



PD Modification Application: PRS 24-0513

Zoning Hearing Master Date: N/A

BOCC Land Use Meeting Date: May 7, 2024

1.0 APPLICATION SUMMARY

Applicant: Pulte Home Company, LLC

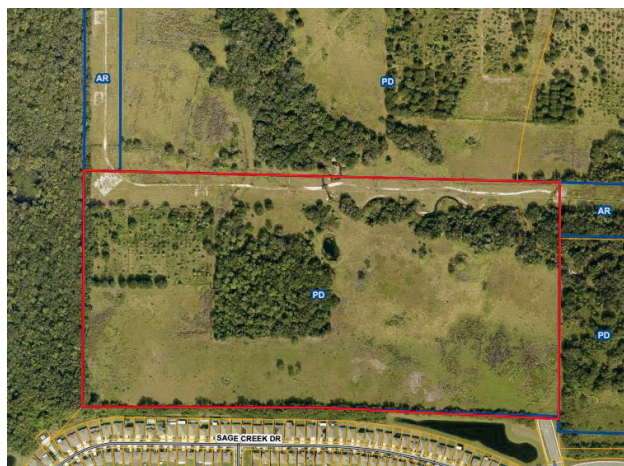
FLU Category: Suburban Mixed Use-6 (SMU-6)

Service Area: Urban

Site Acreage: 80.98 MOL

Community Plan Area: Riverview

Overlay: None



Introduction Summary:

PD 06-1147, as most recently modified by MM 20-0311 was approved in 2021 for a maximum of 315 single-family conventional dwelling units. The applicant requests modification of MM 20-0311 to remove the prohibition on building permit issuance until the construction of the new north/south road. A condition will be added that prohibits the issuance of Certificates of Occupancy for the constructed buildings until the road is completed.

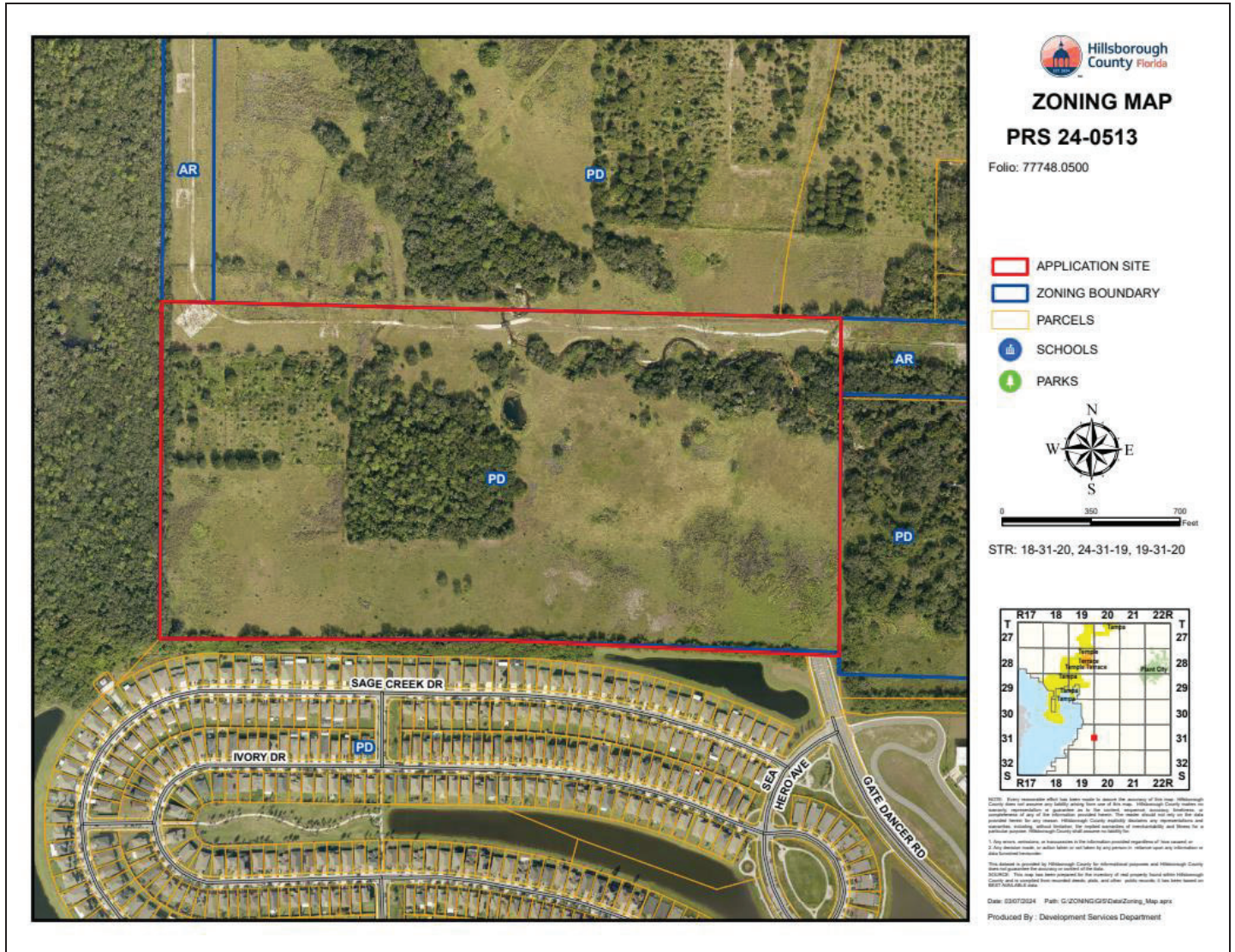
Existing Approval(s):	Proposed Modification(s):
MM 20-0311 states, "No building permits shall be issued until the construction of the segment of the new north/south road as required in MM 20-0310 and MM 20-0311 have been completed"	Remove the prohibition on building permit issuance until the road is completed. Add condition that prohibits the issuance of Certificates of Occupancy for the constructed buildings until the road is completed.

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

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

2.2 Immediate Area Map



Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 23-0522, AR	Per PD 23-0522, 1 du per 5 ac	Single-family, Multi-family and Extended Care Facilities, Agricultural	Vacant
South	PD 04-0558	Per PD 04-0558	Single-Family Residential/Commercial	Single-Family Residential
East	AR, PD 19-0445	1 du per 5 ac, Per PD 19-0445	Single-Family Residential, Multi-Family and Commercial, Agricultural	Vacant
West	PD 04-0558	Per PD 04-0558	Conservation Area	Conservation Area

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Simmons Loop Rd. (north/south segment)	County Collector – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements (by developer of 24-0512) <input checked="" type="checkbox"/> Other
Simmons Loop Rd. (east/west segment)	County Collector – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements (by developer of 24-0512) <input checked="" 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
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,900	212	292
Proposed	2,900	212	292
Difference (+/-)	No Change	No Change	No Change

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

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South	X	Vehicular & Pedestrian	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
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	Wetlands are generally located as shown on the site plan
Environmental Services	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
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: Wimauma Downtown Subdistrict D – Downtown Residential				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input 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	An individual permit will be required
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees N/A				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comment
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The applicant requests modification of MM 20-0311 to remove the prohibition on building permit issuance until the construction of the new north/south road. A condition will be added that prohibits the issuance of Certificates of Occupancy for the constructed buildings until the road is completed.

Staff has not identified any compatibility issues related to the request.

5.2 Recommendation

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

6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted March 4, 2024.

1. The project may be permitted a maximum of 315 single-family conventional dwelling units, subject to formal delineation of on-site conservation areas, preservation areas and water bodies and final calculation of maximum density permitted by the Comprehensive Plan in accordance with the Environmentally Sensitive Lands Credits requirement of the Comprehensive Plan. If the maximum number of units for the project as permitted herein exceeds the maximum density permitted by the Comprehensive Plan, per the Environmentally Sensitive Lands Credits requirement, the number of dwelling units allowed in the project shall decrease as necessary to conform to the Comprehensive Plan.

2. Minimum development standards for the project shall be as follows:

Minimum Lot Size:	4,400 square feet
Minimum Lot Width:	40 feet
Minimum Front & Rear Setback:	20 feet*
Minimum Side Yard Setback:	5 feet
Minimum Rear Yard Setback:	20 feet
Maximum Building Height:	35 feet (Max 2 Stories)
Maximum Lot Coverage:	50%

*10 feet for front yards functioning as side yards

3. The following shall apply to any lot developed under 50 feet in width:

- 3.1 A maximum of 30% of the under 50 foot wide lots shall be developed with 1-story units. A minimum of 70% of the under 50 foot wide lots shall be developed with 2-story units. If the project will be platted by tract or phase, individual tracts or phases shall meet this requirement. If these percentages will be blended throughout the PD, each plat shall provide a table providing the number of and percentage of 1-story and 2-story units proposed and approved within the entire PD. If when blending an individual tract or phase will exceed the number of 1-story units, the permissibility for 1-story units will be restricted accordingly elsewhere in the PD.

- 3.2 All 1-story units on lots under 50 feet in width shall comply with the following:

- a. Units shall be restricted to a one-car garage.
- b. The garage door shall not exceed 40% of the unit's total façade width.
- c. An off-street guest parking lot shall be provided at a ratio of 0.25 spaces per each 1-car garage unit. The guest parking lot shall be centrally located to the 1-car garage units they serve. The guest parking lot shall provide a 4 foot high, solid wood or PVC fence, or masonry wall along the side and rear yards that abut a roadway or open space/park/pond area. If the guest parking lot is adjacent to the side or rear yard of a residential lot, a 10 foot wide buffer and screening shall be provided. When adjacent to the side or rear of a residential lot, screening shall consist of a 6 foot high, solid wood or PVC fence or masonry wall. One shade tree island shall be provided for every 4 spaces provided. If fewer than 4 spaces are required, at least one shade tree island within the guest parking lot shall be provided. The shade tree island shall be no less than 17 feet in width, measured

inside the curb, and shall extend the required length of a parking space. The tree type, height, and caliper at the time of planting shall be subject to Natural Resources review and approval at the time of platting. The island shall be landscaped with grass, vegetated ground cover, shrubs or other landscape treatment subject to the review and approval of Natural Resources staff at the time of platting.

3.3 All 2-story units on lots under 50 feet in width shall comply with the following:

- a. Each unit shall provide a 2-car garage.
- b. The garage door shall not exceed 60% of the unit's total façade width.
- c. A driveway of at least 18 feet in width shall be provided.
- d. A transition between the first and second floors to break up the façade shall be provided using one or more of the following:
 - A roof feature with a minimum projection of 1 foot from the wall surface. The projection shall consist of overhangs or other roof elements.
 - A horizontal banding of 6 to 8 inches in height that projects at least 2 inches from the wall surface.
 - A change in materials between the first and second floors.

