along the part of the boundary located north of the existing single family home development, and not within a wetland or wetland buffer area, a 30 foot wide natural vegetation strip shall remain. This shall not preclude existing plantings from counting toward screening requirements if verified by Natural Resources staff at the time of site development. The required building setbacks shall not be increased as a result of this natural vegetation strip.
12. Residential tracts abutting the western north-south roadway (Waterset Boulevard) shall have a 24 foot buffer from the right-of-way. Additionally, in accordance with the Land Development Code Section 6.06.06.C.6., a berm/planting combination with the berm an average height of four feet with minimum 3:1 side slopes and dense plantings which will, when combined with the berm, achieve a minimum height of eight feet and 75% opacity within three years of planting, shall be required adjacent to the right-of-way.
13. The developer shall provide, prior to the issuance of Certificate of Occupancy, for each applicable site plan submittal, those internal sidewalks and external sidewalks to the project in the right-of-way area of the major roadway(s) bordering the project (i.e. Big Bend Road).
14. The internal sidewalks shall be provided as appropriate in non-residential tracts to ensure free pedestrian movement to neighborhood shops, offices, and community facilities. The exact locations of said sidewalks shall be determined by the County Development Services Department during the appropriate Site Plan approval.
15. Prior to the issuance of Certificate of Occupancy, the developer unless otherwise directed by the County shall be responsible for constructing all improvements that are required as a result of this project at the intersection of the project entrance with Big Bend Road and at the project access with United States Highway 41 to maintain a Level of Service "D" or better. The developer shall pay for the installation when said signals become warranted. Interconnecting these traffic signals to adjacent traffic signals as per Hillsborough County Engineering Department requirements shall also be the developer's responsibility.
16. The developer shall provide a minimum of 118-feet wide right-of-way for the future extension of 30th Street through the site. This right-of-way corridor will coincide approximately with the eastern most north south roadway shown on the conceptual site plan. Since this roadway is necessary to provide access to the project, any applicable Transportation and/or Right-Of-Way Impact Fee credit shall be based on percentage of roadway capacity provided beyond what is needed for project traffic. THIS REQUIREMENT HAS BEEN SATISFIED.

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17. If the Developer elects the Pipeline Mitigation Alternative in the Southbend DRI Development Order, then the Developer shall design Western North/South roadway as a four (4) lane divided roadway and shall construct two (2) of the lanes. The Developer shall construct the roadway to Hillsborough County standards and shall include all bicycle, pedestrian, and transit facilities as specified in the latest edition of the Transportation Technical Manual. The Developer shall also dedicate all of the right-of-way needed for ponds. The Developer shall submit the 30% roadway plans for the roadway to the County for review and approval within 120 days of dedication of the Western North/South roadway right-of-way. Subsequent submittals of roadway plans for 60% design, 90% design and 100% design shall be submitted within 90 days of the County's approval of the previously submitted plans. Construction of the Required Improvements shall be completed within three (3) years of final approval by Hillsborough County of the 100% roadway plans. [THIS ALTERNATIVE WAS SELECTED TO MITIGATE THE IMPACTS PHASE 1 OF THE SOUTH BEND DRI].
18. The Developer shall ensure that all roadway intersections with the Western North/South roadway are constructed with the appropriate roadway geometry to provide for safe vehicular movements and maintenance of the North/South roadway capacity.
19. Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the access related left and right turn lanes needed to serve development traffic. The access related turn lanes shall be constructed to FDOT and/or Hillsborough County standards. The only exceptions to access related roadway improvements shall be based on documented safety or environmental concerns. The Development Services and Public Works Departments shall approve all exceptions. The Developer, consistent with requirements of the Land Development Code, shall construct the following access related turn lanes:
- 19.1 Westbound left turn lane on Big Bend Rd @ Western North/South Roadway. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
- 19.2 Eastbound right turn lane on Big Bend Rd@ Western North/South Roadway. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
- 19.3 Eastbound right turn lane on Big Bend Rd @ each project entrance. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
- 19.4 Northbound exclusive left turn lane, through lane, and right turn lane on Western North/South Roadway@ Big Bend Rd. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
- 19.5 EB right turn lane on Big Bend Road at the right-in/right-out access to Tract 7. The right-in/right-out access shall be aligned with Kings Crossing Drive on the north side of Big Bend Road. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
- 19.6 Construct continuous right turn lane from the right-in/right-out access to Tract 7 to Western North/South Roadway. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
- 19.7 Channelize the full median opening on Big Bend Road, along Tract 7 to allow for EB left turn movement only. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
- 19.8 No direct access connection to Tract 5, off of Big Bend Road is allowed.

20. Annually, for inclusion in the DRI Annual Report, the Developer shall complete an evaluation with FDOT and Hillsborough County, as appropriate, to determine whether a warrant study is required for the signalization of Big Bend Rd at the Western North/South roadway. Should it be determined that a warrant study is required, the Developer shall provide same in the DRI Annual Report. Furthermore, if a traffic signal is warranted, and the results are approved by Hillsborough County, then the developer shall submit 100 % signal design plans to Hillsborough County within 120 days of Hillsborough County approval. In addition, the developer shall also submit 100% design plans for the construction of a second left turn lane on Big Bend Rd at the Western North/South roadway. Construction of the traffic signal and second left turn lane shall commence within 120 days of approval of the final signal and roadway design plans by Hillsborough County. If Hillsborough County elects to conduct a traffic signal warrant and finds that a signal is warranted, then the developer shall comply with the timing schedule described above. The signal and roadway improvements shall be designed and constructed to Hillsborough County Standards.
21. Annually, for inclusion in the ORI Annual Report, the Developer shall complete an evaluation with FDOT and Hillsborough County, as appropriate, to determine whether a warrant study is required for the signalization of Big Bend Rd at Covington Garden Drive. Should it be determined that a warrant study is required, the Developer shall provide same in the ORI Annual Report. Furthermore, if a traffic signal is warranted, and the results are approved by Hillsborough County, then the developer shall submit 100% signal design plans to Hillsborough County within 120 days of Hillsborough County approval. In addition, the developer shall also submit 100% design plans for the construction of a second left turn lane on Big Bend Rd at Covington Garden Drive. Construction of the traffic signal and second left turn lane shall commence within 120 days of approval of the final signal and roadway design plans by Hillsborough County. If Hillsborough County elects to conduct a traffic signal warrant and finds that a signal is warranted, then the developer shall comply with the timing schedule described above. The signal and roadway improvements shall be designed and constructed to Hillsborough County Standards.
22. The Developer shall provide at least one (1) paved pedestrian and bicycle connection from Tract 9 to the Western North/South roadway. All pedestrian and bicycle connections shall be designed to the trail standards as found in the latest edition of the Transportation Technical Manual.
23. Within all residential tracts, the Developer shall provide pedestrian and bicycle interconnectivity between adjacent residential pods/clusters that do not provide for vehicular access between the two residential pods/clusters. The Developer shall also provide for pedestrian and bicycle connectivity between adjacent residential and nonresidential pods, where a direct vehicular access is not provided.
24. The developer shall provide an internal collector roadway that runs parallel to Big Bend Rd along the southern boundary of Tract 5. The internal collector roadway shall provide for a continuous interconnected route between Tract 7 and the proposed regional commercial development within Tract 1. The Developer shall provide cross access and internal circulation to parcels or tracts adjacent to the roadway. The roadway shall connect with any internal roadways running north/south that have an access point with Big Bend Rd. The roadway shall intersect the Western North/South Roadway and Covington Garden Drive.
25. The developer shall provide the necessary pavement markings, signals and signs for a pedestrian crossing at the intersection of Big Bend Road and project entrance selected by the County when the pedestrian crossing is required by the County. [THIS IMPROVEMENT HAS BEEN CONSTRUCTED.]
26. The number and general location of the access points into each "pod" for Phase I shall be shown on the General Site Plan. All access points shall be limited as follows:

- 26.1 No access point shall be permitted:
- 26.1.1 Within 150 feet of any intersection rights-of-way at roadway intersections;
 - 26.1.2 Within 150 feet of the northern project boundary at the intersection of the project roadways and Big Bend Road;
 - 26.1.3 Within 150 feet of another access point or roadway on the same side of the street, or without 150 feet of another access point of roadway on the opposite side of the street unless such opposite roadways are in direct alignment; unless an alternate design acceptable to Hillsborough County Department of Development Coordination and the Engineering Department is approved in the Detailed Site Plan Phase. In no case shall access points be closer than 100 feet apart; and
 - 26.1.4 No more than five (5) access points per "pod" will be permitted, which pods will be located in compliance with the conditions set out above.
27. The developer shall dedicate to the School Board upon request of the School Board, usable land for one 15.1-acre elementary school site of which 3.5 acres may be shared with the adjacent park site. The location of the site shall be subject to approval of the County School Board and the Hillsborough County Board of County Commissioners accordingly. If ever it shall be determined that the school site shall not be used for a school, the site may be used for single family or townhouse residential development only so long as the total number of dwelling units on site does not exceed 2,810.
28. All school site dedication shall be credited against school site dedication impact fees as provided in Hillsborough County Ordinance #86-20. If the school site is not used for a school, the developer shall pay impact fees in lieu of the land.
29. The developer shall dedicate to Hillsborough County a 4.0-acre park site. An additional 3.5 acres may be shared with the school site. Said dedication shall occur when any adjacent roadway is dedicated to Hillsborough County.
30. All public park land dedications and/or improvements shall be credited against park site acquisition and improvements impact fees as provided in Hillsborough County Ordinance.
31. The developer shall be required to utilize public water and shall pay all costs to connect for service delivery for this project's needs. The developer shall submit to the Hillsborough County Development Services Department, prior to the issuance of Certificates of Occupancy, evidence of commitment; from the County Department of Water and Wastewater Utilities to provide public water service, and evidence of agreement to pay necessary costs for this project to enable the County to provide public water service delivery.
32. The developer shall include on the General Site Plan a general bikeway circulation plan. The plan shall be designed in such a manner as to ensure safe and continuous bikeway circulation throughout the development. A detailed pedestrian circulation plan showing an internal pedestrian system shall be shown on each Detailed Site Plan and the plan shall be implemented by the developer at the developer's expense. Said system shall be submitted to and approved by the Department of Development Services. The system shall meet the policies and standards of the Tampa Urban Metropolitan Planning Organization.

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33. The developer shall be required to ensure that adequate wastewater treatment facilities exist prior to the issuance of Certificates of Occupancy for any phase. The developer shall submit to the Hillsborough County Development Services Department prior to the issuance of Certificates of Occupancy for any phase, evidence of agreement of the Water Department to the plan for providing wastewater treatment facilities.
 34. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetland, and does not grant any implied or vested right to environmental approvals.
 35. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC. (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
 36. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
 37. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
 38. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
 39. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

Major Modification MM 24-0300 and minor modification PRS 25-0104 shall comply with Condition 1.1 and the following Conditions of Approval:

40. Development within Tract 1 (also referred to as Phase 2A on the PD Site Plan) is permitted a maximum of 930 multi-family dwelling units of which up to 100 may be Townhomes/Platted, 750,000 square feet of Commercial/Retail, 15,000 square feet of Office, and 250 hotel rooms.

40.1 Tract 1 Development Summary

Tract 1 Development Summary ¹						
Development Areas ²	Acreage ³	<u>Building Square</u> Feet ⁴	FAR ⁵	<u>Hotel Rooms</u>	Residential Units ⁶	<u>Density</u>
Retail Commercial ⁷	50.99	545,000	0.2	250 (100,000 SF)	0	0
Mixed Use Central ⁸	35.15	220,000	0.1		405	11.5
Multi-Family Residential	29.68	0	0		525	17.7
Residential Density	64.83	N/A	NA		930	14.3
Commercial Intensity	86.14	765,000	0.21	250 Rooms	N/A	N/A

¹When retail commercial uses occupy the first floor of a mixed use building that includes multi-family residential, the acreage will be proportionally allocated between the two uses.

²Development areas graphically depict plan elements and will be divided into tracts, parcels, and out parcels subject to the final conditions of approval.

³Acreages do not include the central lake feature.

⁴May include up to 15,000 square feet of office uses.

⁵The maximum FAR for any individual parcel shall not exceed 1.0.

⁶ The density range for Mixed Use Central is 250- 550 and the density range for multi-family residential is 475 - 605. Up to 100 townhomes may be permitted. The maximum number of residential units is 930.

⁷Acreage includes southeastern portion that may be converted to stormwater.

⁸Acreage includes portion adjacent to central lake feature that may be converted to stormwater.

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

40.3 During the site construction permitting phase, acreages, densities and intensities may shift between Development Areas as long as the form of the community is maintained consistent with PD Site Plan. Surface water management may be incorporated into any of the Development Areas.

41. All Tract 1 residential development permitted in Multi-Family Residential and Mixed-Use Central shall comply with the following requirements:

41.1 Multi-family including Apartments, Flats, Townhomes (Not Platted), Rowhomes shall be subject to RMC-20 regulations unless otherwise specified herein.

