

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted July 1, 2024.

1. The site shall be limited to 216 dwelling units comprised of a maximum of 144 Rowhouse Lots and 72-Singlefamily detached, based on the July 1, 2024, site plan.
2. Unless specified herein, all development shall be in compliance with LDC Section 3.23.06 Wimauma Downtown Overlay Standards.
3. Single-family detached units shall be developed in accordance with the following:

Minimum Lot Area:	4,800 sf
Max. Building Height:	35 feet
Min. Lot Width:	50 feet
Front Setback:	Min. 20'
Rear Setback:	Min. 10'
Side Setback:	Min. 5'
Garage Access shall have min.:	20' setback

4. Single-family attached Rowhouse Type Lot units shall be developed in accordance with LDC Section 3.23.00, Table 5-2, unless otherwise specified herein.

Min./Max Lot Area:	1,800 sf / 3,840 sf
Front Setback:	Min 10' / Max. 15'
Side Setback:	Min. 0' Internal Units Min. 7.5' / Max. 10' End Units
Rear Setback:	Min. 20' (For alley accessed units)
Max. Building Height:	35 feet / 1-3 stories*
Min./Max. building frontage:	90% - 100%**

*an additional 2 feet of setback for every 1 foot over 20 feet in height shall be provided where adjacent (not separated by a roadway of at least 50 feet in width) to a single-family detached use.

** attached garages and all building attachments, such as but not including covered porches, colonnades, awnings, porticos, and balconies shall contribute to the minimum/maximum building frontage requirements. The maximum depth of any building attachments shall be 12 feet. These building attachments shall meet the minimum/maximum front yard setback found above.

- 4.1 Each townhome unit shall provide a garage attached to the rear of the unit accessed via a one-way alley located to the rear of the unit. The alley shall be a minimum of 20 feet in width.
- 4.2 Each townhome unit's primary frontage shall be towards a public roadway.
- 4.3 Building height greater than 20 feet shall be set back an additional two feet for every one foot of structure height over 20 feet, which may not be added to the required rear/side setbacks and buffers, where adjacent to existing detached single-family development.

5. Residential development shall not be permitted within the Astor Preservation Area and Astor Preservation Compensation Areas.
6. Buffering and screening shall be in accordance with LDC Section 6.06.06 unless otherwise stated herein, including a 5-foot wide buffer with Type “A” screening shall be provided both internally and along PD boundaries where single-family attached uses are adjacent to single-family detached uses.
7. The project shall be in compliance with all requirements of LDC Section 3.23.00 Wimauma Downtown Overlay District standards, and all other applicable provisions of the Hillsborough County Land Development Code, except as specified herein.
8. An evaluation of the property supports the presumption that listed species occur or have restricted activity zones throughout the property. Essential Habitat as defined by the LDC appears to be accurately represented on the rezoning site plan submitted on July 1, 2024. The subdivision construction site plans may be modified from the Certified Site Plan to avoid impacting listed species if necessary based on future site evaluations during the subdivision review process.
9. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the conditions of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
10. 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.
11. 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.
12. 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.
13. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
14. The project shall be served by (and limited to) one (1) access connection to West Lake Dr. The developer shall construct a southbound to eastbound left turn lane on West Lake Dr. into the subject site prior to or concurrent with the initial increment of development.
15. Project roadways shall be publicly accessible, comply with Policy 4.1.4 of the Mobility Element of the Hillsborough County Comprehensive Plan, and shall be ungated. Additionally, the developer shall construct the following:

- a. One (1) east-west through roadway which connects West Lake Dr. with proposed Roosevelt Dr. along the eastern project boundary as shown on the PD site plan;
- b. One (1) north-south through roadway which connects the east-west through roadway with the roadway stub out along the southern project boundary (i.e. to the roadway stubout provided within adjacent PD 21-0929);
- c. One (1) east-west roadway (i.e. a portion of Brigman Ave.) along the project's northern frontage and connecting to proposed Roosevelt Dr., as shown on the PD site plan; and,
- d. One (1) north-south roadway (i.e. a portion of Roosevelt St.) along the project's eastern boundary, connecting Brigman Ave. to the north and terminating at F St., as shown on the PD site plan.

All internal roadways shall be constructed to either the Typical Section - 3 (TS-3) Typical Section standard as found within the Transportation Technical Manual.