3.4 All lots under 50 feet in width (both 1-story and 2-story) shall comply with the following:

- a. All driveways shall be located in an alternating pattern on the left or right side of the unit's front façade. Homes shall not have the same driveway location (left or right) as the adjacent home. The alternating pattern may be adjusted to accommodate corner lots as necessary.
- b. Street trees may include alternating shade and ornamental trees, subject to review and approval by Natural Resources staff.
- c. Each unit's front door shall face the roadway.
- d. One and two car garages shall be permitted to extend a maximum of 5 feet in front of the door façade if an entry feature over the primary entrance is provided. The door façade is the horizontal front façade, or portion of the horizontal front façade, of the residential unit consisting of the home's primary entrance. Other horizontal or non-horizontal front facades, or portions of facades, consisting of windows and/or walls that do not contain the primary entrance shall not be used in these setback requirements. The minimum garage setback shall be 15 feet. The front yard setback for the residential unit (not including the garage or entry feature) shall be a minimum of 20 feet. The offset created between the garage and door façade shall be occupied by an entry feature and the offset amount shall serve as the minimum depth required of the entry feature. In no case shall this offset between the garage and door façade be less than 5 feet. The entry feature shall be permitted to extend further into the front yard at a minimum setback of 10 feet. The entry feature shall consist of, but not be limited to, a covered stoop, a covered porch or other architectural feature.
- e. Should 1 and 2 car garages be placed behind the front plane of the residential structure, the minimum garage setback shall be 25 feet while the minimum front yard setback (not including an entry feature if provided) shall be 20 feet. The offset between these two setbacks shall be at least 5 feet. This offset shall not require the use of an entry feature. Should an entry feature be provided, a minimum front yard setback of 10 feet shall be required.

- f. In no case shall one or two car garages be placed flush with the front plane of the residential unit.
 - g. One and two car garages accessed front a front yard functioning as a side yard (corner lots) shall be located behind the front plane of the residential structure at a minimum setback of 15 feet if a 10 foot residential structure setback is utilized. The offset between these setbacks shall be a minimum of 5 feet. No entry feature shall be required. Alternatively, the garage may be placed a maximum of 5 feet in front of the front plane of the residential structure if the front yard (functioning as a side yard) setback is increased to 25 feet. The offset between these setbacks shall be a minimum of 5 feet. No entry feature shall be required. The maximum garage door widths shall not apply within front yards functioning as side yards.
4. A pedestrian pathway a minimum of 5 feet wide shall be provided around the retention ponds subject to EPC regulations. Pedestrian connectivity shall be provided between the park and the pathways and shall be shown on the site plan prior to Certification.
5. In accordance with Comprehensive Plan Policy 19.1 the applicant shall provide a +/- 7.0 acre private owned park with public access. The park shall consist of useable recreation areas accessible to the public. Amenities shall include, but not be limited to a dog park, playground and bicycle racks. The Developer shall grant an easement for public access to Hillsborough County for public access to the park and, if privately owned and maintained, over the internal roadway network needed to access the park in addition to pedestrian thoroughfares providing park access. Such easement agreement shall be provided as part of each Site Development Plan review, prior to Construction Plan approvals.
6. Community Gathering Places (CGP) shall be provided as required by the LDC Section 6.02.18. The +/- 7 acre public park (privately owned) referenced in condition 4 shall not be utilized to meet the CGP requirements The Developer shall locate directional signage on Gate Dancer Road indicating the location of the park entrance and that it is a "Park Open To The General Public".
7. A wildlife survey of any endangered, threatened, or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. The survey information must be provided upon submittal of Preliminary Plans through the Site Development and Subdivision process. Essential Wildlife Habitat as defined by the Land Development Code must be addressed, if applicable, in consideration with the overall boundaries of this rezoning request.
8. A 20-foot right-of-way buffer (not to be platted as part of the lots) shall be installed as shown on the PD site plan prior to the time of site development improvements for residential development (which may occur in phases). The buffer shall consist of any combination of the following: earthen berm, canopy trees, continuous shrub/hedge, or masonry wall. The location and size of any vegetation shall be subject to review and approval by Natural Resources and shall conform to Hillsborough County Land Development Code standards.
9. The developer shall obtain written approval from Tampa Electric prior to Preliminary Plan approval for any improvements that to be located within the electric transmission easement located within the northern portion of the site.
10. Based on the project traffic the following site access improvements will be required:

10.1 The applicant shall be required to construct a southbound right turn lane and a northbound left turn lane at the project's driveway.

~~11. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Major Roadway Connection. If the project entrances are gated, additional throat depth may be required.~~

~~12.11. The Developer shall provide a cross access stub out to the northern property boundary for the continuation of the North/South Road. The stub out shall be designed per Hillsborough County requirements to accommodate a two (2) lane urban collector roadway. The General Site Plan shall be modified prior to Certification to include a note on the plan indicating cross access to the north as required by the South Shore Corridor Plan. The notation regarding said access to be provided "if required by Hillsborough County" shall be removed. Consistent with the Hillsborough County Corridor Preservation Plan and the South Shore Corridor Plan, the developer shall construct a new north/south road (i.e. the extension of Gate Dancer Rd.) as a 2-lane undivided collector roadway as shown on the Site Development Plan. Cross access Access shall also be provided to the east via a connection that aligns with PD 19-0445.~~

No occupancy of any buildings will be permitted, and no certificates of occupancy shall be issued, temporary or otherwise, until construction of the new north/south road between the southern boundary of the subject PD (i.e. the existing terminus of Gate Dancer Rd.) and the connection to Simmons Loop Rd. along the northern boundary of adjacent PD 24-0512, including the bridge over Little Bullfrog Creek, has been completed and accepted for maintenance by Hillsborough County.

~~13.12. Residential units shall not be allowed direct access to the new North/South collector Road (i.e. the Gate Dancer Rd. Extension).~~

~~14.13. The developer shall be allowed two full access connections.~~

~~15. The developer, consistent with the South Shore Corridor Plan, shall construct the North/South Road as a two (2) lane undivided collector roadway from the northern alignment of the southern property (Simmons Village South) to the northern end of the site and connect to Simmons Loop Road.~~

~~15.1 Prior to Site Plan Certification, the north/south roadway shall be clearly designated as the North/South Collector.~~

~~15.2 No building permits shall be issued until the construction of the segment of the new north/south road as required in MM 20-0310 and MM20-0311 have been completed and that Simmons Loop Road improvements be construction in accordance with MM 20-0310.~~

~~16.14. The developer shall construct sidewalks along the properties frontage on all roadways within the development. The sidewalks shall be a minimum width of five (5) feet.~~

~~17.15. Sidewalks of a minimum width of five (5) feet shall be constructed within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. Pedestrian connections shall be provided from the project's internal sidewalk network to any community open/gathering space(s) and park area(s) within the project.~~

- ~~18.16.~~ The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.
- ~~18.16.1~~ Any modification to the subject property shall comply with the floodplain compensation criterion of the Stormwater Technical Manual.
- ~~18.216.2~~ Any modifications and/or development on the subject property that affect drainage runoff shall adhere to Peak Sensitive Criteria as required by the Stormwater Technical Manual.
- ~~19.17.~~ The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s):
- ~~19.17.1~~ Ground Signs shall be limited to Monument Signs.
- ~~19.217.2~~ Billboards, pennants and banners shall be prohibited.
- ~~20.18.~~ Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
- ~~21.19.~~ Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
- ~~22.20.~~ 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.
- ~~23.21.~~ The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
- ~~24.22.~~ Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms to the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.
23. 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 boundary.
24. 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.

25. 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).
26. 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.

Zoning Administrator Sign Off:



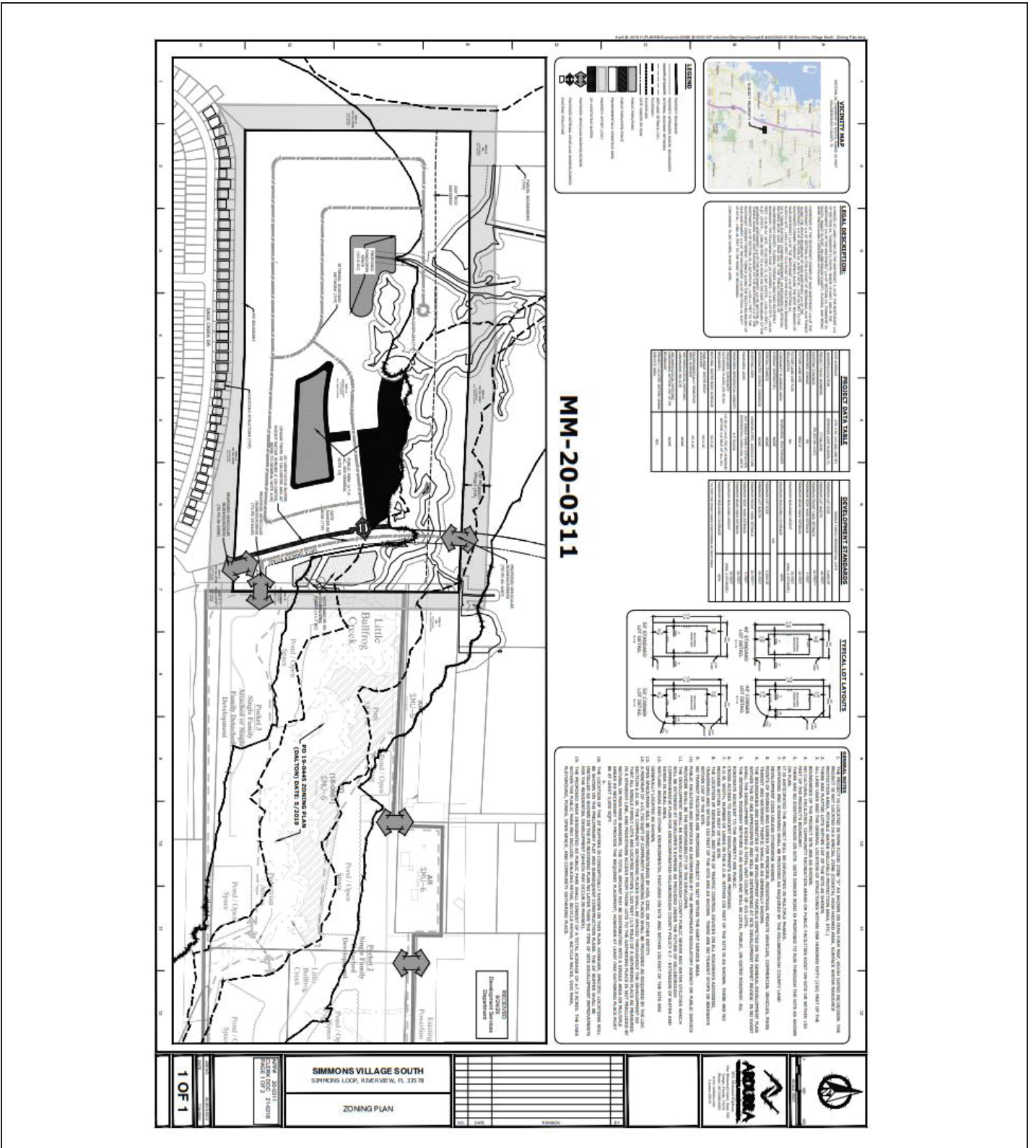
J. Brian Grady
Tue Apr 23 2024 16:06:43

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 SITE PLANS (FULL)

7.1 Approved Site Plan (Full)



8.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 04/22/2024

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: RV

PETITION NO: PRS 24-0513

- 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.