41.2 Townhomes/Platted - Alley Loaded:

Minimum Lot Size: 992 SF
Minimum Lot Width: 16 Feet
Minimum Front Yard: 3 feet to patio, stoop or porch, and 10 feet to principal structure; steps may project up to 100 percent into the required setback.
Minimum Side Yard: Interior lot- 0 feet
End lot- 7.5 feet
Minimum Rear Yard: 5 feet, and Cantilevered balconies or decks may project up to 100 percent into the required rear yard setback.

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

Minimum Front Yard Stoop or Porch: 3 feet from back of sidewalk
Minimum Front Yard Principal Structure: 10 feet from back of sidewalk

41.4 The nearest resident-occupied structure to the I-75 right-of-way shall be set back a minimum of three hundred (300) feet. The nearest non-resident structure shall be setback at least 10 feet from the area designated Retained Existing Vegetation.

41.5 The nearest resident occupied structure to the southern boundary adjacent to single family uses shall be set back a minimum of sixty-five (65) feet.

41.6 The southeastern portion of the Retail/Commercial pocket, where depicted on the general site plan, may be converted to multi-family use or developed for CG uses.

42. Tract 1 Development Regulations are as follows:

42.1 Development within Retail/Commercial shall be subject to the development standards and permitted uses listed for the CI zoning district, per the Land Development Code, unless otherwise specified herein. The Big box retailers shall be a permitted use subject to LDC Sec. 6.11.106. with the exception of Section 6.11.106.7.a. as modified herein. The following use categories shall be prohibited: Agricultural, Industrial, Manufacturing, and Distribution, and Solid Waste Facilities.

42.2 Service areas and loading docks facing Covington Garden Drive shall be screened from Covington Garden Drive in accordance with Section 6.11.106.C.9 of the Land Development Code. A berm or combination berm with landscaping and/or Fencing may also be used to meet screening requirements with the minimum height consistent with the requirements in Section 6.11.106.C.9.

42.3 The minimum building setback along the northern PD modification boundary (Big Bend Road) and the western PD modification boundary (Covington Garden Drive) shall be 30 feet. The setback from the eastern PD modification boundary (Folio 051521.0100) shall be 30 feet. Structures greater than 60 feet shall be set back an additional two feet for every one foot of structure height over 60 feet from the north, east and west boundaries.

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- 42.4 Development within Mixed-Use Central may include multi-family residential uses as defined herein as well as commercial uses subject to the development standards for the CN zoning district, per the Land Development Code.
- 42.5 Within any development area, galleries, restaurants, and arcades may include outdoor seating.
- 42.6 For each development area, the maximum impervious surface ratio shall not exceed eighty percent (80%).
- 42.7 Parking garages/structured parking within Tract 1 shall have a minimum setback of three hundred (300) feet from the southern boundary. Parking structures shall not be allowed in Multi-Family Residential.
- 42.8 Free standing, ground mounted lighting fixtures located within Multi-Family Residential shall be limited to a maximum height of eighteen (18) feet.
- 42.9 No more than 50 percent of the frontage along Big Bend Road and Covington Garden Drive shall be occupied with an open parking lot without buildings in front of said parking. Two rows of double loaded parking between the front facade of the building and the roadway shall not be considered open parking. Drive-thru facilities and canopy structures are not considered open parking.
- 42.10 The developer shall construct a 10-foot-wide sidewalk along one or both sides of the internal transportation facilities as shown on Inset 1 of the PD site plan. Such sidewalks shall be designed to accommodate bicyclists as well as pedestrians, be separated from the back of curb by a minimum 5-foot-wide green strip, and tie into the existing/proposed bicycle facilities along Covington Garden Dr., Big Bend Rd., and the east/west collector roadway specified in condition 24, hereinabove. In addition to the above described 10-foot-wide facilities, the developer shall construct minimum 5-foot-wide sidewalks as necessary to comply with Hillsborough County LDC Sections 6.11.106, 6.02.08, 6.03.02, and/or any other applicable regulations. All bicycle and pedestrian facilities shall also be constructed consistent with Americans with Disability Act (ADA) minimum standards.
- 42.11 The developer shall provide and interconnected vehicular and pedestrian circulation system (i.e., sidewalk) as depicted on the PD Site Plan.
- 42.12 Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- 42.13 As depicted on the PD Site Plan, the project shall contain two gathering places generally within the center of Tract 1 adjacent to the lake. Each gathering place shall contain a mixture of buildings and public spaces (i.e., courtyard, park, gazebo, indoor/outdoor arcade and/or gallery, etc.) that are not separated from each other by vehicular use areas (i.e., parking, driveways, service roads, etc.). The two gathering places shall be connected to each other by a pedestrian connection/pathway at the time of vertical construction of the residential portion of the development.

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43. Vehicular access to Tract 1 shall be restricted as follows:
- 43.1 The project shall be served by (and limited to) four (4) access connections to Covington Garden Dr. Access A, Access B, and Access C shall be full access connections. Access D shall be restricted to right-in/right-out turning movements.
 - 43.2 The project shall be served by (and limited to) two (2) access connections to Big Bend Rd. Access E and Access F shall be restricted to right-in/right-out movements only.
 - 43.3 All access connections shall be subject to future turning movement restrictions or other modifications as necessary to address future safety/operational issues, if any.
 - 43.4 Notwithstanding anything herein these conditions or on the PD site plan to the contrary, in the event traffic entering or exiting from Access F creates significant safety or operational impacts which negatively affect the Interstate 75 ramps, then the property owners shall be required to study the issue and undertake any measure necessary to correct the issue. All such access changes shall be subject to review and approval by Hillsborough County.
44. Prior to or concurrent with the initial increment of development that includes vertical construction within Tract 1, the developer shall construct the following improvements.
- 44.1 The developer shall widen Covington Gardens Dr. from two (2) lanes to four (4) lanes for the entire length of Tract 1 (except for the southernmost portion where it may be necessary to transition back from the 4-lane section to the 2-lane section south of Tract 1). The final design of the roadway/extent of the 4-lane section shall be reviewed and approved by Hillsborough County at the time of plat/site/construction plan review. Additionally, the roadway improvements shall be consistent with the Design Exception referenced in Condition 53, herein below.
 - 44.2 The developer shall construct a southbound to eastbound left turn lane on Covington Garden Dr. at project Access A.
 - 44.3 The developer shall construct a southbound to eastbound left turn lane on Covington Garden Dr. at project Access B.
 - 44.4 The developer shall construct a northbound to westbound left turn lane on Covington Garden Dr. at Project Access B (serving Surry Pines Dr.).
 - 44.5 The developer shall construct dual southbound to eastbound left turn lanes on Covington Garden Dr. at project Access C. The second turn lane shall be striped out until such time as signalization of the intersection of Covington Garden Dr. and Access C is warranted.
 - 44.6 The developer shall construct the westbound approach of the intersection of Covington Garden Dr. and the east/west collector roadway (i.e. Access C) with exclusive left, right and through lanes.

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- 44.7 The developer shall construct a northbound to westbound left turn lane on Covington Garden Dr. onto the east/west collector road (i.e. at the intersection of Covington Garden Dr. and Access C).
- 44.8 The developer shall construct a northbound to eastbound right turn lane on Covington Garden Dr. at project Access B.
- 44.9 The developer shall construct a northbound to eastbound right turn lane on Covington Garden Dr. at project Access C.
- 44.10 The developer shall construct a northbound to eastbound right turn lane on Covington Garden Dr. at project Access D.
- 44.11 The developer shall construct eastbound to southbound right turn lanes on Big Bend Rd. into the project Access E and Access F connections.
- 44.12 The developer shall construct dual northbound to westbound left turn lanes on Covington Garden Dr. onto Big Bend Rd.
- 44.13 The developer shall construct dual northbound to eastbound right turn lanes on Covington Garden Dr. onto Big Bend Rd., the westernmost of which will function as a thorough/right combination lane in the interim condition (i.e. before closure of the northern leg of the intersection is undertaken).
- 44.14 The developer shall extend the eastbound right turn lane at the intersection of Big Bend Rd. and Covington Gardens Dr. The final design of the turn lanes shall be determined and approved by Hillsborough County.
- 44.15 The developer shall be required to modify the existing signal infrastructure at the Big Bend Rd. and Covington Garden Dr. intersection necessary to effectuate the above improvements.
45. Prior to construction plan approval for the first increment of development that includes vertical construction within the project, the developer shall pay to Hillsborough County the sum of \$584,384.85, which shall be used by the County for the design and construction of a westbound to eastbound U-turn Lane on Big Bend Rd. at the intersection of Covington Garden Dr. Additionally, at that time, the developer will also be responsible for preparing a structural analysis to determine whether the mast arm located on the northwest corner (i.e. upon which the U-turn signal head will be located) can accommodate the additional loading of the U-turn signal head. If it cannot, the developer will be responsible for the design, permitting and installation of a mast arm which can accommodate the additional sign head. If the developer does not make the above-described payment prior to the issuance of a bid package for the County's improvements at the intersection of Covington Garden Dr. and Big Bend Rd. which includes closure of the northern leg of the intersection, then the developer shall assume all responsibility and costs related to the design and construction of the U-turn-lane, which shall be constructed together with the first increment of development that includes vertical construction, and the developer shall not be required to make the above referenced payment.

In the event the County has not moved forward with the above-described project by December 31, 2030, then the County shall return the above-described payment without interest. Nothing herein this condition shall be construed as prohibiting the County from deciding to cancel the above describe project and return payment sooner (without interest).

46. With each increment of development, or otherwise at the request of Hillsborough County, the developer shall conduct a signal warrant analysis to determine when signalization of the intersection of the east/west collector roadway (Access C) and Covington Garden Dr. is warranted. When warranted, the developer shall design and install traffic signal, to include any signal interconnections and/or other related appurtenances deemed necessary by Hillsborough County. Concurrent with activation of the signal, the developer shall restripe the roadway to bring the second southbound left turn lane online.
47. All residential components of the project shall comply with LDC Sec. 6.04.04.A.3. All units within the Multifamily Residential area shall have unrestricted access to Access A. Nothing herein this condition shall preclude the provision of additional access connection(s) to the internal transportation facilities.
48. The project shall comply with the following minimum throat depth and other standards:
- 48.1 Access A shall have a minimum throat depth of 100 feet, i.e. no access connections, parking spaces, gates, queueing lanes for gated entries, and/or other points of conflict shall be permitted within the first 100 feet along Segment A (as measured from the nearest through lane of Covington Graden Dr.);
- 48.2 Access B and Access D shall have minimum throat depths of 250 feet (as measured along Segments B and Segment D from the nearest through lane of Covington Garden Dr.);
- 48.3 Access C shall have a minimum throat depth of 300 feet (as measured along Segment C from the nearest through lane of Covington Garden Dr.), and shall be constructed with a raised concrete separator along the entirety of Segment C (i.e. between Covington Garden Dr. and the proposed roundabout shown on the PD site plan.).
- Any connection to Segment C shall meet the throat depth criteria in the Hillsborough County Land Development Code;
- No more than two connections shall be permitted (i.e. a maximum of one each along the north and south sides of Segment C): and
- No connection shall be located within 245 feet of the roundabout.
- 48.4 Access E shall have a minimum throat depth of 250 feet (as measured along Segment E from the nearest through lane of Big Bend Rd.). Additionally, no access shall be permitted along Segment E to adjacent parcels.
- 48.5 Access F shall have a minimum throat depth of 250 feet (as measured along Segment F from the nearest through lane of Big Bend Rd.), except as otherwise permitted by the Sec. 6.04.02.B. Administrative Variance refence in condition 55, which permits a single right-in/right-out/left-in access 167 feet from the edge of curb of Big Bend Rd. (as shown in Inset 3 on the PD site plan),

provided a turn lane is constructed generally as shown on the PD site plan. No additional access shall be permitted along Segment F.