16. All rowhouse lots shall be rear loaded, and accessed via one or two-way alleyways as shown on the PD site plan. All alleyways shall comply with Sec. 3.23.08.F of the LDC. One-way alleyways shall comply with the Traditional Neighborhood Development – 1 (TND-1) typical section as found within the Transportation Technical Manual. Two-way alleyways shall utilize the typical section shown on the PD site plan. All alleyways shall be privately maintained with public access easements.
17. Construction access shall be limited to the project's West Lake Dr. access. The developer shall include a note in each site/construction plan submittal which indicates same.
18. The developer shall install appropriate end of roadway treatments as shown on the proposed PD plan (i.e. where proposed transportation facilities intersect with existing unimproved rights-of-way or substandard roadway) to prevent project traffic from utilizing those unimproved/substandard facilities (or vice versa). Such treatments shall be temporary and may be removed by the County in the future to facilitate future roadway extensions and/or additional connectivity.
19. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, additional connections to the public roadway system (e.g. for individual home driveways or other roadways) may be permitted at the sole discretion of Hillsborough County where internal project roadways abut external property (i.e. along the east-west through road, Brigman Ave., and/or Roosevelt St.) and such internal project roadways shall be considered Shared Access Facilities.
20. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, the intersection of the east-west and north-south through roadways shall be constructed as a 3-way stop controlled intersection (expandable to a 4-way stop controlled intersection in the future upon development of adjacent properties to the north), and subject to such stop control being warranted and approved by Hillsborough County. If such stop control is not warranted or approved by Hillsborough County, then the developer shall incorporate traffic calming measures into the construction of the east-west and north-south roadways. Eligible traffic calming measures which satisfy this requirement shall include use of chicanes, use of neckdowns/flare/street narrowing/intersection throating (as further described in Sec. 5.08.09.E., use vertical curbing, and/or other measures which help mitigate speeding

issues created by uninterrupted grid patterns with long runs (as is shown on the PD site plan). Installation of traditional speed bumps shall not satisfy this traffic calming requirement.

21. The developer shall dedicate and convey to Hillsborough County sufficient right-of-way along the project's western boundary such that there is a minimum of 64-feet of right-of-way available (more where turn lanes are proposed, or other design constraints exist) such that the Typical Section which includes 5-foot separation between the roadway and multi-purpose pathway (reference condition X, below) can be utilized.
22. The developer shall dedicate and convey to Hillsborough County sufficient right-of-way to accommodate the east-west through roadway (i.e. a minimum of 50-feet of right-of-way per TS-3). Except as otherwise shown on the PD site plan, the east-west through roadway shall be constructed so as to abut adjacent properties to the north to the greatest extent possible. No landscaping or other "spite strips" shall be permitted between the public right-of-way and adjacent properties.
23. The developer shall dedicate and convey to Hillsborough County sufficient right-of-way along the project's northern and eastern boundaries such the minimum right-of-way necessary to construct the required segments of Brigman Ave. and Roosevelt St. (i.e. a minimum of 50-feet of right-of-way per TS-3).
24. If RZ 24-0791 is approved, the County Engineer will approve a Design Exception (dated July 15, 2024) which was found approvable by the County Engineer (on July 15, 2024) for the West Lake Dr. substandard road improvements. As West Lake Dr. is a substandard collector roadway, the developer will be required to make certain improvements to West Lake Rd. consistent with the Design Exception. Specifically, between SR 674 and Bishop Rd. the developer shall:
 - a. Widen the roadway such that turn lanes and travel lanes are a minimum of 11-feet in width;
 - b. Install Type "F" curb and gutter along both sides of the roadway;
 - c. Install stormwater ponds and related infrastructure outside of the right-of-way as necessary to treat/convey/attenuate stormwater flows; and
 - d. Construct 10-foot-wide multi-purpose pathways along both sides of the road.

The above improvements shall conform to one of two Typical Sections, which differ in the placement of the multi-purpose pathways. The use of the Typical Section which eliminates the 5-foot separation (i.e. grass/planting strip) between the multi-purpose pathway and the Type "F" curb shall be restricted to situations where (a) the available right-of-way is less than 64-feet, and (b) in such other locations, as authorized by the County Engineer, where final engineering demonstrates the existence of Design Constraints that necessitate its use in order to construct the improvements in a reasonable, cost efficient manner and/or without acquisition of additional right-of-way.

25. 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.

26. 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.
27. 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).
28. 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.
29. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.