NEW AND REVISED CONDITIONS

Revised Conditions

~~11. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Major Roadway Connection. If the project entrances are gated, additional throat depth may be required.~~

[Staff is proposing deletion of this condition to comport with current practice. Throat depth will be established at the time of plat/site/construction plan review based on standards in effect at that time.]

12. ~~The Developer shall provide a cross-access stub-out to the northern property boundary for the continuation of the North/South Road. The stub-out shall be designed per Hillsborough County requirements to accommodate a two (2) lane urban collector roadway. The General Site Plan shall be modified prior to Certification to include a note on the plan indicating cross-access to the north as required by the South Shore Corridor Plan. The notation regarding said access to be provided "if required by Hillsborough County" shall be removed. Cross-a~~ Consistent with the Hillsborough County Corridor Preservation Plan and the South Shore Corridor Plan, the developer shall construct a new north/south road (i.e. the extension of Gate Dancer Rd.) as a 2-lane undivided collector roadway as shown on the Site Development Plan. Access shall also be provided to the east via a connection that aligns with PD 19-0445.

No occupancy of any buildings will be permitted, and no certificates of occupancy shall be issued, temporary or otherwise, until construction of the new north/south road between the southern boundary of the subject PD (i.e. the existing terminus of Gate Dancer Rd.) and the connection to Simmons Loop Rd. along the northern boundary of adjacent PD 24-0512, including the bridge over Little Bullfrog Creek, has been completed and accepted for maintenance by Hillsborough County.

[Staff is proposing modification of this condition for clarity, to comport with current practice, and to recognize changes to notations which were previously made to the plan during a previous certification process, and as such are no longer needed. This condition was also combined with elements of existing condition 15, which was duplicative with language within condition 12.]

13. Residential units shall not be allowed direct access to the new North/South collector R_oad (i.e. the Gate Dancer Rd. Extension).

[Staff is proposing modification of this condition for clarity.]

~~15. The developer, consistent with the South Shore Corridor Plan, shall construct the North/South Road as a two (2) lane undivided collector roadway from the northern alignment of the southern property (Simmons Village South) to the northern end of the site and connect to Simmons Loop Road.~~

~~15.1 Prior to Site Plan Certification, the north/south roadway shall be clearly designated as the North/South Collector.~~

~~15.2 No building permits shall be issued until the construction of the segment of the new north/south road as required in MDCO 0310 and MDCO 0311 have been completed and that Simmons Loop Road improvements be construction in accordance with MDCO 0310.~~

[Staff is proposing to delete this condition, since it was merged with existing condition 12.]

New Conditions

- 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 boundary.

PROJECT OVERVIEW & TRIP GENERATION

The applicant is requesting a modification to PD 06-1147, as most recently amended via PRS 20-0311. The project has approval for up to 315 single-family dwelling units, as well as a +/- 7 ac. park which will be accessible by the public.

The applicant is proposing to modify existing condition 15 to remove the requirement prohibiting building permits from being issued prior to completion of the north/south road segment. There is a complimentary PRS for the adjacent project to the north which is seeking to make the same change for that project.

Staff has traditionally declined to support such arrangements, since in the past developers have occasionally scheduled closings, sold homes, and/or provided move-in dates to future homeowners before the infrastructure was in place to fully support the project as promised during the zoning (and reflective of how the project was reviewed and approved). This has put the County in the position of having to allow temporary occupancy of structures without adequate or otherwise promised transportation infrastructure in place, and/or without all required site access improvements being constructed, or otherwise decline such issuance and cause hardship for individuals and families (including the potential loss of financing).

The danger for this particular project is that one of the two adjacent related projects could "stall", and/or issues with the bridge could arise, which would lead to significant amounts of traffic being sent to existing Simmons Loop (for the northern 24-0512 PRS) or Gate Dancer Rd. (for the southern 24-0513 PRS), rather than the project operate as was intended and analyzed (i.e. a distribution street network which allowed for the free flow of traffic north and south via this important Corridor Plan roadway. Development Services has determined that the request can be supported (as evidenced by the changes to existing condition 12), provided assurances that the entire roadway extension throughout both projects (to include the bridge over Little Bullfrog Creek), is open and operating to traffic. In this way, no adverse or otherwise unstudied or unanticipated transportation impacts will be permitted (even for a short period of time).

Consistent with Section 6.2.1.C. of the Development Review Procedures Manual (DRPM), staff did not require a transportation analysis to process this request given that there is no change to existing approved entitlements or project access. Transportation Review Section staff has prepared the below comparison of the number of trips

generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Existing Use:

Land Use/Size	24 Hour Two-Way Volume	AM PK Hour		PM PK Hour	
		Enter	Exit	Enter	Exit
315 Single Family Detached (LUC 210)	2,900	53	159	184	108

Proposed Use:

Land Use/Size	24 Hour Two-Way Volume	AM PK Hour		PM PK Hour	
		Enter	Exit	Enter	Exit
315 Single Family Detached (LUC 210)	2,900	53	159	184	108

Land Use/Size	24 Hour Two-Way Volume	AM PK Hour		PM PK Hour	
		Enter	Exit	Enter	Exit
Difference	No Change	No Change	No Change	No Change	No Change

ROADWAY LEVEL OF SERVICE

Simmons Loop Road was not evaluated as a part of the 2020 Hillsborough County Level of Service (LOS) Report. The new north/south collector roadway is anticipated to improve area connectivity and reduce traffic on adjacent roadways, particularly once both this connection is made, and given the recent completion of the Paseo al Mar Blvd. flyover bridge (over I-75).

EXISTING AND PROPOSED TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Simmons Loop Road is a 2-lane collector road, characterized by +/-22 feet of pavement in average condition. The existing right-of-way on Simmons Loop Road in the vicinity of the project is +/-50 feet. There are no paved shoulders along the roadway. There are bike lanes and sidewalks +/-195 feet north of the 24-0512 project site along Simmons Loop Road.

The applicant has a requirement to extend Simmons Loop Road south and connect to Gate Dancer Road creating a "T" intersection where the existing road turns east toward U.S. Highway 301. The new road will be constructed as a two-lane collector road. At the new intersection, north/south movements will be prioritized (i.e. traffic will be allowed to flow freely), and the eastern leg of the intersection will be stop controlled.

SITE ACCESS AND CONNECTIVITY

No changes to project access or connectivity is proposed.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Simmons Loop Road was not evaluated as a part of the 2020 Hillsborough County Level of Service (LOS) Report. The new north/south collector roadway is anticipated to improve area connectivity and reduce traffic on

adjacent roadways, particularly in conjunction with the Paseo al Mar Blvd. flyover bridge (over I-75), which was recently completed.

CONSIDERATIONS FOR REMAND

At the October 13, 2020 Board of County Commissioner's (BOCC) Land Use Meeting, when considering a previous iteration of this project (which was ultimately approved via case 20-0310), the BOCC remanded that zoning petition and related zoning petition 20-0311 for full reconsideration by the Zoning Hearing Master. A variety of issues were highlighted by the BOCC at the hearing. Selected concerns from those previous cases, together with Transportation Review Section staff's response, have been included within this staff report for background/informational purposes (in case similar concerns are raised as a part of this hearing). Staff notes that certain facts were updated from the last hearing, as appropriate.

Concerns Regarding Hospital Related Traffic and Access

Mr. Phillip Minden, President of St. Joseph's Hospital – South submitted a letter expressing concerns regarding the additional project trips would have on both Big Bend Rd. and the Big Bend Rd. Interchange with I-75 (hereafter referred to as the "Interchange"). For the record, staff has attached the Capital Improvement Project Fact Sheets for the I-75 Interchange and Big Bend Rd. widening projects, which includes project status and timelines.

Staff believes that the examination of project traffic impacts on Big Bend Rd. and the Interchange should not be done in isolation. Rather, it is important to understand the critical local and regional benefits that infrastructure which the subject project is required to construct (specifically the Gate Dancer Rd. extension, connecting Simmons Loop Rd. to Paseo al Mar Blvd.). The Gate Dancer Rd. extension, in conjunction with the Apollo Beach Blvd. (Paseo al Mar Blvd.) I-75 Flyover Project, will provide important additional routes which will enhance both regional mobility and local accessibility. Delaying this project, as requested by the Mr. Minden, would likely result in a delay in the construction of this important connection and the benefits it provides. Trip reduction benefits are described in the next section; however, it should be noted that the without the Gate Dancer Ext., an important additional roadway connection to/from the south could be significantly delayed. This link provides a critical additional route for ambulance traffic, reducing ambulance service call travel times, and would also serve to reduce the number patient and employee trips who would otherwise have to travel on Big Bend Rd. to reach the hospital.

The existing zoning requires the developer to construct the Gate Dancer Rd. Ext. prior to development of any homes within the project. If this rezoning is delayed, such improvements may not be constructed.

It is also important to note that the St. Joseph's Hospital – South project is being developed under PD zoning (#19-0066) which is approved with significant entitlements which include 630,000 s.f. of hospital uses with a maximum of 350 beds, 280,000 s.f. of medical office uses, and a central energy plant. Given the substantial number of trips generated by these uses, the PD zoning includes a condition which requires the hospital to signalize its main project entrance on Simmons Loop Rd. at such time as it is warranted. This signal will ensure that the hospital retains safe and efficient access as the number of trips on the roadway increase over time, and given the increase in trips expected as a result of the Gate Dancer Ext.