49. The developer shall be permitted the use of alternative typical sections (which allow for on-street parking) along certain internal project infrastructure, consistent with the Design Exception referenced in Condition 54, hereinbelow. Notwithstanding the above, roadways or driveways that have parking facilities (regardless of whether such parking is parallel, traditional or angled parking), shall not be permitted in the following locations:
- Along the first 250 feet of Segment A.
 - Along Segment B, except that parking may be provided outside of the throat depth if determined to be acceptable by the County Engineer during the site/construction plan review process.
 - Along the entirety of Segments C, D, E, F, or G; and
 - Within 250 feet of the proposed roundabout.
50. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, cumulative development within Tract 1 shall not exceed 33,973 gross average daily trips, 1,053 gross a.m. peak hour trips, and 3,032 gross p.m. peak hour trips, nor exceed 916 net new external a.m. peak hour trips and 2,290 net new external p.m. peak hour trips.
51. None of the private internal transportation facilities shown on the PD site plan shall be gated, with the exception of Segment A and those accessways located within the Multi-family Residential area.
52. The network of internal roads/drives (including the appurtenant 10-foot-wide bicycle and pedestrian network appurtenant to certain facilities) shall be constructed as generally shown on the PD plan; however, the exact location of such facilities are conceptual in nature and may be adjusted at the time of plat/site/construction plan review, subject to County review and approval, and provided no changes alter minimum throat depths, access spacing, other applicable regulations, or conflict with other conditions herein.
53. If PRS 25-0104 is approved, the County Engineer will approve a de minimis exception to the previously approved Design Exception request (dated February 28, 2024), which was approved by the County Engineer (on October 15, 2024) for the Covington Garden Dr. substandard road improvements. As Covington Garden Dr. is a substandard collector roadway, the developer will be required to make certain improvements to Covington Garden Dr. consistent with the Design Exception and other related zoning conditions contained herein.
54. If PRS 25-0104 is approved, the County Engineer will approve a de minimis exception to the previously approved Design Exception request (dated July 15, 2024), which was approved by the County Engineer (on October 15, 2024) to allow an alternative typical section for certain internal project roadways consistent with the Design Exception request. The use of such roadways shall also be covered by the other zoning conditions contained herein, including Condition 49, hereinabove.
55. If PRS 25-0104 is approved, the County Engineer will approve a de minimis exception to the previously approved Sec. 6.04.02.B. Administrative Variance request (dated July 15, 2024), which was found approvable by the County Engineer (on October 15, 2024) for the from the Sec. 6.04.04.A.2. minimum throat depth requirements for the project's easternmost access on Big Bend Rd. (i.e. the minimum throat depth for the Segment F driveway). Approval of this de minimis exception will allow the previously

approved administrative variance, which will reduce the minimum throat depth to +/- 167 ft., to stand as is, and be subject to the other conditions referenced in Condition 43 and 48, hereinabove.

56. Parking shall be provided in accordance with the Land Development Code unless otherwise specified herein:
- 56.1 On-street parking shall be permitted on internal accessways subject to the requirements of the Land Development Code. On-street parking may incorporate angle parking in lieu of parallel, which can be approved administratively.
 - 56.2 A variation to Section 6.05.02 allows for a shopping center or single tenant big box use to be parked at a ratio of 4.0 spaces per 1,000 square feet independent of building square footage where 4.5 or 5.0 spaces per 1,000 square feet would be required.
 - 56.3 Large scale retail development (single tenant big box) with its front door to the primary entrance not fronting on Big Bend Road or Covington Garden Drive shall be exempt from LDC Section 6.11.106.C.7.a.
57. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, at the discretion of the developer the roundabout may be designed as a standard, stop-controlled intersection. In such instance:
- 57.1 Final design (e.g. whether the intersection shall be a 4-way stop-controlled intersection or a 3-way stop-controlled intersection with inbound/eastbound free-flow movement) shall be determined at the time of site/construction plan review; and
 - 57.2 Other conditions herein referencing the roundabout (reference conditions 48.3 and 49) shall remain in effect, regardless of whether a roundabout or a stop-controlled intersection is ultimately constructed (i.e. the term "roundabout" shall be interpreted to mean either a roundabout or the above referenced stop-controlled intersection, for the purposes of implementing those conditions).
58. Height limitations shall be as follows:
- 58.1 Except for hotels, all structures in Retail/Commercial shall be limited in height to four (4) stories or sixty (60) feet whichever is less. Architectural features such as towers, spires, atriums, parapet walls or other similar features may be permitted up to a height of seventy (70) feet.
 - 58.2 Hotel structures shall be limited to eight (8) stories in Retail/Commercial North, Retail/Commercial East, and Mixed-Use Central.
 - 58.3 All structures in Mixed Use-Central shall be limited in height to five (5) habitable stories or seventy-two (72) feet, whichever is less, except for hotel structures as established in Condition 57.2.
 - 58.4 All structures in Multi-Family Residential shall be limited in height to three (3) stories or forty-five (45) feet whichever is less within one hundred (100) feet of the southern boundary otherwise the maximum height shall be limited to four (4) stories and sixty-two (62) feet. The nearest

occupied structure to the southern boundary adjacent to single family uses shall be set back a minimum of sixty-five (65) feet.

58.5 The maximum height of parking garages/structured parking shall be seventy-two (72) feet.

59. Multi-family residential shall comply with the following architectural standards:

59.1 The buildings shall be composed of a variety of articulated vertical and horizontal massing and setbacks that create articulated accessways and facades compatible with the Traditional Neighborhood Design (TND) principles of design.

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

59.3 The Architectural Design of each building shall be composed on all four sides through the use of architectural elements such as windows, shutters, varied materials, and articulated elements such as balconies and bay windows. Architectural styles such as Southern Coastal, Modern Farmhouse and transitional modern styles will be incorporated to create an eclectic neighborhood.

60. Buffering and screening shall be provided in accordance with the Land Development Code unless otherwise specified herein. Within Tract 1 there shall be a thirty (30) foot wide buffer along the southern boundary adjacent to single-family residential uses. Within the thirty (30) foot wide buffer there shall be a three (3) foot high berm with a six (6) foot high solid fence on top of the berm. Landscaping shall be provided along the entire length of the berm which shall consist of evergreen shade trees, a minimum of twelve (12) feet in overall height at the time of planting, planted on twenty (20) foot centers, which will achieve a seventy-five percent (75%) opacity above the top of the six (6) foot fence within three years of planting.

61. Natural Resources staff identified some significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal.

62. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.

63. The construction and location of any proposed environmental impacts are not approved by this correspondence but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.

64. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.

This condition shall only apply to the area being modified under PRS 25-0104.

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65. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.

This condition shall only apply to the area being modified under PRS 25-0104.

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

This condition shall only apply to the area being modified under PRS 25-0104.

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

This condition shall only apply to the area being modified under PRS 25-0104.

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

68. In accordance with LDC Section 5.03.07.C, the certified PD general site plan associated with MM 24-0300 shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/18/2025

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: APB/ South

PETITION NO: PRS 26-0005

☐

This agency has no comments.

☐

This agency has no objection.

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

☐

This agency objects for the reasons set forth below.

NEW AND REVISED CONDITIONS OF ZONING APPROVAL

Revised Conditions

40.1 Tract 1 Development Summary

Tract 1 Development Summary ¹						
Development Areas ²	Acreage ³	<u>Building Square</u> Feet ⁴	FAR ⁵	<u>Hotel Rooms</u>	Residential Units ⁶	<u>Density</u>
Retail Commercial ⁷	50.99	545,000	0.2 <u>5</u>	250 (100,000 SF)	0	0
Mixed Use Central ⁸	35.15 <u>38.68</u>	220,000	0.1 <u>3</u>		405	11.5 <u>10.5</u>
Multi-Family Residential	29.68 <u>29.68</u>	0	0		525	17.7
Residential Density	64.83 <u>68.36</u>	N/A	N/A		930	14.3 <u>13.6</u>
Commercial Intensity	86.14 <u>89.67</u>	765,000	0.21	250 Rooms	N/A	N/A

¹ When retail commercial uses occupy the first floor of a mixed use building that includes multi-family residential, the acreage will be proportionally allocated between the two uses.

² Development areas graphically depict plan elements and will be divided into tracts, parcels, and out parcels subject to the final conditions of approval.

³ Acreages do not include the central lake feature.

⁴ May include ~~up to~~ up to 15,000 square feet of office uses.

⁵ The maximum FAR for any individual ~~garage~~ parcel shall not exceed 1.0.

⁶ The density range for Mixed Use Central is 250- 550 and the density range for multi-family residential is 475 - 605. Up to ~~100~~ 400 townhomes may be permitted. The maximum number of residential units is 930. Notwithstanding the foregoing, no development or project design shall be permitted which triggers a northbound to eastbound right turn at Access A.

⁷ Acreage includes ~~southeastern portion that may be convert to~~ stormwater pond.

⁸ Acreage includes portion adjacent to ~~central~~-lake feature that may be converted to stormwater.

[The applicant is proposing to modify certain aspects of the above referenced condition, including the change which will permit up to 400 of the residential dwelling units to be constructed as townhomes rather than the current 100 unit maximum. Transportation Review Section staff is proposing to add language to the above condition which makes it clear that no development can be permitted that would trigger a northbound to eastbound right turn lane at Access A, irrespective of the change. While the applicant is maintaining the overall trip cap proposed for the project, the change to allow 400 dwelling units to be constructed as townhomes together with the uncertainty as to exactly where those units will be constructed within the project raises the possibility that the project could have different impacts than what was originally studied, and such change could potentially rise to the extent that a turn lane could be triggered where one was not previously planned (and for which there is insufficient right-of-way to construct such turn lane if warranted pursuant to Sec. 6.04.04.D. if it were).

Staff notes it is not possible for a project of the size and with the degree of flexibility afforded to the proposed project (particularly given the lack of detail available on the zoning site plan) to project trip impacts at the zoning stage with a reasonable level of accuracy necessary to definitively exclude the possibility that such turn lane may be warranted. Staff would point out that 400 townhomes generates between 10% to 44.44% greater impacts than 400 low-rise multi-family apartments.]

- 48.3 [Segment J shall be defined as that facility which runs north to south and is located between Segments C and B.](#) Access C shall have a minimum throat depth of 300 feet (as measured along Segment C from the nearest through lane of Covington Garden Dr.), and shall be constructed with a raised concrete separator along the entirety of Segment C (i.e. between Covington Garden Dr. and the proposed ~~roundabout shown~~ [Segment J](#) on the PD site plan.). [Except as otherwise required herein these conditions, Segment C shall generally be constructed as a 3-lane section \(i.e. one westbound lane and two eastbound receiving lanes\), with the southernmost of the two lanes turning into a drop right turn lane onto Segment J.](#)

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

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

[Except as otherwise shown on the PD site plan,](#) ~~No~~ connection shall be located within 245 feet of the ~~roundabout~~ [intersection of Segment J and Segment C.](#)

[The applicant is proposing to remove the potential internal roundabout shown on the PD site plan. The visual reference of the roundabout acted as a visual indicator on the PD site plan and anchor for this and certain other conditions. Transportation Review Section staff is proposing changes so that the conditions will continue to be operable (and make sense) given removal of the roundabout. In order to do this, staff is also defining a new segment (Segment J) to aid in condition description. Unfortunately, given the timing of filing deadlines it wasn't possible to have the applicant add this to the PD site plan and no "prior to certification" process is available for PRS applications. Lastly, staff discussed with the applicant's transportation engineer that the original conditions had apparently omitted the intent of the entry boulevard (i.e. defining that segment as the 3-lane section as necessary to act as receiving lanes for the dual southbound to eastbound left turn lanes on Covington Garden Dr. into the site and which are necessary to efficiently circulate traffic through the site), and so staff is proposing that clarification as well.]

53. If PRS ~~25-010426-0005~~ [26-0005](#) is approved, the County Engineer will approve a de minimis exception to the previously approved Design Exception request (dated February 28, 2024), which was approved by the County Engineer (on October 15, 2024) for the Covington Garden Dr. substandard road improvements. As Covington Garden Dr. is a substandard collector roadway, the developer will be required to make certain

improvements to Covington Garden Dr. consistent with the Design Exception and other related zoning conditions contained herein.

54. If PRS ~~25-0104~~26-0005 is approved, the County Engineer will approve a de minimis exception to the previously approved Design Exception request (dated July 15, 2024), which was approved by the County Engineer (on October 15, 2024) to allow an alternative typical section for certain internal project roadways consistent with the Design Exception request. The use of such roadways shall also be covered by the other zoning conditions contained herein, including Condition 49, hereinabove.
55. If PRS ~~25-0104~~26-0005 is approved, the County Engineer will approve a de minimis exception to the previously approved Sec. 6.04.02.B. Administrative Variance request (dated July 15, 2024), which was found approvable by the County Engineer (on October 15, 2024) for the from the Sec. 6.04.04.A.2. minimum throat depth requirements for the project's easternmost access on Big Bend Rd. (i.e. the minimum throat depth for the Segment F driveway). Approval of this de minimis exception will allow the previously approved administrative variance, which will reduce the minimum throat depth to +/- 167 ft., to stand as is, and be subject to the other conditions referenced in Condition 43 and 48, hereinabove.

[Transportation Review Section staff is proposing to modify above referenced conditions 53 through 55. The changes proposed by the applicant will not affect the overall trip generation of the subject site, and therefore do not necessitate revisiting the Design Exceptions (DEs) governing the DE for the internal project roadway typical section or DE for the Covington Garden Dr. substandard roadway/typical section.]

57. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, ~~at the discretion of the developer the roundabout may be designed as a standard, stop-controlled intersection. In such instance:~~
- ~~57.1 — Final design of the intersection of Segment C, Segment J and Segment I (e.g. whether the intersection shall be a 43-way stop-controlled intersection or a 32-way stop-controlled intersection with inbound/eastbound free-flow movement) shall be determined at the time of site/construction plan review; and~~
- ~~57.2 — Other conditions herein referencing the roundabout (reference conditions 48.3 and 49) shall remain in effect, regardless of whether a roundabout or a stop-controlled intersection is ultimately constructed (i.e. the term “roundabout” shall be interpreted to mean either a roundabout or the above referenced stop-controlled intersection, for the purposes of implementing those conditions).~~

[The applicant is proposing to remove the potential internal roundabout shown on the PD site plan. The visual reference of the roundabout acted as a visual indicator on the PD site plan and anchor for this and certain other conditions. Transportation Review Section staff is proposing changes so that the conditions will continue to be operable (and make sense) given removal of the roundabout and reconfiguration of internal circulations system. In order to do this, staff is also defining a new segment (Segment J) to aid in condition description. Unfortunately, given the timing of filing deadlines it wasn't possible to have the applicant add this to the PD site plan and no “prior to certification” process is available for PRS applications.]