Corridor Preservation Plan; Reduction and Redistribution of Certain Trips

The Apollo Beach Blvd. (Paseo al Mar Blvd.) Flyover Project has been constructed and opened to traffic. The Capital Improvement Program (CIP) Project Fact Sheet has been attached for reference. This project has resulted in a 4-lane divided roadway between US 41 and US 301. The Belmont development (to the south of the subject PD) has constructed Gate Dancer Rd. to its northern project boundary. The Gate Dancer Ext. within two related PDs (the subject application, which will take the place of MM 22-0208, i.e. Simmons Village North, as well as PD 06-1147, which was most recently modified via MM 20-0311, i.e. Simmons Village South), is a fully developer funded project and as such is not included within the CIP. Nevertheless, this project is on Hillsborough County Corridor Preservation Plan and is an important subregional roadway linkage.

As a part of the FDOT CIGP grant application for the Flyover Project, County staff estimated the reduction in trips on existing area roadways which would result from completion of the Flyover Project and Gate Dancer Extension (collectively referred to as "the Projects"). Staff estimated that construction of the Projects would result in a trip reduction of 16.8% on the segment of Big Bend Rd. between US 41 and I-75, and a trip reduction of 5.7% on Big Bend Rd. between I-75 and US 301. Staff also estimated a 24.9% reduction of trips on 19th Ave. NE west of I-75, and a 10.4% reduction in trips on 19th Ave. NE east of I-75.

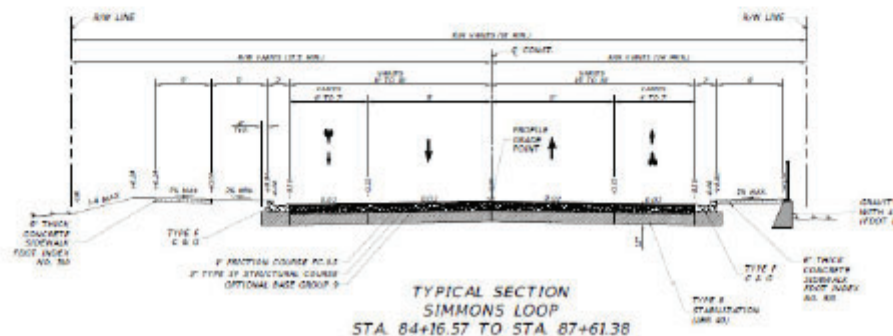
Concern Regarding Roadway Safety/ Design Exceptions

The BOCC expressed concern regarding Design Exceptions which the County Engineer found approvable, as further described above. Staff has provided additional information and context below, for consideration.

Simmons Loop Rd. (North/South Segment)

The Design Exception request for the north/south segment of Simmons Loop Rd. maximizes bicycle improvements within the segment given the available right-of-way. Today, as shown in the aerial below, there are +/- 4-foot wide bicycle lanes on both sides of Simmons Loop Rd. from its intersection with Big Bend Rd. to a point +/- 2,050 feet to the south (i.e. the intersection of Mary Lou Dr. and Simmons Loop Rd.) Although the hospital dedicated right-of-way along the entirety of its project frontage, at Mary Lou Rd. the available right-of-way is insufficient to allow the bicycle lane to continue south given the need to shift Simmons Loop Rd. to the west in order to match up with the existing alignment of the roadway as it continues south. Staff has also included an excerpt from the construction plans for the Gate Dancer Ext./ Simmons Loop Ext. roadway plans which are currently in review. Staff has highlighted the existing right-of-way lines in red and bicycle facilities in yellow, in order to demonstrate the right-of-way geometric constraints and physical limitations on how the infrastructure can fit within it.

Excerpts from the construction plan set has been appended for reference. The typical Section for the north/south portion of Simmons Loop has been provided below.





Simmons Loop Rd. (East/West Segment)

The Design Exception request for the east/west segment of Simmons Loop Rd. includes bicycle facilities on both sides of the roadway between the intersection of Gate Dancer Rd. and the north/south portion of Simmons Loop Rd. and the easternmost project driveway on Simmons Loop Rd. As outlined in the Design Exception request section, above, the applicant is also proposing to construct sidewalk beyond its project frontage. Staff has included an excerpt from the construction plans for the Gate Dancer Ext./ Simmons Loop Ext. roadway plans which are currently in review. Staff has highlighted the bicycle facilities in yellow. The typical section for the east/west segment of Simmons Loop Rd. has also been provided.

Excerpts from the construction plan set has been appended for reference.



Hillsborough County Florida

Big Bend / I-75 Interchange Improvements Capital Improvement Program Project Fact Sheet Project Number: 69657000

Quick Facts

- Community Area: Gibsonton
- Project Type: Roadway Corridor Improvements
- Current Project Phase: Construction
- Commissioner District: District 3

Current Phase



Estimated Project Schedule

- Project Development (Planning) Completion - Early 2020
- Design/Land Acquisition Completion - N/A
- Procurement Completion - N/A
- Construction Completion - Mid 2025

Project Cost Estimate

- Total: \$97,000,000
- Planning: \$0
- Design and Land: \$280,530
- Construction: \$96,719,470

Funding Source

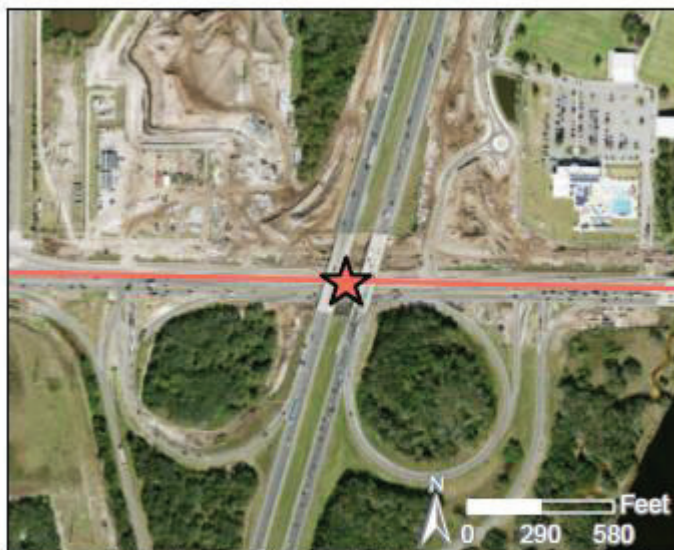
Joint design-build project with FDOT. FDOT to contribute \$20 million to the County. Estimate includes \$12 million for wastewater facilities. May: Bonds, FDOT Grant, Financing, Utilities, and Impact Fees. Construction Phase is Unfunded.

Project Description

- Big Bend Rd from Covington Gardens Dr to Simmons Loop will be widened from a 4-lane to a 6-lane divided road with enhanced bike, pedestrian and bus facilities, with reconfiguration and improvements to the ramps. Improvements to be designed and constructed by Florida Department of Transportation (FDOT).
- Other improvements include reconstruction of the bridges on Old Big Bend Rd and Big Bend Rd, signal improvements at Covington Gardens Dr and Simmons Loop, and increasing stormwater drainage.

Project Objectives

- Increase the overall mobility along Big Bend Rd and I-75, while maximizing safety along the corridor.
- Better accommodate growth and traffic volume.



Questions?

Manuel Santos
Project Manager
(813) 635-5400

Data Date: March 2024

Note: The cost and schedule data shown here are the County's current best estimates and are subject to change. Changes (if any) are updated once a month.

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SOURCES: This map has been prepared for the purposes of real property located within Hillsborough County and is compiled from recorded deed, plat, and other public records. It is based on BEST AVAILABLE DATA.
Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map.



Hillsborough County Florida

Big Bend Road Widening - US 41 to Covington Gardens Drive and Simmons Loop to US Hwy 301 Capital Improvement Program Project Fact Sheet Project Number: 69647000

Quick Facts

- Community Area: Multiple
- Project Type: Roadway Corridor Improvements
- Current Project Phase: Design
- Commissioner District: District 3

Current Phase



Estimated Project Schedule

- Project Development (Planning) Completion - Mid 2021
- Design/Land Acquisition Completion - Mid 2024
- Procurement Completion - Mid 2024
- Construction Completion - Early 2027

Project Cost Estimate

- Total: \$45,600,001
- Planning: \$1,860,209
- Design and Land: \$5,582,289
- Construction: \$38,157,502

Funding Source

May include: Impact Fees, Grants, Mobility Fees, Financing, and Bond

Project Description

- Corridor improvement for Big Bend Rd from US 41 to Covington Gardens Dr and from Simmons Loop to US 301 from a 4-lane divided road to a 6-lane divided road with enhanced bike, pedestrian and bus facilities.
- Enhance pedestrian safety features, including wide sidewalks and enhanced crosswalks and signals. Stormwater drainage will also be improved.

Project Objectives

- Better accommodate growth and traffic volume.
- Increase the overall mobility along Big Bend Road, while maximizing safety along the corridor.



Questions?

Manuel Santos
Project Manager
(813) 635-5400

Date Date: March 2024

Note: The cost and schedule data shown here are the County's current best estimates and are subject to change. Changes (if any) are updated once a month.

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Hillsborough County Florida

Big Bend Road Widening - US 41 to Covington Garden Drive - Western Bookend Capital Improvement Program Project Fact Sheet Project Number: 69692000

Quick Facts

- Community Area: Gibsonton
- Project Type: Roadway Corridor Improvements
- Current Project Phase: Procurement
- Commissioner District: District 3

Current Phase



Estimated Project Schedule

- Project Development (Planning) Completion - N/A
- Design/Land Acquisition Completion - N/A
- Procurement Completion - Late 2025
- Construction Completion - Mid 2027

Project Cost Estimate

- Total: \$24,000,000
- Planning: \$0
- Design and Land: \$0
- Construction: \$24,000,000

Funding Source

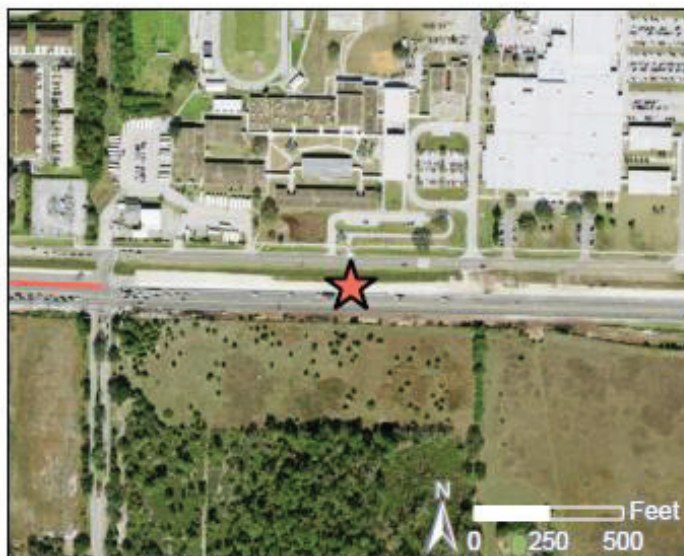
May include: Impact Fees, Grants, Mobility Fees. Construction Phase is Unfunded.