PROJECT SUMMARY, SITE ACCESS CONSIDERATIONS, AND TRANSPORTATION ANALYSIS

The applicant is requesting a minor modification (PRS) to a portion of an existing Planned Development (PD) #86-0154, as most recently amended via Major Modification (MM) 25-0104. The modification area consists of three (3) parcels, totaling +/- 137.09 acres. The project is located within the Southbend Development of Regional Impact (DRI). The applicant is proposing to modify internal tract boundaries, but the previously approved entitlements and trip cap remains unchanged (although the applicant is also proposing to change the maximum allows number of residential units which may be constructed as townhome units rather than apartment type units). The applicant is also proposing to remove the potential for the internal roundabout. Final design of the intersection (i.e. whether it is a 2-way or 3-way stop-controlled design) will be determined at the time of site/construction plan review.

No changes to project access are proposed. The applicant is proposing a revision to the internal circulation system (resulting from reconfiguration of the internal pond and development tracts). Although the project generates more than 50 peak hour trips at buildout, a detailed transportation analysis was not required to process the request for the reasons explained underneath the revised conditions provided hereinabove.

Trip Generation Comparison

Since the applicant is not proposing to alter project entitlements, there is not a change in the maximum trip generation potential of Tract 1. Staff has provided trip calculations from the 25-0104 Major Modification staff report below, which show the potential number of peak hour trips generated under the existing approved zoning within Tract 1, utilizing a generalized worst-case scenario. Data shown below is based on the 11th Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Existing Tract 1 Uses:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 750,000 g.s.f. Shopping Center Uses (ITE Code 820)	25,446	576	2,408
PD, 830 Multi-Family Dwelling Units (ITE Code 220)	5,594	280	377
PD, 100 Single-Family Attached (Townhomes) (ITE Code 215)	712	46	56
PD, 120 Hotel Rooms (ITE Code 310)	1,998	118	157
PD, 15,000 s.f. General Office Uses (ITE Code 710)	223	33	34
Total:	33,973	1,053	3,032

Proposed Tract 1 Uses:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 750,000 g.s.f. Shopping Center Uses (ITE Code 820)	25,446	576	2,408
PD, 830 Multi-Family Dwelling Units (ITE Code 220)	5,594	280	377
PD, 100 Single-Family Attached (Townhomes) (ITE Code 215)	712	46	56

PD, 120 Hotel Rooms (ITE Code 310)	1,998	118	157
PD, 15,000 s.f. General Office Uses (ITE Code 710)	223	33	34
Total:	33,973	1,053	3,032

Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Total:	No Change	No Change	No Change

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Big Bend Rd. is a publicly maintained 4-lane, divided, arterial roadway characterized. The roadway is currently being widened (CIP Project Number 69647000) to 6-lanes in the vicinity of the project. There will be minimum 5-foot-wide sidewalks as well as bicycle facilities along both sides of Big Bend Rd. in the vicinity of the proposed project once the project is completed.

Covington Garden Dr. is a 2-lane, publicly maintained, substandard, collector roadway. There are temporary bicycle and pedestrian facilities along the west side of the roadway in the vicinity of the proposed project which were installed by the County. South of the project, the roadway consists of +/- 12-foot-wide travel lanes in average condition. There is a +/- 4-foot-wide bicycle lane along the west side of the roadway and +/- 5-foot-wide sidewalk along the west side of the roadway for a distance of +/- 3,500 feet south of the project, after which sidewalks and bicycle facilities are present along both sides of the roadway.

PREVIOUSLY APPROVED ADMINISTRATIVE VARIANCE #1 – ACCESS F THROAT DEPTH

The applicant's Engineer of Record (EOR) previously submitted a Section 6.04.02.B Administrative Variance (dated July 15, 2024) which was approved by the County Engineer (on October 15, 2024) for a reduction of minimum throat depth requirements at Access F. Approval of this Administrative Variance reduced the minimum 250-foot throat depth requirement to allow a single right-in/right-out/left-in connection located +/- 167 feet from Big Bend Rd. Staff notes that no other connections will be permitted along Segment F, and the applicant will be constructing a southbound to eastbound left turn lane to serve the above-described connection.

The applicant requested a de minimis approval of the previously approved Administrative Variance. If PRS 26-0005 is approved, the County Engineer will approve the de minimis exception, allowing the previously approved Administrative Variance to stand as-is.

PREVIOUSLY APPROVED DESIGN EXCEPTION #1 – COVINGTON GARDEN DR. SUBSTANDARD ROAD

The applicant's Engineer of Record (EOR) submitted a Design Exception (dated February 28, 2024) which was approved by the County Engineer (on October 15, 2024) from the Typical Section – 6 (TS-6) standards governing 4-lane urban collector roadways. The requested changes included:

- Use of 12-foot-wide multi-purpose pathways in lieu of the 5-foot-wide sidewalks and 7-foot-wide buffered bicycle facilities required pursuant to TS-6;
- Reduction of the 6-foot-wide sod strip on both sides of the roadway which separate the sidewalk (pathway) from the back of the F-curb, such that a 5-foot sod strip on both sides will be permitted; and,

- Reduction of the 2-foot sod strip which separates the edge of the right-of-way from the edge of sidewalk (pathway) along the western side of the roadway, such that in some areas a minimum 0 feet will be permitted.

The applicant requested a de minimis approval of the previously approved Design Exception. If PRS 26-0005 is approved, the County Engineer will approve the de minimis exception, allowing the previously approved Design Exception to stand as-is.

PREVIOUSLY APPROVED DESIGN EXCEPTION #2 – INTERNAL PROJECT ROADWAYS

The applicant's Engineer of Record (EOR) submitted a Design Exception (dated July 15, 2024) which was approved by the County Engineer (on October 15, 2024) from the Traditional Neighborhood Development – 2 (TND-2) Typical Section standards governing local urban lanes. The Design Exception provided for an alternate Typical Section standard for the facility. The requested changes included:

- Change to an inverted crown design;
- Elimination of the 7-foot grass/sod strip between the back of F-curb and the sidewalk; and,
- Use of D curb instead of F-curb.

Conditions governing the use of the Typical Section were included in the approved conditions.

The applicant requested a de minimis approval of the previously approved Design Exception. If PRS 26-0005 is approved, the County Engineer will approve the de minimis exception, allowing the previously approved Design Exception to stand as-is.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway sections is reported below. Covington Garden Dr. is not included in the latest LOS Report. As such, no data for this facility could be provided.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Big Bend Rd.	US 41	I-75 N Ramp	D	D

Source: Hillsborough County 2024 Level of Service Report.

From: [Williams, Michael](#)
To: [Stephenson, Trent \(Trent@levelupflorida.com\)](#); [Steven Henry](#)
Cc: [Stephen Sposato](#); [Kami Corbett](#); [Ball, Fred \(Sam\)](#); [Ratliff, James](#); [Heinrich, Michelle](#); [Tirado, Sheida](#); [PW-CEIntake](#); [De Leon, Eleonor](#)
Subject: FW: MM 24-0300 - Administrative Variance & Design Exception Review
Date: Monday, July 15, 2024 4:10:46 PM
Attachments: [image002.png](#)
[24-0300 DEReq 02-28-24.pdf](#)
[24-0300 AVAd 07-15-24.pdf](#)
[24-0300 DEAd 07-15-24.pdf](#)
[image001.png](#)

Trent/Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exceptions (DE) for PD 24-0300 APPROVABLE.

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

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

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

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

Mike

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

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HCFL.gov
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov>**Sent:** Monday, July 15, 2024 3:58 PM**To:** Williams, Michael <WilliamsM@hcfl.gov>**Cc:** Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>**Subject:** MM 24-0300 - Administrative Variance & Design Exception Review

Hello Mike,

The attached AVs are approvable to me, please include the following people in your response:

shenry@lincks.com

trent@levelupflorida.com

stephen@levelupflorida.com

kami.corbett@hwhlaw.com

ballf@hcfl.gov

ratliffja@hcfl.gov

heinrichm@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review Manager

Development Services Department

P: (813) 276-8364

E: tirados@hcfl.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpafl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. MM 24-0300 <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.		
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>			
Project Name/ Phase	LC Promenade at Apollo Beach/Marketplace at Apollo Beach		
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>			
Folio Number(s)	51521.0210, 51523.0100, & 51523.0150		
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers			
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876".</p>			
Name of Person Submitting Request	R. Trent Stephenson, P.E.		
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>			
Current Property Zoning Designation	PD 86-0154		
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcountv.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>			
Pending Zoning Application Number	MM 24-0300		
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>			
Related Project Identification Number (Site/Subdivision Application Number)	N/A		
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>			



July 15, 2024

Mr. Michael J. Williams
County Engineer
Development Review Director
Hillsborough County Government
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

The County Engineer has reviewed zoning modification application #26-0005 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: MM 24-0300 – LC Promenade and Marketplace at Apollo Beach
Administrative Variance
Folios - 51521.0210, 51523.0100, & 51523.0150

Dear Mr. Williams:

The purpose of this letter is to request an Administrative Variance in accordance with Section 6.04.02.B. of the Hillsborough County Land Development Code. Specifically, the variance is to Section 6.04.04.A. Driveway Width/Length in support of the LC Promenade and Marketplace at Apollo Beach ("the Project"). The Project is proposing a Major Modification to PD 86-0154 for the development of up to +/- 750,000 square feet of retail/commercial, +/- 830 residential/multi-family units, 100 residential/townhomes, 15,000 square feet of office, and 250 hotel rooms. The Administrative Variance is for a reduction in driveway length from 250 feet to 167 feet for the easternmost access on Big Bend Road associated with the Retail/Commercial East Development Area. The proposed access serves an outparcel specifically identified on the PD Site Plan as Inset 3 (see Exhibit B, PD Site Plan).

The modification boundary of the PD has frontage on Big Bend Road and Covington Garden Drive with the primary access on Covington Garden Drive at a signalized intersection. There are two access points proposed along Big Bend Road, both of which are right-in/right-out only and include 185-foot eastbound right turn lanes. A loop road is proposed to provide internal vehicular circulation that allows for the continuous movement of emergency and service-type vehicles throughout the community. Internal vehicular and pedestrian interconnection is provided throughout the development.

The request is a reduction in driveway length from 250 feet, which is the minimum required for an unsignalized driveway for a Regional Shopping Center (over 150,000 square feet), to 167 feet in the Retail/Commercial East Development Area. The purpose of this request is to provide access to an outparcel while still accommodating sufficient stacking so as not to negatively impact Big Bend Road. The design of the access into the outparcel will include a dedicated southbound left turn lane with +/- 100 feet of queue

Mr. Michael J. Williams
MM 24-0300 Administrative Variance
July 15, 2024
Page 2

distance (see Exhibit A, Proposed Outparcel Entry from Big Bend Road). The request is consistent with Section 6.04.02.B.3 (a), (b), and (c) which states, *In the consideration of the variance request, the issuing authority shall determine to the best of its ability if the following circumstances are met:*

(a) there is an unreasonable burden on the applicant

Response: In the absence of the design provided for by this variance, the subject outparcel would not have reasonable access given that only two driveways are proposed along Big Bend Road, both being right-in/out.

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

Response: Given the modest reduction in the driveway length, the restriction on left movement out of the outparcel, and the provided stacking for left movement into the outparcel, the variance would not be detrimental to the public health, safety, and welfare.

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

Response: The request alleviates limited access along Big Bend Road. As mentioned previously, without the design provided for by this variance, the subject outparcel would not have reasonable access as the only two driveways are proposed along Big Bend Road, both being right-in/out.

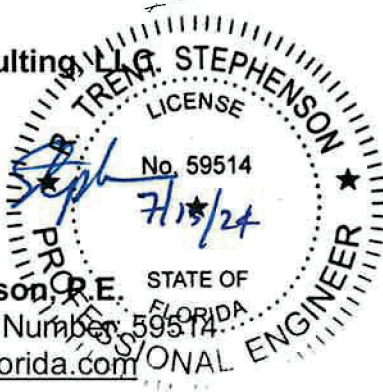
Given the comprehensive approach to access both external and internal to the site, the Administrative Variance is supportable.

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

Sincerely,

LevelUp Consulting, LLC


Trent Stephenson, P.E.
Florida License Number 59514
trent@levelupflorida.com



Mr. Michael J. Williams
MM 24-0300 Administrative Variance
July 15, 2024
Page 3

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

_____ **Disapproved**

X _____ **Approved**

_____ **Approved with Conditions**

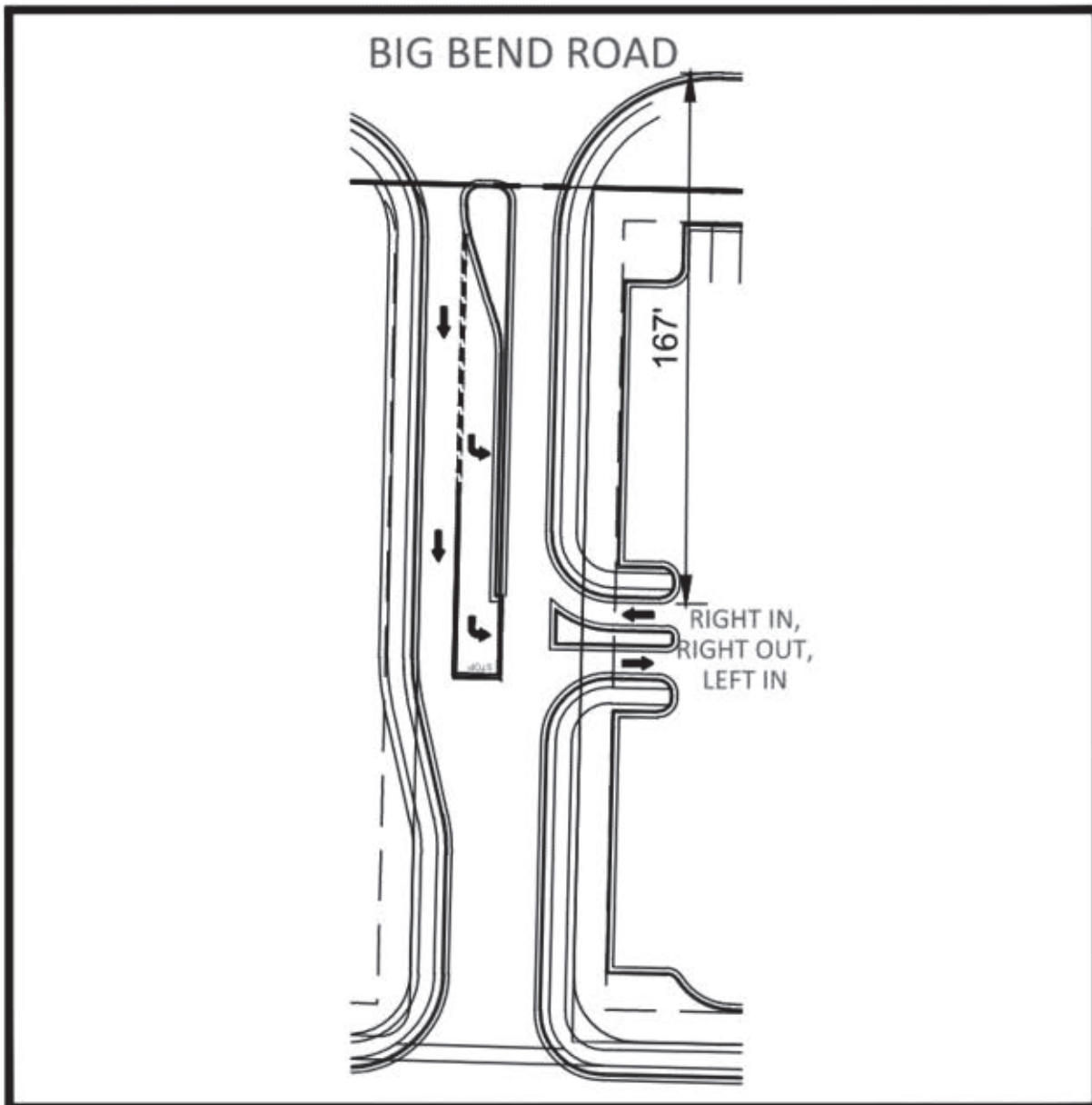
**If there are any further questions or you need clarification, please contact
Sheida L. Tirado, P.E. (813) 276-8634, TiradoS@hillsboroughcounty.org**

Michael J. Williams Digitally signed by **Sincerely,**
Michael J. Williams
Date: 2024.10.15 14:51:46 -04'00' **Michael J. Williams**
Hillsborough County Engineer

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

Mr. Michael J. Williams
MM 24-0300 Administrative Variance
July 15, 2024
Page 4

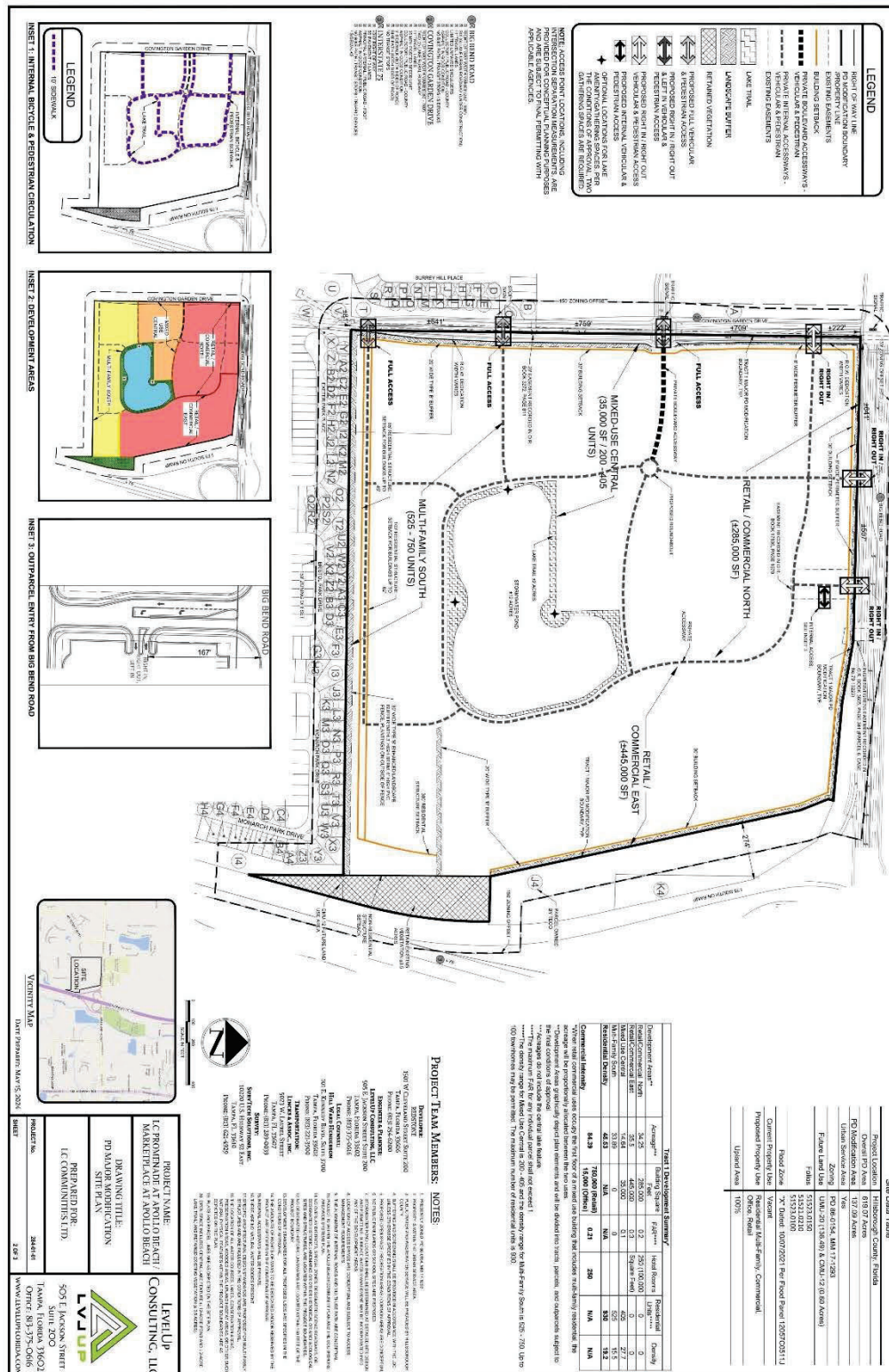
Exhibit A: Proposed Outparcel Entry from Big Bend Road



INSET 3: OUTPARCEL ENTRY FROM BIG BEND ROAD

Mr. Michael J. Williams
MM 24-0300 Administrative Variance
July 15, 2024
Page 5

Exhibit B: PD Site Plan



From: [Williams, Michael](#)
To: [Stephenson, Trent \(Trent@levelupflorida.com\)](#); [Steven Henry](#)
Cc: [Stephen Sposato](#); [Kami Corbett](#); [Ball, Fred \(Sam\)](#); [Ratliff, James](#); [Heinrich, Michelle](#); [Tirado, Sheida](#); [PW-CEIntake](#); [De Leon, Eleonor](#)
Subject: FW: MM 24-0300 - Administrative Variance & Design Exception Review
Date: Monday, July 15, 2024 4:10:46 PM
Attachments: [image002.png](#)
[24-0300 DEReq 02-28-24.pdf](#)
[24-0300 AVAd 07-15-24.pdf](#)
[24-0300 DEAd 07-15-24.pdf](#)
[image001.png](#)

Trent/Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exceptions (DE) for PD 24-0300 APPROVABLE.

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

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

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

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

Mike

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

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HCFL.gov
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov>**Sent:** Monday, July 15, 2024 3:58 PM**To:** Williams, Michael <WilliamsM@hcfl.gov>**Cc:** Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>**Subject:** MM 24-0300 - Administrative Variance & Design Exception Review

Hello Mike,

The attached AVs are approvable to me, please include the following people in your response:

shenry@lincks.com

trent@levelupflorida.com

stephen@levelupflorida.com

kami.corbett@hwhlaw.com

ballf@hcfl.gov

ratliffja@hcfl.gov

heinrichm@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review Manager

Development Services Department

P: (813) 276-8364

E: tirados@hcfl.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpaf.fl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. MM 24-0300 <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.		
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>			
Project Name/ Phase	LC Promenade at Apollo Beach/Marketplace at Apollo Beach		
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>			
Folio Number(s)	51521.0210, 51523.0100, & 51523.0150		
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers			
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>			
Name of Person Submitting Request	R. Trent Stephenson, P.E.		
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>			
Current Property Zoning Designation	PD 86-0154		
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcountv.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>			
Pending Zoning Application Number	MM 24-0300		
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>			
Related Project Identification Number (Site/Subdivision Application Number)	N/A		
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>			



July 15, 2024

Mr. Michael J. Williams
County Engineer
Development Review Director
Hillsborough County Government
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

The County Engineer has reviewed zoning modification application # 26-0005 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: MM 24-0300 – LC Promenade and Marketplace at Apollo Beach
Design Exception
Folios - 51521.0210, 51523.0100, & 51523.0150

Dear Mr. Williams:

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual (TTM) Section 1.7, to meet the requirements of TTM Complete Traditional Neighborhood Development Typical Sections (TND) in support of the LC Promenade and Marketplace at Apollo Beach ("the Project"). The Project is proposing a Major Modification to PD 86-0154 for the development of up to +/- 750,000 square feet of retail/commercial, +/- 830 residential/multi-family units, 100 residential/townhomes, 15,000 square feet of office, and 250 hotel rooms. The Design Exception request is for the Mixed Use-Central and Multi-Family South portions of the site to provide for the development of up to 100 platted townhome lots that have rear-loaded garages served by alleys characteristic of Traditional Neighborhood Design (TND). On-street parking is also proposed.

The site has frontage on Big Bend Road and Covington Garden Drive with the primary access site on Covington Garden Drive. A loop road is proposed to provide internal vehicular circulation that allows for the continuous movement of emergency and service-type vehicles throughout the community. Internal vehicular and pedestrian interconnection is provided throughout the development. No cross-access with neighboring development is proposed.

Given the scale (only a maximum of 100 townhomes) and location, the Design Exception is specific to Drawing TND-3, shown as Exhibit A. The request is to decrease the typical section from 75 to 56 feet. The primary purpose of the Design Exception is to create an efficient layout that conforms to the unique setting within the mixed-use project and provides more of an urban neighborhood feel. Transportation is comprehensively addressed through the PD Site Plan, providing the location of 10-foot bike and pedestrian sidewalks throughout the community, see Exhibit C.

Mr. Michael J. Williams
MM 24-0300 Design Exception
July 15, 2024
Page 2

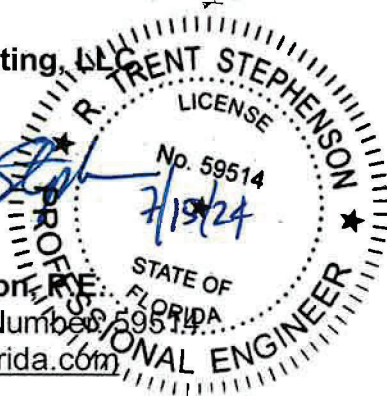
The requested Design Exception provides a more compact roadway to enhance the mixed-use community at the pedestrian scale, applying traffic calming techniques to reduce speeds adjacent to the townhomes. A similar cross-section was utilized for Brandon Town Center and Winthrop Villages, two greenfield projects approved in Hillsborough County. On-street parking is provided to formalize the location of parking so that residents and visitors are not parking in the travel lanes or obstructing alleys. Street trees are provided on both sides of the street, as depicted in Exhibit B. Street trees will be interrupted by no more than three parallel parking spaces. The requested Design Exception is consistent with the TND theme and fits the location and scale of the community that will have a maximum of 100 platted townhomes. The conceptual location of the where the platted townhomes will be located is included on Exhibit C, PD Site Plan.