Project Description

- Widening of Big Bend Road from US 41 to Covington Garden Drive from a 4-lane divided road to a 6 lane divided road, including enhanced pedestrian, bicycle, and bus facilities.

Project Objectives

- Objective is to address capacity and relieve congestion



Questions?

Manuel Santos
Project Manager
(813) 635-5400

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Date: March 2024
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Hillsborough County Florida

South Coast Greenways Trail - Big Bend Pedestrian Overpass

Capital Improvement Program Project Fact Sheet

Project Number: 69675002

Quick Facts

- Community Area: Apollo Beach
- Project Type: Pedestrian and Bike Facilities
- Current Project Phase: Design
- Commissioner District: District 3

Current Phase



Estimated Project Schedule

- Project Development (Planning) Completion - Late 2021
- Design/Land Acquisition Completion - N/A
- Procurement Completion - N/A
- Construction Completion - Mid 2030

Project Cost Estimate

- Total: \$14,000,000
- Planning: \$99,760
- Design and Land: \$1,045,000
- Construction: \$12,855,240

Funding Source

May include: Ad Valorem, Financing, BP Oil, Grants and undetermined

Project Description

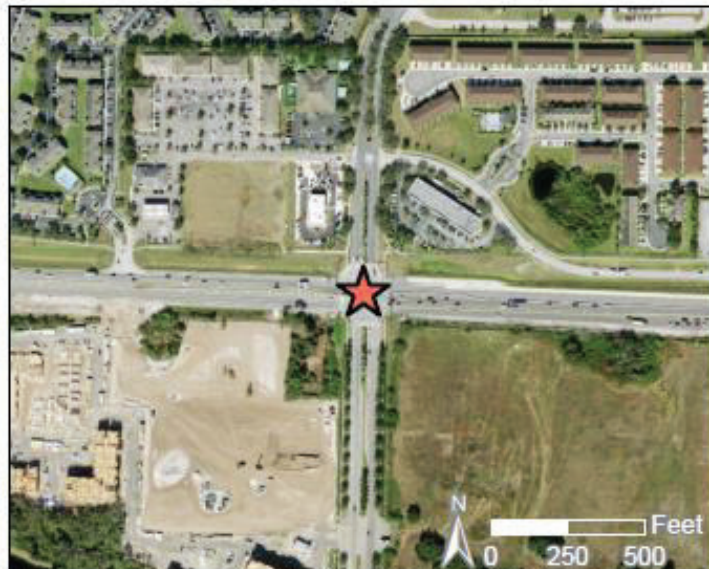
- This project addresses the trail overpass spanning Big Bend Road from west of Waterset Boulevard/ Kings Lake Drive to Covington Garden Drive, as part of the South Coast Greenway.
- This project was handed off to FDOT for design and construction.

Project Objectives

- Improve pedestrian access.
- Increase safety of pedestrians and bicyclists.

Questions?

Manuel Santos
Project Manager
(813) 635-5400



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Date Date: March 2024

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**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted May 1, 2020.

1. The project may be permitted a maximum of 315 single-family conventional dwelling units, subject to formal delineation of on-site conservation areas, preservation areas and water bodies and final calculation of maximum density permitted by the Comprehensive Plan in accordance with the Environmentally Sensitive Lands Credits requirement of the Comprehensive Plan. If the maximum number of units for the project as permitted herein exceeds the maximum density permitted by the Comprehensive Plan, per the Environmentally Sensitive Lands Credits requirement, the number of dwelling units allowed in the project shall decrease as necessary to conform to the Comprehensive Plan.

2. Minimum development standards for the project shall be as follows:

Minimum Lot Size:	4,400 square feet
Minimum Lot Width:	40 feet
Minimum Front & Rear Setback:	20 feet*
Minimum Side Yard Setback:	5 feet
Minimum Rear Yard Setback:	20 feet
Maximum Building Height:	35 feet (Max 2 Stories)
Maximum Lot Coverage:	50%

*10 feet for front yards functioning as side yards

3. The following shall apply to any lot developed under 50 feet in width:

3.1 A maximum of 30% of the under 50 foot wide lots shall be developed with 1-story units. A minimum of 70% of the under 50 foot wide lots shall be developed with 2-story units. If the project will be platted by tract or phase, individual tracts or phases shall meet this requirement. If these percentages will be blended throughout the PD, each plat shall provide a table providing the number of and percentage of 1-story and 2-story units proposed and approved within the entire PD. If when blending an individual tract or phase will exceed the number of 1-story units, the permissibility for 1-story units will be restricted accordingly elsewhere in the PD.

3.2 All 1-story units on lots under 50 feet in width shall comply with the following:

- a. Units shall be restricted to a one-car garage.
- b. The garage door shall not exceed 40% of the unit's total façade width.
- c. An off-street guest parking lot shall be provided at a ratio of 0.25 spaces per each 1-car garage unit. The guest parking lot shall be centrally located to the 1-car garage units they serve. The guest parking lot shall provide a 4 foot high, solid wood or PVC fence, or masonry wall along the side and rear yards that abut a roadway or open space/park/pond area. If the guest parking lot is adjacent to the side or rear yard of a residential lot, a 10 foot wide buffer and screening shall be provided. When adjacent to the side or rear of a residential lot, screening shall consist of a 6 foot high, solid wood or PVC fence or masonry wall. One shade tree island shall be provided for every 4 spaces provided. If fewer than 4 spaces are required, at least one shade tree island within the guest parking lot shall be provided. The shade tree island shall be no less than 17 feet in width, measured inside the curb, and shall extend the required length of a parking space. The tree type, height, and

caliper at the time of planting shall be subject to Natural Resources review and approval at the time of platting. The island shall be landscaped with grass, vegetated ground cover, shrubs or other landscape treatment subject to the review and approval of Natural Resources staff at the time of platting.

3.3 All 2-story units on lots under 50 feet in width shall comply with the following:

- a. Each unit shall provide a 2-car garage.
- b. The garage door shall not exceed 60% of the unit's total façade width.
- c. A driveway of at least 18 feet in width shall be provided.
- d. A transition between the first and second floors to break up the façade shall be provided using one or more of the following:
 - A roof feature with a minimum projection of 1 foot from the wall surface. The projection shall consist of overhangs or other roof elements.
 - A horizontal banding of 6 to 8 inches in height that projects at least 2 inches from the wall surface.
 - A change in materials between the first and second floors.

3.4 All lots under 50 feet in width (both 1-story and 2-story) shall comply with the following:

- a. All driveways shall be located in an alternating pattern on the left or right side of the unit's front façade. Homes shall not have the same driveway location (left or right) as the adjacent home. The alternating pattern may be adjusted to accommodate corner lots as necessary.
- b. Street trees may include alternating shade and ornamental trees, subject to review and approval by Natural Resources staff.
- c. Each unit's front door shall face the roadway.
- d. One and two car garages shall be permitted to extend a maximum of 5 feet in front of the door façade if an entry feature over the primary entrance is provided. The door façade is the horizontal front façade, or portion of the horizontal front façade, of the residential unit consisting of the home's primary entrance. Other horizontal or non-horizontal front facades, or portions of facades, consisting of windows and/or walls that do not contain the primary entrance shall not be used in these setback requirements. The minimum garage setback shall be 15 feet. The front yard setback for the residential unit (not including the garage or entry feature) shall be a minimum of 20 feet. The offset created between the garage and door façade shall be occupied by an entry feature and the offset amount shall serve as the minimum depth required of the entry feature. In no case shall this offset between the garage and door façade be less than 5 feet. The entry feature shall be permitted to extend further into the front yard at a minimum setback of 10 feet. The entry feature shall consist of, but not be limited to, a covered stoop, a covered porch or other architectural feature.
- e. Should 1 and 2 car garages be placed behind the front plane of the residential structure, the minimum garage setback shall be 25 feet while the minimum front yard setback (not including an entry feature if provided) shall be 20 feet. The offset between these two setbacks shall be at least 5 feet. This offset shall not require the use of an entry feature. Should an entry feature be provided, a minimum front yard setback of 10 feet shall be required.

- f. In no case shall one or two car garages be placed flush with the front plane of the residential unit.
 - g. One and two car garages accessed front a front yard functioning as a side yard (corner lots) shall be located behind the front plane of the residential structure at a minimum setback of 15 feet if a 10 foot residential structure setback is utilized. The offset between these setbacks shall be a minimum of 5 feet. No entry feature shall be required. Alternatively, the garage may be placed a maximum of 5 feet in front of the front plane of the residential structure if the front yard (functioning as a side yard) setback is increased to 25 feet. The offset between these setbacks shall be a minimum of 5 feet. No entry feature shall be required. The maximum garage door widths shall not apply within front yards functioning as side yards.
4. A pedestrian pathway a minimum of 5 feet wide shall be provided around the retention ponds subject to EPC regulations. Pedestrian connectivity shall be provided between the park and the pathways and shall be shown on the site plan prior to Certification.
5. In accordance with Comprehensive Plan Policy 19.1 the applicant shall provide a +/- 7.0 acre private owned park with public access. The park shall consist of useable recreation areas accessible to the public. Amenities shall include, but not be limited to a dog park, playground and bicycle racks. The Developer shall grant an easement for public access to Hillsborough County for public access to the park and, if privately owned and maintained, over the internal roadway network needed to access the park in addition to pedestrian thoroughfares providing park access. Such easement agreement shall be provided as part of each Site Development Plan review, prior to Construction Plan approvals.
6. Community Gathering Places (CGP) shall be provided as required by the LDC Section 6.02.18. The +/- 7 acre public park (privately owned) referenced in condition 4 shall not be utilized to meet the CGP requirements The Developer shall locate directional signage on Gate Dancer Road indicating the location of the park entrance and that it is a “Park Open To The General Public”.
7. A wildlife survey of any endangered, threatened, or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. The survey information must be provided upon submittal of Preliminary Plans through the Site Development and Subdivision process. Essential Wildlife Habitat as defined by the Land Development Code must be addressed, if applicable, in consideration with the overall boundaries of this rezoning request.
8. A 20-foot right-of-way buffer (not to be platted as part of the lots) shall be installed as shown on the PD site plan prior to the time of site development improvements for residential development (which may occur in phases). The buffer shall consist of any combination of the following: earthen berm, canopy trees, continuous shrub/hedge, or masonry wall. The location and size of any vegetation shall be subject to review and approval by Natural Resources and shall conform to Hillsborough County Land Development Code standards.
9. The developer shall obtain written approval from Tampa Electric prior to Preliminary Plan approval for any improvements that to be located within the electric transmission easement located within the northern portion of the site.

10. Based on the project traffic the following site access improvements will be required:
 - 10.1 The applicant shall be required to construct a southbound right turn lane and a northbound left turn lane at the project's driveway.
11. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Major Roadway Connection. If the project entrances are gated, additional throat depth may be required.
12. The Developer shall provide a cross-access stub-out to the northern property boundary for the continuation of the North/South Road. The stub-out shall be designed per Hillsborough County requirements to accommodate a two (2) lane urban collector roadway. The General Site Plan shall be modified prior to Certification to include a note on the plan indicating cross access to the north as required by the South Shore Corridor Plan. The notation regarding said access to be provided "if required by Hillsborough County" shall be removed. Cross access shall be provided to the east via a connection that aligns with PD 19-0445.
13. Residential units shall not be allowed direct access to the North/South Road.
14. The developer shall be allowed two full access connections.
15. The developer, consistent with the South Shore Corridor Plan, shall construct the North/South Road as a two (2) lane undivided collector roadway from the northern alignment of the southern property (Simmons Village South) to the northern end of the site and connect to Simmons Loop Road.
 - 15.1 Prior to Site Plan Certification, the north/south roadway shall be clearly designated as the North/South Collector.
 - 15.2 No building permits shall be issued until the construction of the segment of the new north/south road as required in MM20-0310 and MM20-0311 have been completed and that Simmons Loop Road improvements be construction in accordance with MM20-0310.
16. The developer shall construct sidewalks along the properties frontage on all roadways within the development. The sidewalks shall be a minimum width of five (5) feet.
17. Sidewalks of a minimum width of five (5) feet shall be constructed within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. Pedestrian connections shall be provided from the project's internal sidewalk network to any community open/gathering space(s) and park area(s) within the project.
18. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.
 - 18.1 Any modification to the subject property shall comply with the floodplain compensation criterion of the Stormwater Technical Manual.
 - 18.2 Any modifications and/or development on the subject property that affect drainage runoff shall adhere to Peak Sensitive Criteria as required by the Stormwater Technical Manual.

19. The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s):
 - 19.1 Ground Signs shall be limited to Monument Signs.
 - 19.2 Billboards, pennants and banners shall be prohibited.
20. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
21. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
22. 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.
23. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
24. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms to the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 04/22/2024

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: RV

PETITION NO: PRS 24-0513

- 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.

NEW AND REVISED CONDITIONS

Revised Conditions

~~11. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Major Roadway Connection. If the project entrances are gated, additional throat depth may be required.~~

[Staff is proposing deletion of this condition to comport with current practice. Throat depth will be established at the time of plat/site/construction plan review based on standards in effect at that time.]

12. ~~The Developer shall provide a cross access stub out to the northern property boundary for the continuation of the North/South Road. The stub out shall be designed per Hillsborough County requirements to accommodate a two (2) lane urban collector roadway. The General Site Plan shall be modified prior to Certification to include a note on the plan indicating cross access to the north as required by the South Shore Corridor Plan. The notation regarding said access to be provided "if required by Hillsborough County" shall be removed.~~ Cross a Consistent with the Hillsborough County Corridor Preservation Plan and the South Shore Corridor Plan, the developer shall construct a new north/south road (i.e. the extension of Gate Dancer Rd.) as a 2-lane undivided collector roadway as shown on the Site Development Plan. Access shall also be provided to the east via a connection that aligns with PD 19-0445.

No occupancy of any buildings will be permitted, and no certificates of occupancy shall be issued, temporary or otherwise, until construction of the new north/south road between the southern boundary of the subject PD (i.e. the existing terminus of Gate Dancer Rd.) and the connection to Simmons Loop Rd. along the northern boundary of adjacent PD 24-0512, including the bridge over Little Bullfrog Creek, has been completed and accepted for maintenance by Hillsborough County.

[Staff is proposing modification of this condition for clarity, to comport with current practice, and to recognize changes to notations which were previously made to the plan during a previous certification process, and as such are no longer needed. This condition was also combined with elements of existing condition 15, which was duplicative with language within condition 12.]

13. Residential units shall not be allowed direct access to the new North/South collector Rroad (i.e. the Gate Dancer Rd. Extension).

[Staff is proposing modification of this condition for clarity.]

~~15. The developer, consistent with the South Shore Corridor Plan, shall construct the North/South Road as a two (2) lane undivided collector roadway from the northern alignment of the southern property (Simmons Village South) to the northern end of the site and connect to Simmons Loop Road.~~

~~15.1 Prior to Site Plan Certification, the north/south roadway shall be clearly designated as the North/South Collector.~~

~~15.2 No building permits shall be issued until the construction of the segment of the new north/south road as required in MM20-0310 and MM20-0311 have been completed and that Simmons Loop Road improvements be construction in accordance with MM20-0310.~~

[Staff is proposing to delete this condition, since it was merged with existing condition 12.]

New Conditions

- 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 boundary.

PROJECT OVERVIEW & TRIP GENERATION

The applicant is requesting a modification to PD 06-1147, as most recently amended via PRS 20-0311. The project has approval for up to 315 single-family dwelling units, as well as a +/- 7 ac. park which will be accessible by the public.

The applicant is proposing to modify existing condition 15 to remove the requirement prohibiting building permits from being issued prior to completion of the north/south road segment. There is a complimentary PRS for the adjacent project to the north which is seeking to make the same change for that project.

Staff has traditionally declined to support such arrangements, since in the past developers have occasionally scheduled closings, sold homes, and/or provided move-in dates to future homeowners before the infrastructure was in place to fully support the project as promised during the zoning (and reflective of how the project was reviewed and approved). This has put the County in the position of having to allow temporary occupancy of structures without adequate or otherwise promised transportation infrastructure in place, and/or without all required site access improvements being constructed, or otherwise decline such issuance and cause hardship for individuals and families (including the potential loss of financing).

The danger for this particular project is that one of the two adjacent related projects could “stall”, and/or issues with the bridge could arise, which would lead to significant amounts of traffic being sent to existing Simmons Loop (for the northern 24-0512 PRS) or Gate Dancer Rd. (for the southern 24-0513 PRS), rather than the project operate as was intended and analyzed (i.e. a distribution street network which allowed for the free flow of traffic north and south via this important Corridor Plan roadway. Development Services has determined that the request can be supported (as evidenced by the changes to existing condition 12), provided assurances that the entire roadway extension throughout both projects (to include the bridge over Little Bullfrog Creek), is open and operating to traffic. In this way, no adverse or otherwise unstudied or unanticipated transportation impacts will be permitted (even for a short period of time).

Consistent with Section 6.2.1.C. of the Development Review Procedures Manual (DRPM), staff did not require a transportation analysis to process this request given that there is no change to existing approved entitlements or project access. Transportation Review Section staff has prepared the below comparison of the number of trips

generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the institute of Transportation Engineer’s Trip Generation Manual, 11th Edition.

Existing Use:

Land Use/Size	24 Hour Two-Way Volume	AM PK Hour		PM PK Hour	
		Enter	Exit	Enter	Exit
315 Single Family Detached (LUC 210)	2,900	53	159	184	108

Proposed Use:

Land Use/Size	24 Hour Two-Way Volume	AM PK Hour		PM PK Hour	
		Enter	Exit	Enter	Exit
315 Single Family Detached (LUC 210)	2,900	53	159	184	108

Land Use/Size	24 Hour Two-Way Volume	AM PK Hour		PM PK Hour	
		Enter	Exit	Enter	Exit
Difference	No Change	No Change	No Change	No Change	No Change

ROADWAY LEVEL OF SERVICE

Simmons Loop Road was not evaluated as a part of the 2020 Hillsborough County Level of Service (LOS) Report. The new north/south collector roadway is anticipated to improve area connectivity and reduce traffic on adjacent roadways, particularly once both this connection is made, and given the recent completion of the Paseo al Mar Blvd. flyover bridge (over I-75).

EXISTING AND PROPOSED TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Simmons Loop Road is a 2-lane collector road, characterized by +/-22 feet of pavement in average condition. The existing right-of-way on Simmons Loop Road in the vicinity of the project is +/-50 feet. There are no paved shoulders along the roadway. There are bike lanes and sidewalks +/-195 feet north of the 24-0512 project site along Simmons Loop Road.

The applicant has a requirement to extend Simmons Loop Road south and connect to Gate Dancer Road creating a “T” intersection where the existing road turns east toward U.S. Highway 301. The new road will be constructed as a two-lane collector road. At the new intersection, north/south movements will be prioritized (i.e. traffic will be allowed to flow freely), and the eastern leg of the intersection will be stop controlled.

SITE ACCESS AND CONNECTIVITY

No changes to project access or connectivity is proposed.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Simmons Loop Road was not evaluated as a part of the 2020 Hillsborough County Level of Service (LOS) Report. The new north/south collector roadway is anticipated to improve area connectivity and reduce traffic on

adjacent roadways, particularly in conjunction with the Paseo al Mar Blvd. flyover bridge (over I-75), which was recently completed.

CONSIDERATIONS FOR REMAND

At the October 13, 2020 Board of County Commissioner's (BOCC) Land Use Meeting, when considering a previous iteration of this project (which was ultimately approved via case 20-0310), the BOCC remanded that zoning petition and related zoning petition 20-0311 for full reconsideration by the Zoning Hearing Master. A variety of issues were highlighted by the BOCC at the hearing. Selected concerns from those previous cases, together with Transportation Review Section staff's response, have been included within this staff report for background/informational purposes (in case similar concerns are raised as a part of this hearing). Staff notes that certain facts were updated from the last hearing, as appropriate.