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

Sincerely,

LevelUp Consulting, LLC


Trent Stephenson, P.E.
Florida License Number 59514
trent@levelupflorida.com



Mr. Michael J. Williams
MM 24-0300 Design Exception
July 15, 2024
Page 3

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

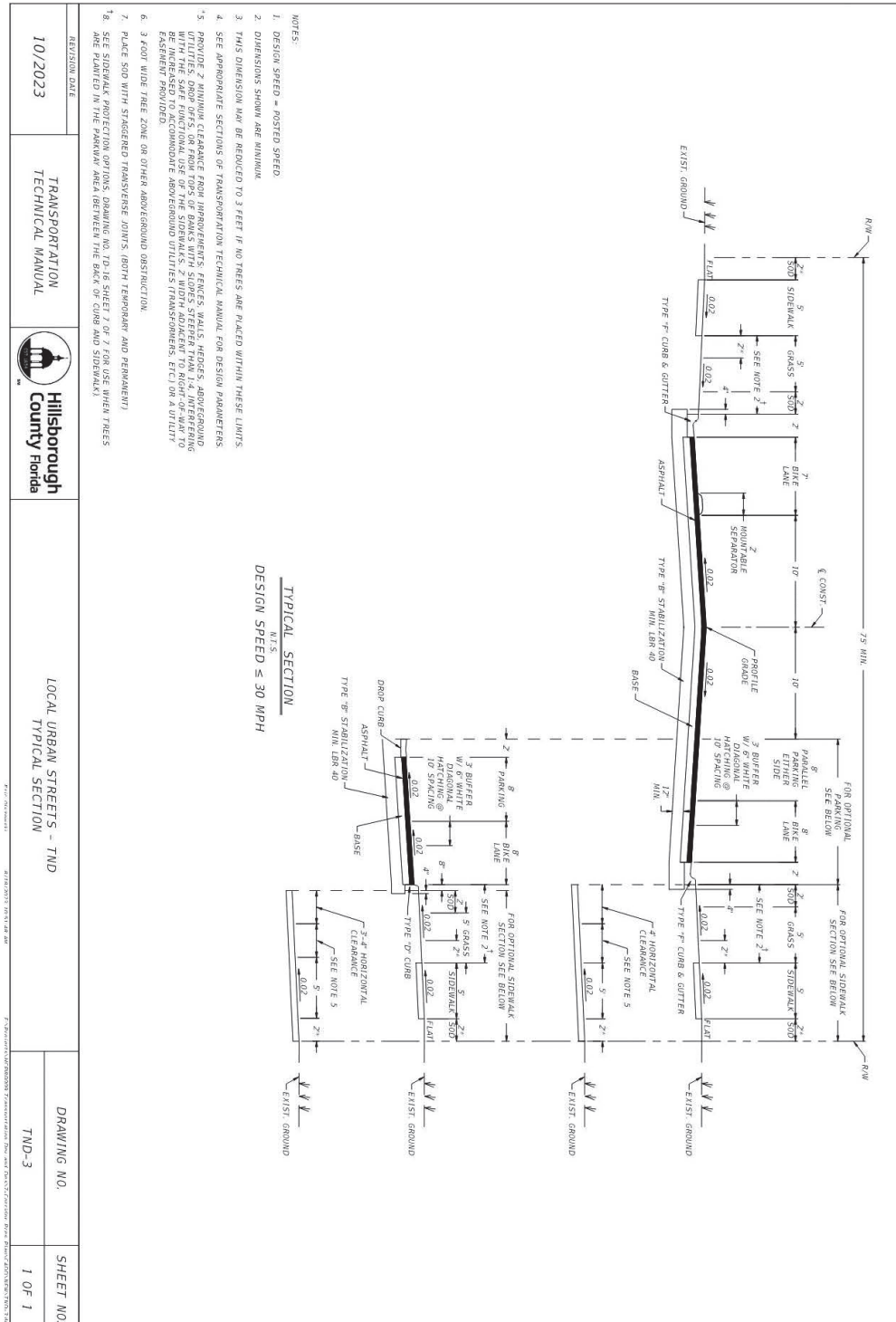
_____ Disapproved
X _____ Approved
_____ Approved with Conditions

**If there are any further questions or you need clarification, please contact
Sheida L. Tirado, P.E. (813) 276-8634, TiradoS@hillsboroughcounty.org**

Michael J. Williams
Digitally signed by Michael J. Williams
Date: 2024.10.15 14:53:03 -04'00'
Sincerely,
Michael J. Williams
Hillsborough County Engineer

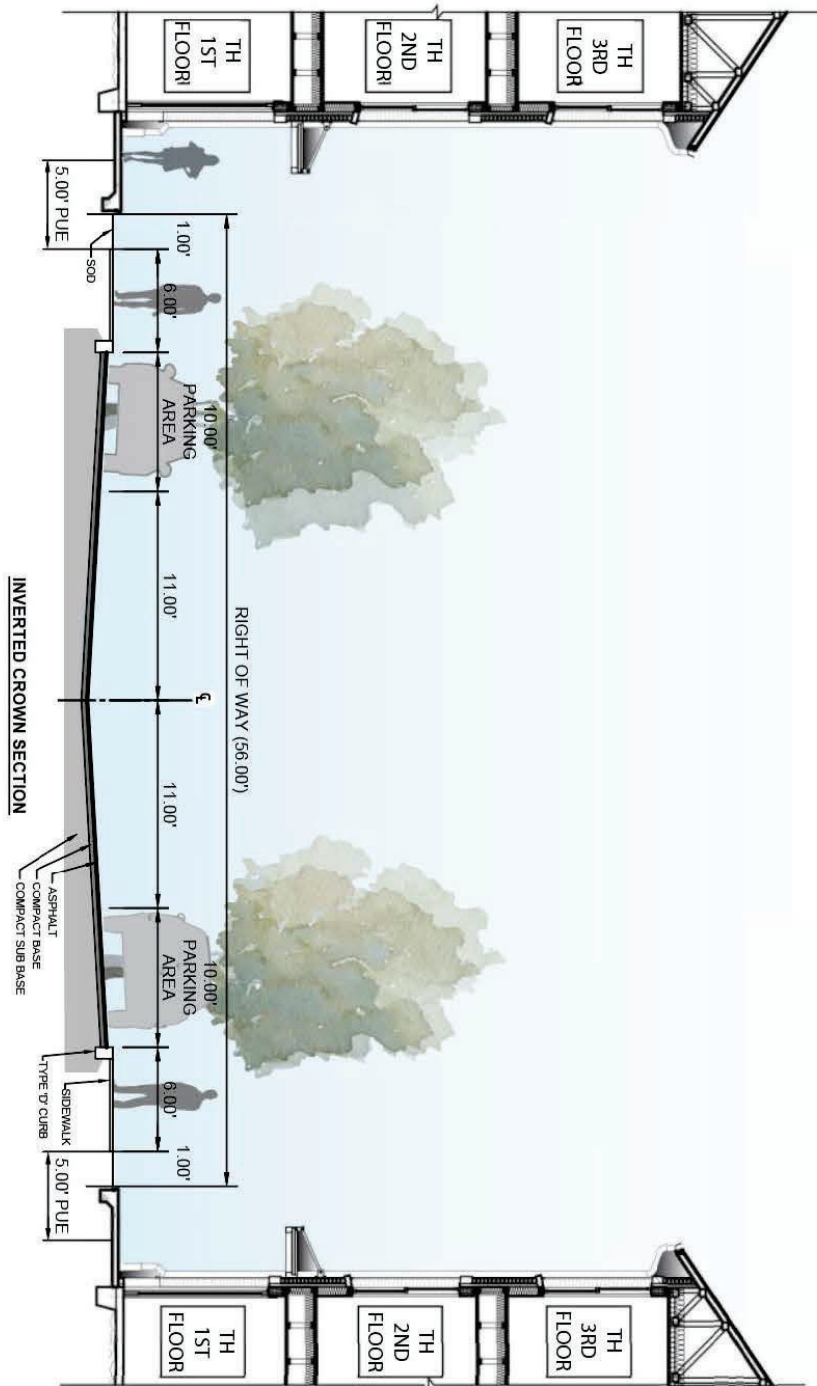
Mr. Michael J. Williams
MM 24-0300 Design Exception
July 15, 2024
Page 4

Exhibit A: Drawing TND-3



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

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



From: [Williams, Michael](#)
To: [Stephenson, Trent \(Trent@levelupflorida.com\)](#); [Steven Henry](#)
Cc: [Stephen Sposato](#); [Kami Corbett](#); [Ball, Fred \(Sam\)](#); [Ratliff, James](#); [Heinrich, Michelle](#); [Tirado, Sheida](#); [PW-CEIntake](#); [De Leon, Eleonor](#)
Subject: FW: MM 24-0300 - Administrative Variance & Design Exception Review
Date: Monday, July 15, 2024 4:10:46 PM
Attachments: [image002.png](#)
[24-0300 DEReq 02-28-24.pdf](#)
[24-0300 AVAd 07-15-24.pdf](#)
[24-0300 DEAd 07-15-24.pdf](#)
[image001.png](#)

Trent/Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exceptions (DE) for PD 24-0300 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (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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From: Tirado, Sheida <TiradoS@hcfl.gov>**Sent:** Monday, July 15, 2024 3:58 PM**To:** Williams, Michael <WilliamsM@hcfl.gov>**Cc:** Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>**Subject:** MM 24-0300 - Administrative Variance & Design Exception Review

Hello Mike,

The attached AVs are approvable to me, please include the following people in your response:

shenry@lincks.com

trent@levelupflorida.com

stephen@levelupflorida.com

kami.corbett@hwhlaw.com

ballf@hcfl.gov

ratliffja@hcfl.gov

heinrichm@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review Manager

Development Services Department

P: (813) 276-8364

E: tirados@hcfl.gov

W: HCFLGov.net

Hillsborough County

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County Florida**
Development Services

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- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpafl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. Substandard Road, Covington Gardens Dr. <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
Project Name/ Phase	LC Promenade at Apollo Beach/Marketplace at Apollo Beach
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
Folio Number(s)	051521.0210 & 051523.0100
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876".</p>	
Name of Person Submitting Request	Steven J. Henry, P.E.
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>	
Current Property Zoning Designation	
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcountv.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>	
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Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	



LINCKS & ASSOCIATES, INC.

February 28, 2024

Mr. Michael Williams, PE
County Engineer Development Review
Hillsborough County
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: Covington Gardens Drive
PD24-0300
Folio 051521.0210
051523.0100
Lincks Project No. 23130

The County Engineer has reviewed zoning modification application # 26-0005 and determined the changes to be de minimis. As such, the previous approval shall stand.

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

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Covington Gardens Drive from Big Bend Road to the southern access for the project.

The developer proposes to rezone the property to Planned Development (PD) to allow the following land uses:

- Retail – 750,000 Square Feet
- Multi-Family – 830 Dwelling Units
- Townhomes – 100 Dwelling Units
- Hotel – 250 Rooms
- Office – 15,000 Square Feet

Tables 1, 2 and 3 provide the trip generation for the proposed project. The proposed PD plan is included in the Appendix of this letter.

The access for the project is proposed to be as follows:

- Two (2) right-in/right-out accesses to Big Bend Road
- One (1) right-in/right-out access to Covington Gardens Drive
- One(1) left-in/right-in/right-out access to Covington Gardens Drive
- Two (2) full accesses to Covington Gardens Drive

According to the Hillsborough County Roadways Functional Classification Map, Covington Gardens Drive is classified as a collector roadway. The subject site is within the Hillsborough County Urban Service Area.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
8133 287 0674 Telefax
www.Lincks.com Website

Mr. Mike Williams
February 27, 2024
Page 2

TABLE 1
TRIP GENERATION

Scenario	Land Use	ITE LUC	Size	Daily Trip Ends (1)	Internal Capture (2)	Passerby Trip Ends (3)	New External Daily Trip Ends
Approved	Retail	820	1,000,000 SF	31,974	669	5,131	26,174
	Office	710	500,000 SF	4,707	676	0	4,031
	Hotel	310	120 Rooms	959	135	0	824
Proposed			Sub-Total	37,640	1,480	5,131	31,029
	Retail	820	750,000 SF	25,446	270	5,131	20,045
	Multi-Family	220	830 DU's	5,594	87	0	5,507
	Townhomes	215	100 DU's	712	11	0	701
	Hotel	310	250 Rooms	1,998	143	0	1,855
	Office	710	15,000 SF	223	41	0	182
			Sub-Total	33,973	552	5,131	28,290
			Difference	3,667	928	0	2,739

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

(2) Source: NCHRP 684 - See Appendix.

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

• Passerby Trip Ends

Retail (1,000,000 SF) - 19%

(31,974 - 669) x 0.19 = 5,948

Retail (750,000 SF) - 19%

(25,446 - 270) x 0.19 = 4,783

• Passerby traffic should not exceed 10% of the adjacent street traffic.