Concerns Regarding Hospital Related Traffic and Access

Mr. Phillip Minden, President of St. Joseph's Hospital – South submitted a letter expressing concerns regarding the additional project trips would have on both Big Bend Rd. and the Big Bend Rd. Interchange with I-75 (hereafter referred to as the "Interchange"). For the record, staff has attached the Capital Improvement Project Fact Sheets for the I-75 Interchange and Big Bend Rd. widening projects, which includes project status and timelines.

Staff believes that the examination of project traffic impacts on Big Bend Rd. and the Interchange should not be done in isolation. Rather, it is important to understand the critical local and regional benefits that infrastructure which the subject project is required to construct (specifically the Gate Dancer Rd. extension, connecting Simmons Loop Rd. to Paseo al Mar Blvd.). The Gate Dancer Rd. extension, in conjunction with the Apollo Beach Blvd. (Paseo al Mar Blvd.) I-75 Flyover Project, will provide important additional routes which will enhance both regional mobility and local accessibility. Delaying this project, as requested by the Mr. Minden, would likely result in a delay in the construction of this important connection and the benefits it provides. Trip reduction benefits are described in the next section; however, it should be noted that the without the Gate Dancer Ext., an important additional roadway connection to/from the south could be significantly delayed. This link provides a critical additional route for ambulance traffic, reducing ambulance service call travel times, and would also serves to reduce the number patient and employee trips who would otherwise have to travel on Big Bend. Rd. to reach the hospital.

The existing zoning requires the developer to construct the Gate Dancer Rd. Ext. prior to development of any homes within the project. If this rezoning is delayed, such improvements may not be constructed.

It is also important to note that the St. Joseph's Hospital – South project is being developed under PD zoning (#19-0066) which is approved with significant entitlements which include 630,000 s.f. of hospital uses with a maximum of 350 beds, 280,000 s.f. of medical office uses, and a central energy plant. Given the substantial number of trips generated by these uses, the PD zoning includes a condition which requires the hospital to signalize its main project entrance on Simmons Loop Rd. at such time as it is warranted. This signal will ensure that the hospital retains safe and efficient access as the number of trips on the roadway increase over time, and given the increase in trips expected as a result of the Gate Dancer Ext.

Corridor Preservation Plan; Reduction and Redistribution of Certain Trips

The Apollo Beach Blvd. (Paseo al Mar Blvd.) Flyover Project has been constructed and opened to traffic. The Capital Improvement Program (CIP) Project Fact Sheet has been attached for reference. This project has resulted in a 4-lane divided roadway between US 41 and US 301. The Belmont development (to the south of the subject PD) has constructed Gate Dancer Rd. to its northern project boundary. The Gate Dancer Ext. within two related PDs (the subject application, which will take the place of MM 22-0208, i.e. Simmons Village North, as well as PD 06-1147, which was most recently modified via MM 20-0311, i.e. Simmons Village South), is a fully developer funded project and as such is not included within the CIP. Nevertheless, this project is on Hillsborough County Corridor Preservation Plan and is an important subregional roadway linkage.

As a part of the FDOT CIGP grant application for the Flyover Project, County staff estimated the reduction in trips on existing area roadways which would result from completion of the Flyover Project and Gate Dancer Extension (collectively referred to as “the Projects”). Staff estimated that construction of the Projects would result in a trip reduction of 16.8% on the segment of Big Bend Rd. between US 41 and I-75, and a trip reduction of 5.7% on Big Bend Rd. between I-75 and US 301. Staff also estimated a 24.9% reduction of trips on 19th Ave. NE west of I-75, and a 10.4% reduction in trips on 19th Ave. NE east of I-75.

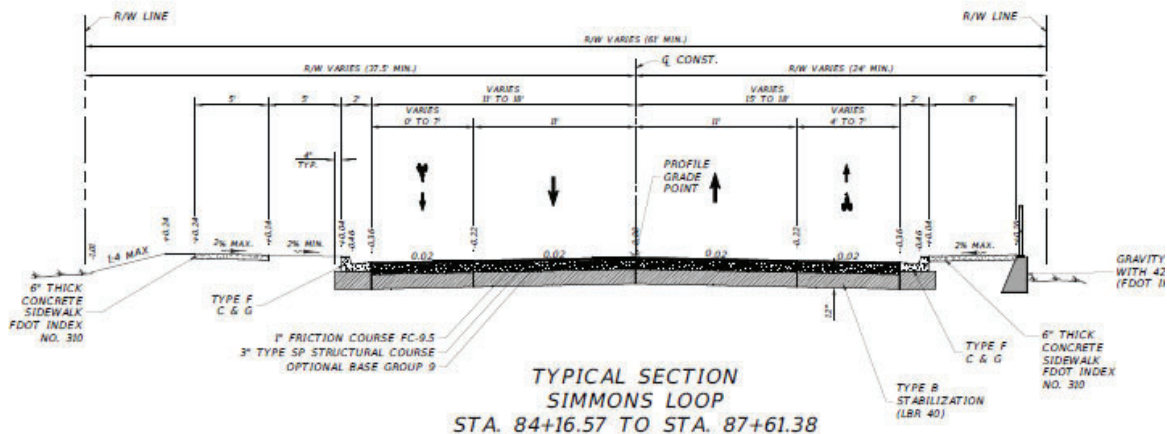
Concern Regarding Roadway Safety/ Design Exceptions

The BOCC expressed concern regarding Design Exceptions which the County Engineer found approvable, as further described above. Staff has provided additional information and context below, for consideration.

Simmons Loop Rd. (North/South Segment)

The Design Exception request for the north/south segment of Simmons Loop Rd. maximizes bicycle improvements within the segment given the available right-of-way. Today, as shown in the aerial below, there are +/- 4-foot wide bicycle lanes on both sides of Simmons Loop Rd. from its intersection with Big Bend Rd. to a point +/- 2,050 feet to the south (i.e. the intersection of Mary Lou Dr. and Simmons Loop Rd.) Although the hospital dedicated right-of-way along the entirety of its project frontage, at Mary Lou Rd. the available right-of-way is insufficient to allow the bicycle lane to continue south given the need to shift Simmons Loop Rd. to the west in order to match up with the existing alignment of the roadway as it continues south. Staff has also included an excerpt from the construction plans for the Gate Dancer Ext./ Simmons Loop Ext. roadway plans which are currently in review. Staff has highlighted the existing right-of-way lines in red and bicycle facilities in yellow, in order to demonstrate the right-of-way geometric constraints and physical limitations on how the infrastructure can fit within it.

Excerpts from the construction plan set has been appended for reference. The typical Section for the north/south portion of Simmons Loop has been provided below.





Simmons Loop Rd. (East/West Segment)

The Design Exception request for the east/west segment of Simmons Loop Rd. includes bicycle facilities on both sides of the roadway between the intersection of Gate Dancer Rd. and the north/south portion of Simmons Loop Rd. and the easternmost project driveway on Simmons Loop Rd. As outlined in the Design Exception request section, above, the applicant is also proposing to construct sidewalk beyond its project frontage. Staff has included an excerpt from the construction plans for the Gate Dancer Ext./ Simmons Loop Ext. roadway plans which are currently in review. Staff has highlighted the bicycle facilities in yellow. The typical section for the east/west segment of Simmons Loop Rd. has also been provided.

Excerpts from the construction plan set has been appended for reference.



Quick Facts

- Community Area: Gibsonton
- Project Type: Roadway Corridor Improvements
- Current Project Phase: Construction
- Commissioner District: District 3

Current Phase



Estimated Project Schedule

- Project Development (Planning) Completion - Early 2020
- Design/Land Acquisition Completion - N/A
- Procurement Completion - N/A
- Construction Completion - Mid 2025

Project Cost Estimate

- Total: \$97,000,000
- Planning: \$0
- Design and Land: \$280,530
- Construction: \$96,719,470

Funding Source

Joint design-build project with FDOT. FDOT to contribute \$20 million to the County. Estimate includes \$12 million for wastewater facilities. May: Bonds, FDOT Grant, Financing, Utilities, and Impact Fees. Construction Phase is Unfunded.

Project Description

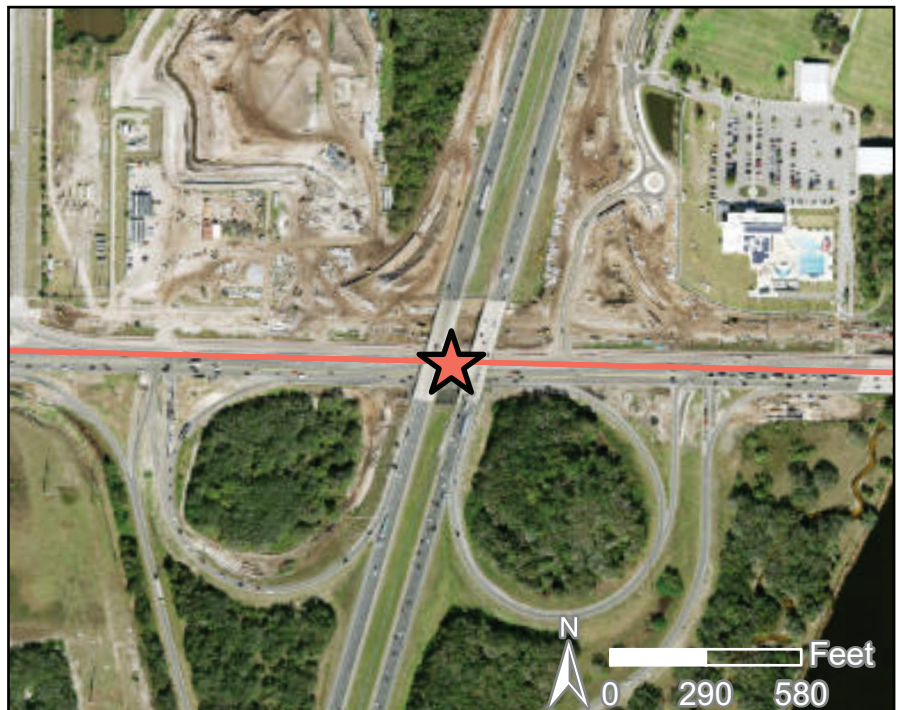
- Big Bend Rd from Covington Gardens Dr to Simmons Loop will be widened from a 4-lane to a 6-lane divided road with enhanced bike, pedestrian and bus facilities, with reconfiguration and improvements to the ramps. Improvements to be designed and constructed by Florida Department of Transportation (FDOT).
- Other improvements include reconstruction of the bridges on Old Big Bend Rd and Big Bend Rd, signal improvements at Covington Gardens Dr and Simmons Loop, and increasing stormwater drainage.