51,311 (a) x 0.10 = 5,131 < 5,948

(a) Based on PM peak hour background traffic at the intersection of Big Bend Rd and Covington Garden Dr and K = 0.09.

• Passerby Trip adjusted to 4,783

Mr. Mike Williams
February 27, 2024
Page 3TABLE 2
ESTIMATED AM PEAK HOUR TRIP GENERATION

Scenario	Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Internal Capture (2)			Passerby Trip Ends (3)			New External AM Peak Hour Trip Ends		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Approved	Retail	820	1,000,000 SF	449	275	724	25	24	49	81	48	129	343	203	546
				588	80	668	26	22	48	0	0	0	562	58	620
	Office	710	500,000 SF	30	23	53	0	5	5	0	0	0	30	18	48
				1,067	378	1,445	51	51	102	81	48	129	935	279	1,214
Proposed	Retail	820	750,000 SF	357	219	576	10	3	13	66	41	107	281	175	456
				67	213	280	2	3	5	0	0	0	65	210	275
	Multi-Family	220	830 DU's	12	34	46	0	0	0	0	0	0	12	34	46
				66	52	118	0	8	8	0	0	0	66	44	110
	Townhomes	215	100 DU's	29	4	33	3	1	4	0	0	0	26	3	29
				531	522	1,053	15	15	30	66	41	107	450	466	916
	Office	710	15,000 SF	536	<144>	392	36	36	72	15	7	22	485	<187>	298
			Sub-Total												
			Difference												

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

(2) Source: Internal Capture - NCHRP 684 - See Appendix.

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

• Passerby Trip Ends

Retail (1,000,000 SF) - 19%

In - (449 - 25) x 0.19 = 81

Out - (275 - 24) x 0.19 = 48

Retail (750,000 SF) - 19%

In - (357 - 10) x 0.19 = 66

Out - (219 - 3) x 0.19 = 41

• Passerby traffic should not exceed 10% of the adjacent street traffic.

4,444 (a) x 0.10 = 444 > 129 or 107

(a) AM peak hour background traffic at the intersection of Big Bend Rd and Covington Garden Dr.

Mr. Mike Williams
February 27, 2024
Page 4TABLE 3
ESTIMATED PM PEAK HOUR TRIP GENERATION

Scenario	Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)			Internal Capture (2)			Passerby Trip Ends (3)			New External PM Peak Hour Trip Ends		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Approved	Retail	820	1,000,000 SF	1,422	1,540	2,962	110	36	146	215	247	462	1,097	1,257	2,354
	Office	710	500,000 SF	107	525	632	31	105	136	0	0	0	76	420	496
	Hotel	310	120 Rooms	31	30	61	5	5	10	0	0	0	26	25	51
Proposed			Sub-Total	1,560	2,095	3,655	146	146	292	215	247	462	1,199	1,702	2,901
	Retail	820	750,000 SF	1,156	1,252	2,408	86	110	196	203	217	420	867	925	1,792
	Multi-Family	220	830 DU's	238	139	377	48	28	76	0	0	0	190	111	301
	Townhomes	215	100 DU's	33	23	56	6	4	10	0	0	0	27	19	46
	Hotel	310	250 Rooms	80	77	157	19	12	31	0	0	0	61	65	126
	Office	710	15,000 SF	6	28	34	2	7	9	0	0	0	4	21	25
			Sub-Total	1,513	1,519	3,032	161	161	322	203	217	420	1,149	1,141	2,290
			Difference	47	576	623	<15>	<15>	<30>	12	30	42	50	561	611

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

(2) Source: Internal Capture - NCHRP 684 - See Appendix.

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

• Passerby Trip Ends

Retail (1,000,000 SF) - 19%

In - (1,422 - 110) x 0.19 = 249

Out - (1,540 - 36) x 0.19 = 286

Retail (750,000 SF) - 19%

In - (1,156 - 86) x 0.19 = 203

Out - (1,252 - 110) x 0.19 = 217

• Passerby traffic should not exceed 10% of the adjacent street traffic.

4,618 (a) x 0.10 = 462 < 535

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

• Adjust Passerby Trips to 462.

Mr. Mike Williams
February 27, 2024
Page 5

The request is for a Design Exception to TS-5 of the Hillsborough County Transportation Technical Manual for Covington Gardens Drive. The segment of Covington Gardens Drive from Big Bend Road to the southern access currently has the following characteristics:

- Two (2) lane rural roadway
- Twelve (12) foot lanes
- Paved shoulders/bike lanes
- No sidewalks
- Right of Way is approximately 60 feet.

In conjunction with the development of the subject parcel, Covington Gardens Drive from Big Bend Road to the southern access is proposed to be widened to a four (4) lane divided roadway. The following provides the summary of the proposed typical section to TS-5.

- 1) Lane Width – TS-5 has eleven (11) foot lanes. Eleven (11) foot lanes are proposed to be provided.
- 2) Bike Lanes – TS-5 has seven (7) foot buffered bike lanes. No bike lanes are proposed instead twelve (12) foot sidewalk is proposed on both sides of the road.
- 3) Sidewalk – TS-5 has five (5) foot sidewalks on both sides of the road. Twelve (12) foot sidewalks are proposed.
- 4) Right of Way - TS-5 has 86 feet of right of way. The proposed right of way is to be between 69 feet and 130 feet.

Figure 1 illustrates the proposed improvements to Covington Gardens Drive and Figure 2 illustrates the typical section.

Based on the above, it is our opinion, the proposed improvements to Covington Gardens Drive will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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

Mr. Mike Williams
February 27, 2024
Page 6

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

<input type="checkbox"/>	Disapproved
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.

Michael J. Williams

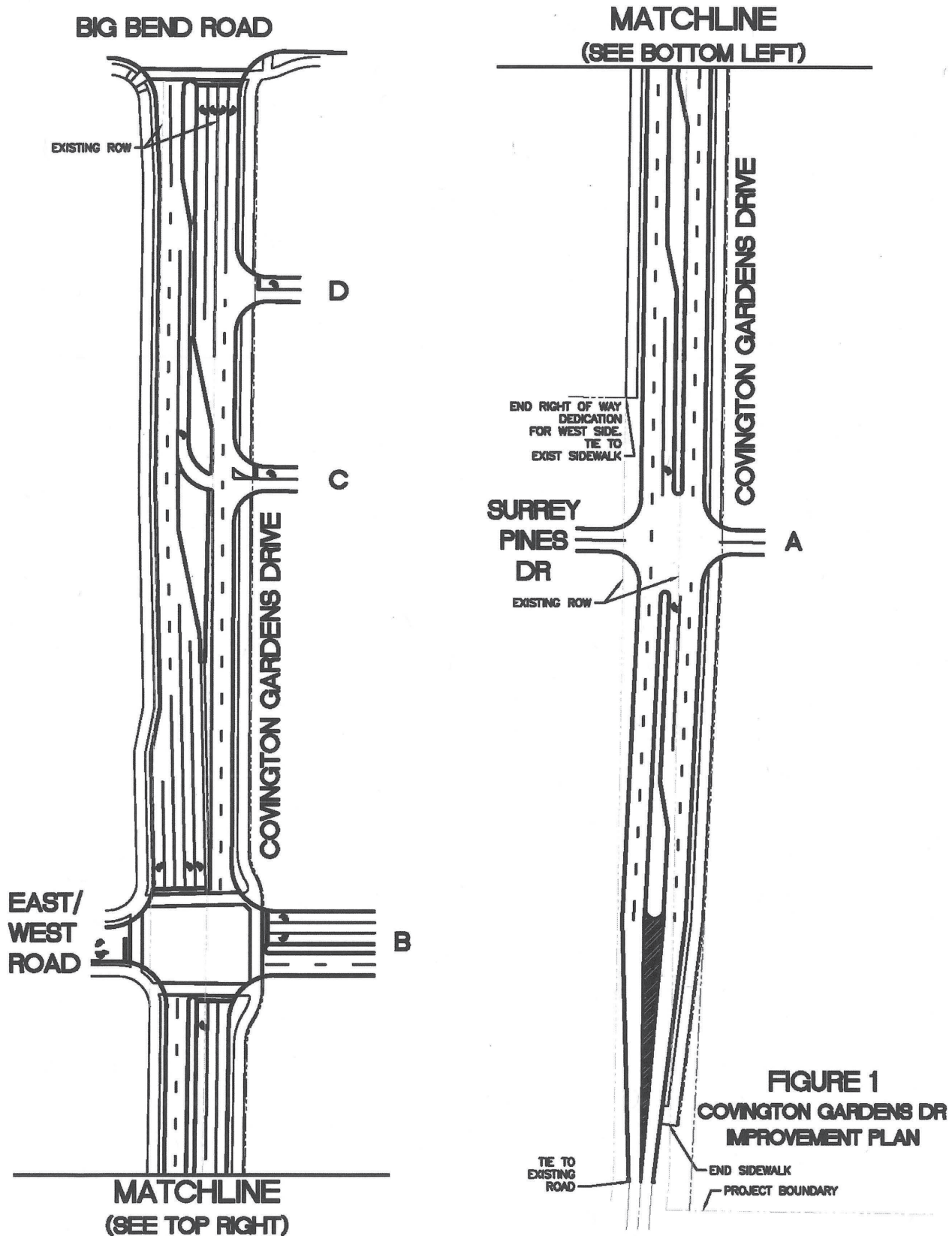
Digitally signed by
Michael J. Williams
Date: 2024.10.15
14:54:17 -04'00'

Sincerely,

Michael J. Williams

Hillsborough County Engineer

Mr. Mike Williams
February 27, 2024
Page 7



Mr. Mike Williams
February 27, 2024
Page 8

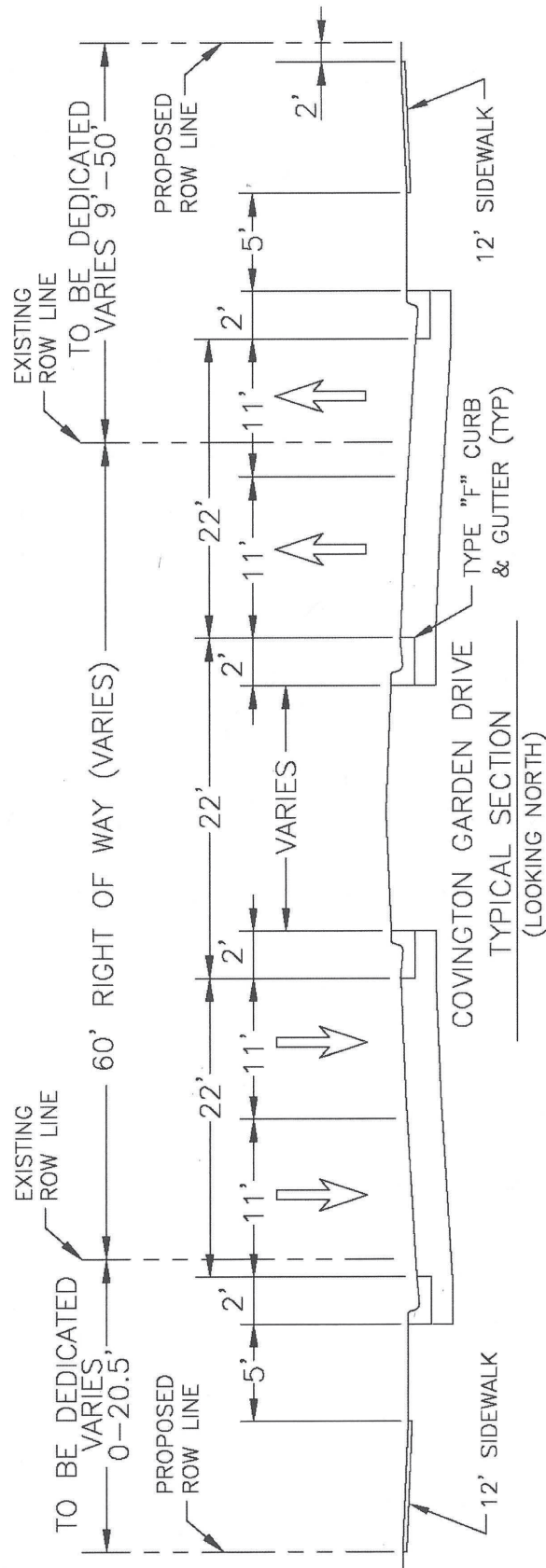


FIGURE 2
COVINGTON GARDENS DR
IMPROVEMENT PLAN

APPENDIX



PD PLAN



SOUTHBEND

General Site Plan

SOUTHBEND LEGAL DESCRIPTION

[illegible][illegible]

DISCUSSION The first part of the East 125 of Section 13 Township 31 South, Range 19 East, being some of the most significant acreage of irrevocable life insurance for the Rural Center (C.R. 72), Township 31 South, Range 19 East, Limited Acres was previously assigned to the East 125 of Section 13 Township 31 South, Range 19 East, being some of the most significant acreage as contained in that earlier Order for the Rural Center (C.R. 72), Township 31 South, Range 19 East, Limited Acres. The East 125 of Section 13 Township 31 South, Range 19 East, being some of the most significant acreage as contained in that earlier Order for the Rural Center (C.R. 72), Township 31 South, Range 19 East, Limited Acres was assigned to the East 125 of Section 13 Township 31 South, Range 19 East, being some of the most significant acreage as contained in that earlier Order for the Rural Center (C.R. 72), Township 31 South, Range 19 East, Limited Acres. The East 125 of Section 13 Township 31 South, Range 19 East, being some of the most significant acreage as contained in that earlier Order for the Rural Center (C.R. 72), Township 31 South, Range 19 East, Limited Acres was assigned to the East 125 of Section 13 Township 31 South, Range 19 East, being some of the most significant acreage as contained in that earlier Order for the Rural Center (C.R. 72), Township 31 South, Range 19 East, Limited Acres.