Project Objectives

- Increase the overall mobility along Big Bend Rd and I-75, while maximizing safety along the corridor.
- Better accommodate growth and traffic volume.

Questions?

Manuel Santos
Project Manager
(813) 635-5400



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SOURCES: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from recorded deeds, plats, and other public records; it is based on BEST AVAILABLE data.

Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map.

Data Date: March 2024

Note: The cost and schedule data shown here are the County's current best estimates and are subject to change. Changes (if any) are updated once a month.



Quick Facts

- Community Area: Multiple
- Project Type: Roadway Corridor Improvements
- Current Project Phase: Design
- Commissioner District: District 3

Current Phase



Estimated Project Schedule

- Project Development (Planning) Completion - Mid 2021
- Design/Land Acquisition Completion - Mid 2024
- Procurement Completion - Mid 2024
- Construction Completion - Early 2027

Project Cost Estimate

- Total: \$45,600,001
- Planning: \$1,860,209
- Design and Land: \$5,582,289
- Construction: \$38,157,502

Funding Source

May include: Impact Fees, Grants, Mobility Fees, Financing, and Bond

Project Description

- Corridor improvement for Big Bend Rd from US 41 to Covington Gardens Dr and from Simmons Loop to US 301 from a 4-lane divided road to a 6-lane divided road with enhanced bike, pedestrian and bus facilities.
- Enhance pedestrian safety features, including wide sidewalks and enhanced crosswalks and signals. Stormwater drainage will also be improved.

Project Objectives

- Better accommodate growth and traffic volume.
- Increase the overall mobility along Big Bend Road, while maximizing safety along the corridor.

Questions?

Manuel Santos
Project Manager
(813) 635-5400



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Data Date: March 2024

Note: The cost and schedule data shown here are the County's current best estimates and are subject to change. Changes (if any) are updated once a month.



Quick Facts

- Community Area: Gibsonton
- Project Type: Roadway Corridor Improvements
- Current Project Phase: Procurement
- Commissioner District: District 3

Current Phase



Estimated Project Schedule

- Project Development (Planning) Completion - N/A
- Design/Land Acquisition Completion - N/A
- Procurement Completion - Late 2025
- Construction Completion - Mid 2027

Project Cost Estimate

- Total: \$24,000,000
- Planning: \$0
- Design and Land: \$0
- Construction: \$24,000,000

Funding Source

May include: Impact Fees, Grants, Mobility Fees. Construction Phase is Unfunded.

Project Description

- Widening of Big Bend Road from US 41 to Covington Garden Drive from a 4-lane divided road to a 6 lane divided road, including enhanced pedestrian, bicycle, and bus facilities.

Project Objectives

- Objective is to address capacity and relieve congestion

Questions?

Manuel Santos
Project Manager
(813) 635-5400



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Data Date: March 2024

Note: The cost and schedule data shown here are the County's current best estimates and are subject to change. Changes (if any) are updated once a month.



Quick Facts

- Community Area: Apollo Beach
- Project Type: Pedestrian and Bike Facilities
- Current Project Phase: Design
- Commissioner District: District 3

Current Phase



Estimated Project Schedule

- Project Development (Planning) Completion - Late 2021
- Design/Land Acquisition Completion - N/A
- Procurement Completion - N/A
- Construction Completion - Mid 2030

Project Cost Estimate

- Total: \$14,000,000
- Planning: \$99,760
- Design and Land: \$1,045,000
- Construction: \$12,855,240

Funding Source

May include: Ad Valorem, Financing, BP Oil, Grants and undetermined

Project Description

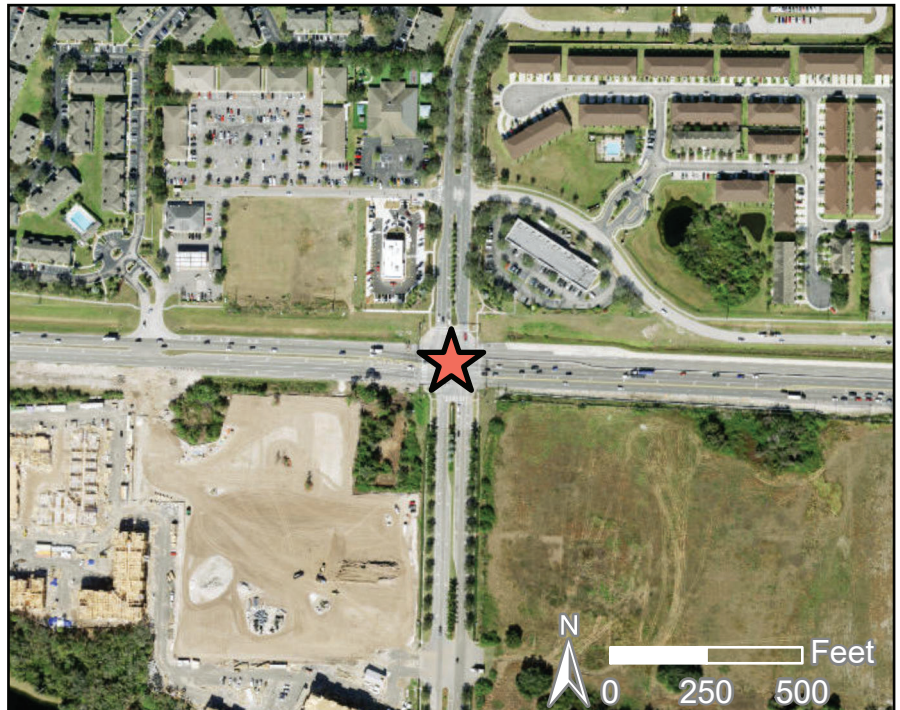
- This project addresses the trail overpass spanning Big Bend Road from west of Waterset Boulevard/ Kings Lake Drive to Covington Garden Drive, as part of the South Coast Greenway.
- This project was handed off to FDOT for design and construction.

Project Objectives

- Improve pedestrian access.
- Increase safety of pedestrians and bicyclists.

Questions?

Manuel Santos
Project Manager
(813) 635-5400



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Data Date: March 2024

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Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Simmons Loop Rd. (north/south segment)	County Collector – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements (by developer of 24-0512) <input checked="" type="checkbox"/> Other
Simmons Loop Rd. (east/west segment)	County Collector – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements (by developer of 24-0512) <input checked="" 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
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,900	212	292
Proposed	2,900	212	292
Difference (+/-)	No Change	No Change	No Change

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

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South	X	Vehicular & Pedestrian	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

COMMISSION

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 Steffanie L. Wickham WASTE DIVISION

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: May 7, 2024 PETITION NO.: 24-0513 EPC REVIEWER: Abbie Weeks CONTACT INFORMATION: (813) 627-2600 X 1101 EMAIL: weeksa@epchc.org	COMMENT DATE: April 2, 2024 PROPERTY ADDRESS: Ruskin, FL FOLIO #: 0777480500 STR: 19-31S-20E
REQUESTED ZONING: Minor Modification to PD	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	n/a
WETLAND LINE VALIDITY	February 16, 2027
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetlands are generally located as shown on the site plan
<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. 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 	

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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.

- 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.
- 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: kami.corbett@hwhlaw.com



Adequate Facilities Analysis: Rezoning

Date: 3/26/2024 **Acreage:** 80.98 (+/- acres)
Jurisdiction: Hillsborough County **Proposed Zoning:** Planned Development
Case Number: 24-0513 **Future Land Use:** SMU-6
HCPS #: RZ 605 **Maximum Residential Units:** 315
Address: Simmons Loop **Residential Type:** Single Family Detached
Parcel Folio Number(s): 77748.0500

School Data	Belmont Elementary	Eisenhower Middle	Sumner High
FISH Capacity Total school capacity as reported to the Florida Inventory of School Houses (FISH)	1124	1489	3301
2023-24 Enrollment K-12 enrollment on 2023-24 40 th day of school. This count is used to evaluate school concurrency per Interlocal Agreements with area jurisdictions	922	1225	3738
Current Utilization Percentage of school capacity utilized based on 40 th day enrollment and FISH capacity	82%	82%	113%
Concurrency Reservations Existing concurrency reservations due to previously approved development. Source: CSA Tracking Sheet as of 3/25/2024	156	281	16
Students Generated Estimated number of new students expected in development based on adopted generation rates. Source: Duncan Associates, School Impact Fee Study for Hillsborough County, Florida, Dec. 2019	61	28	43
Proposed Utilization School capacity utilization based on 40 th day enrollment, existing concurrency reservations, and estimated student generation for application	101%	103%	115%

Notes: At this time Doby Elementary, Eisenhower Middle, and Sumner High schools are projected to be over capacity given the residential impact of the proposed rezoning. State law requires the school district to consider whether capacity exists in adjacent concurrency service areas (i.e., school attendance boundaries). At this time, additional capacity exists in adjacent concurrency service areas at the middle and high school levels, however, there is no adjacent capacity available at the elementary level. The applicant is advised to contact the school district for more information.

This is an analysis for adequate facilities only and is NOT a determination of school concurrency. A school concurrency review will be issued PRIOR TO preliminary plat or site plan approval.

Andrea A. Stingone

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 Department Manager, Planning & Siting
 Growth Management Department
 Hillsborough County Public Schools
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 P: 813.272.4429 C: 813.345.6684

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

PETITION NO.: PRS 24-0513 REVIEWED BY: Clay Walker, E.I. DATE: 3/11/2024

FOLIO NO.: 77748.0500

WATER

- The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A 10 inch water main exists (adjacent to the site), (approximately 300 feet from the site) and is located south of the subject property within the east Right-of-Way of Gate Dancer Road. 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 10 inch wastewater forcemain exists (adjacent to the site), (approximately 3400 feet from the site) and is located southeast of the subject property within the south Right-of-Way of Paseo Al Mar Boulevard. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

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



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:** 3/5/2024
REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 3/11/2024
PROPERTY OWNER: Jen Tampa 9 LLC **PID:** 24-0513
APPLICANT: Pulte Home Company, LLC
LOCATION: 0 1 Ruskin, FL 33573
FOLIO NO.: 77748.0500

AGENCY REVIEW COMMENTS:

According to the Hillsborough County BOCC approved maps adopted in the Comprehensive Plan at this time, the site does not appear to be located within a Wellhead Resource Protection Area (WRPA), Surface Water Resource Protection Area (SWRPA), and/or Potable Water Wellfield Protection Area (PWWPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

Hillsborough County Environmental Services Division (HC EVSD) has no objections.