[illegible]

Insurance Payout? *Continuing* 719 501-1141; *Isabel* not known, source not stated.

[illegible]

Containing 154,860 acres, more or less.
Falling 115.0 ft across, more or less.

[illegible]

	METLANDS [4]	MAJOR HWY	TOTALS
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5. The "full access" to and from Tri-
Bay High School from Big Bend Road.
6. The acreage includes Three Preserv-



Stant
777 S. Harbor Island Blvd., Suite 600
Phone 813-223-6500 • Fax
Certified of Authorization #27013
[Contacted Business Bureau]

SOUTHBEND

MAJOR MODIFICATION TO PD 86-0154	GENERAL SITE PLAN	December 2020
--	-------------------------	------------------

Prepared for:
Bayview Properties Ltd., LLLP
P.O. Box 2448
Plant City, FL 33564

Prepared by:
 **Stantec**
Planning
Transportation

Buchanan Ingensoll & Rooney PC
Lead Counsel

[illegible]

PHASE 2A (TRACT 1) -

SEE PAGE 2 OF 2

Legend

- Boundary
- Area Removed from Designated
- Future Land Use Designation
- Adjacent Zoning District
- Concentration Area
- Trail Boundary
- Runway Circulation
- Recreational Wetlands
- Wetlands
- Along-Drainage Corridor

WQV (cfs)	WQV (cfs) 3.5 & 7)	TOTAL
100,000.00	100,000.00	1,120,000.00
341,700.00	341,700.00	3,417,000.00
100,000.00	100,000.00	1,000,000.00
236,000.00	236,000.00	2,360,000.00
300.00	3,375.00	3,375.00
322.00	3,025.00	3,025.00
90.00	750.00	750.00
62.00	2,335.00	2,335.00

PHASED SCHEDULE		
LAND USE	PHASE 1A, 1B (TRACTS 1, 2, 6 7, 9, 14, 16, 24-28) 22/24/28 (BAYVIEW)	PHASE 2A** (TRACT 11) (H&H)
GENERAL/REGIONAL COMMERCIAL	750,000 sf	35,000 sf
OFFICE	826,799 sf	100,000
NEIGHBORHOOD COMMERCIAL	338,000 sf	
HOTEL	848 sf	900,000****
MULTI-FAMILY RESIDENTIAL**		
TOWN HOUSE RESIDENTIAL	3,000 sf	
SINGLE FAMILY RESIDENTIAL**	2,360 sf	200
TOTALS	2,983,000	900,000

[illegible][illegible][illegible]

DATE PREPARED: JANUARY 1, 2001

14, 16, 17, 18, 20, and 21
of 7).

Plotting Notes:

- *** Phase 1 (2005-06 Family units) includes Tracts 2, 3, 11
- *** Phase 2 (2006-07 Family units) includes Tracts 1, 10
- *** Phase 2A includes Family units and Phase 2B includes Tract 3
- **** Phase 2A includes Tract 1.
- **** May include up to 200 painted townhomes.

24-0300

HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Legend

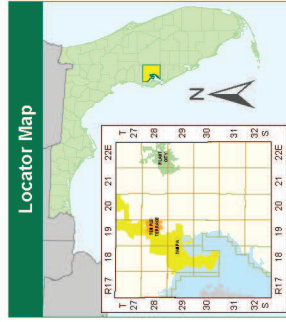
Functional Classifications
Authority/Classification

- State, Principal Arterial
- State, Arterial
- Hillsborough, Arterial
- Hillsborough, Collector
- Urban Service Area Boundary
- City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

- PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 PLANNED DEVELOPMENT STANDARDS
- PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.07.00 FENCES AND WALLS
- PART 12.01.00 DEFINITIONS
- OTHER PARTS OF THE LDC NOT LISTED ABOVE.

In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program.

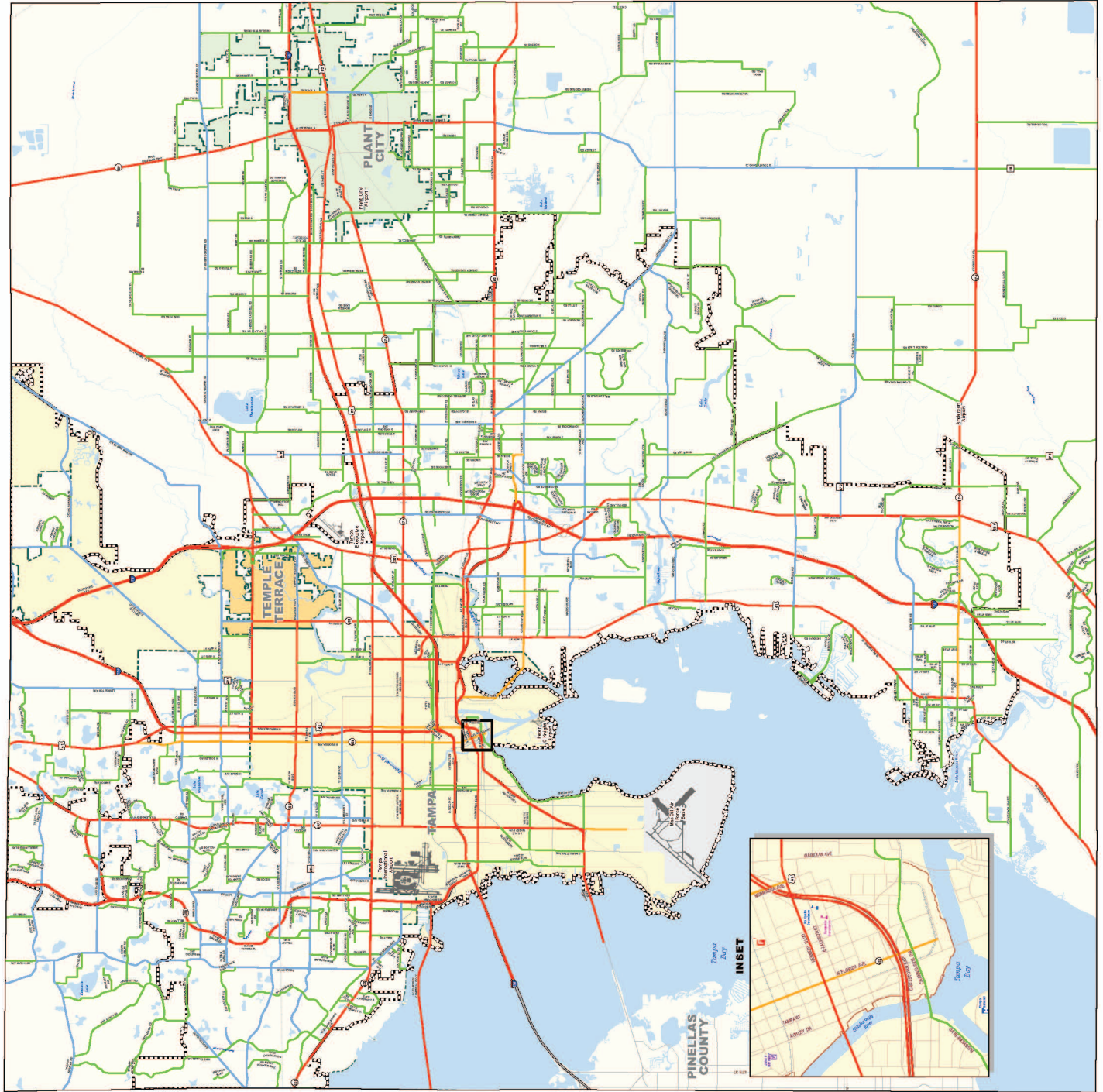


NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the map. The map is provided for informational purposes only and is not to be used for any other purpose. The map is not to be used for any other purpose.

SOURCE: This map has been prepared for the inventory of real property found within Hillsborough County and is based on the most current data available. The map is not to be used for any other purpose.

Uses of this map are hereby certified that the information contained herein is true and correct to the best of the knowledge of the County. The information contained herein is not to be used for any other purpose.

891 E Kennedy Blvd
Tampa, FL 33602
(813) 272-5810
printroom@hillsboroughcounty.org



TS-5





MAX. ALLOWABLE DESIGN SPEED - 45 MPH

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

**URBAN COLLECTORS
(2 LANE DIVIDED)
TYPICAL SECTION**



TRANSPORTATION TECHNICAL MANUAL

REVISION DATE:
10/17

COMMISSION

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



DIRECTORS

Janet D. Lorton EXECUTIVE DIRECTOR
Elaine S. DeLeeuw ADMIN DIVISION
Sam Elrabi, P.E. WATER DIVISION
Diana M. Lee, P.E. AIR DIVISION
Michael Lynch WETLANDS DIVISION
Rick Muratti, Esq. LEGAL DEPT
Steffanie L. Wickham WASTE DIVISION

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: December 9, 2025	COMMENT DATE: November 6, 2025
PETITION NO.: 26-0005	PROPERTY ADDRESS: Covington Garden Dr, Gibsonton
EPC REVIEWER: Abbie Weeks	FOLIO #: 051521.0210, 051523.0150, 051523.0100
CONTACT INFORMATION: (813) 627-2600 x1101	STR: 13-31S-19E
EMAIL: weeksa@epchc.org	
REQUESTED ZONING: Minor Modification to PD	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	January 24, 2025
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetlands/ other surface waters exist in the southwest corner and northcentral portion of the property.
<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. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none">• Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.• The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.	

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3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org

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

INFORMATIONAL COMMENTS:

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

- The subject property contains wetland/OSW areas, which have not been delineated. Knowledge of the actual extent of the wetland and OSW are necessary in order to verify the avoidance of wetland impacts pursuant to Chapter 1-11. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed. Once delineated, surveys must be submitted for review and formal approval by EPC staff.
- The site plan depicts Other Surface Water (OSW) impacts that have not been authorized by the Executive Director of the EPC. The impacts are indicated for access and internal roadways. Chapter 1-11 prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan. It is recommended that a request for determination of Noticed Exempt Activities ([WEA10 - Exempt Activities in Wetlands \(formsite.com\)](#)) be submitted.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

aow /

ec: stephen@levelupflorida.com

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AGENCY COMMENT SHEET

TO: **Zoning/Code Administration, Development Services Department**

FROM: **Reviewer:** Andria McMaugh **Date:** 11/05/2025

Agency: Natural Resources **Petition #:** 26-0005

- ☐ This agency has **no comment**
- ☒ This agency has **no objections**
- ☐ This agency has **no objections, subject to listed or attached conditions**
- ☐ This agency **objects, based on the listed or attached issues.**

1. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
2. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
3. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.



Agency Review Comment Sheet

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:** 10/3/2025

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 10/17/2025

PROPERTY OWNER: NRI Equity Tampa, LLC **PID:** 26-0005

APPLICANT: Lifestyle Communities, LTD.

LOCATION: Covington Garden Dr. Gibsonton, FL 33534

FOLIO NO.: 51521.0210, 51523.0150, and 51523.0100

AGENCY REVIEW COMMENTS:

At this time, according to the Hillsborough County BOCC approved maps adopted in the Comprehensive Plan, the site 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 site 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).

At this time, Hillsborough County Environmental Services Division has no objection to the applicant's request as it relates to the County's wellhead and surface water protection regulations.

WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: PRS 26-0005 REVIEWED BY: Clay Walker, E.I. DATE: 10/10/2025

FOLIO NO.: 51521.0210, 51523.0150, 51523.0100

WATER

- ☐ The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☒ A 12 inch water main exists ☐ (approximately ____ feet from the site), ☒ (adjacent to the site), and is located west of the subject property within the west Right-of-Way of Covington Garden Drive. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- ☐ The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- ☒ A 6 inch wastewater forcemain exists ☐ (approximately ____ feet from the project site), ☒ (adjacent to the site) and is located west of the subject property within the east Right-of-Way of Covington Garden Drive. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

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

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 10-06-2025

REVIEWER: Sherri A. Wilson, Conservation and Environmental Lands Management

APPLICANT: Lifestyle Communities, LTD.

PETITION NO: 26-0005

LOCATION: Covington Garden Dr. Gibsonton, FL 33534

FOLIO NO: 51521.0210, 51523.0150, 51523.0100

SEC: 13 TWN: 31 RNG: 19

☒ 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: _____.