Rezoning Application: PD 25-0371

Zoning Hearing Master Date: July 21, 2025

BOCC CPA Public Hearing Date: September 9, 2025



Development Services Department

1.0 APPLICATION SUMMARY

Applicant: 301 Wimauma LLC

FLU Category: RES-4

Service Area: Urban

Site Acreage: ~635.7 acres

Community

Plan Area:

SouthShore Areawide Systems

Overlay: None



Introduction Summary:

This is a request to rezone a site to a Planned Development (PD) to facilitate residential single-family development and accommodate existing residential development currently under construction. Subject site is designated the "Receiving Zone" under the current PD zoning (23-0041, as most recently modified by PRS 24-1036). The application is running concurrently with PD 25-0469 for a property located to the north, designated the "Receiving Zone" under the same existing PD zoning. Recently adopted CPAs (CPA 24-08 and 24-09) changed the site from the WVR-2 to RES-4 Future Land Use Category and the service area from Rural to Urban.

Zoning:	Existing	Proposed
District(s)	PD 23-0041	PD 25-0371
	Single-Family Detached and Attached,	
Typical General Use(s)	Multi-Family, Neighborhood Servicing	Single-Family Detached
Typical General Ose(s)	Support uses, Limited Commercial	& Attached (Townhomes) / K-5 Public_School
	uses, K-5 Public School	
Acreage	~635.7 acres (receiving area)	~635.7 acres
Density/Intensity	2.85 DU/AC	3.6 DU/AC with School or
Density/Intensity	2.83 DU/AC	3.9 DU/AC
Mathematical	1,816 dwelling units / 0.25 FAR	2,300 dwelling units with School or
Maximum*	1,010 dwelling utilits / 0.25 FAR	2,492 dwelling units

^{*}number represents a pre-development approximation

Development Standards:	Existing	Proposed	
District(s)	PRS 24-1036 (PD 18-1048)	PD 25	-0371
Lot Size / Lot Width	1 000 ft / 40/		Townhomes
Lot Size / Lot width	4,000 sq. ft. / 40'	4,400 sq. ft. / 40'	1,200 sq. ft. / 15'
Setbacks/Buffering and Screening	Front: 15' (Garage 15') Side: 5' (Corner 5') Rear: 15'	Front: 20' (Garage 25') Side: 5' (Corner 10'/20') Rear: 15'	Front: 20' Side: 5' (Corner 15') Rear: 10'
Height	35′	35'	35′

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

APPLICATION NUMBER: PD 25-0371

ZHM HEARING DATE: July 21, 2025

BOCC PUBLIC HEARING DATE: September 9, 2025 Case Reviewer: Jared Follin

Planning Commission Recommendation:

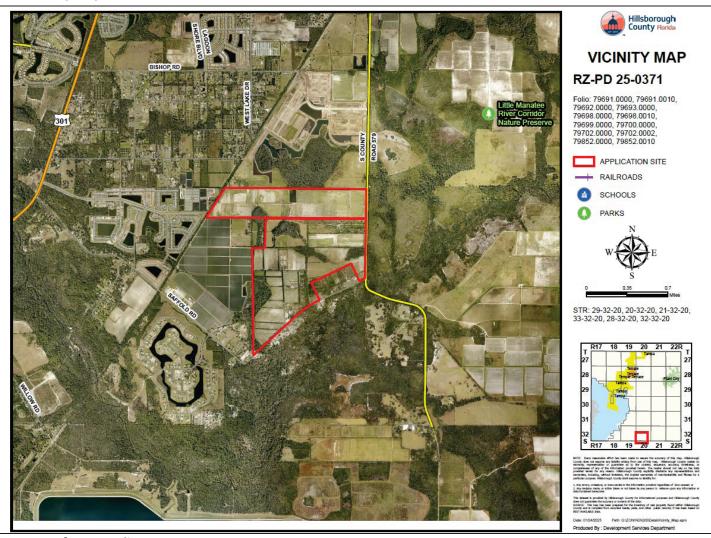
Development Services Recommendation:

Consistent

Approvable, subject to the proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



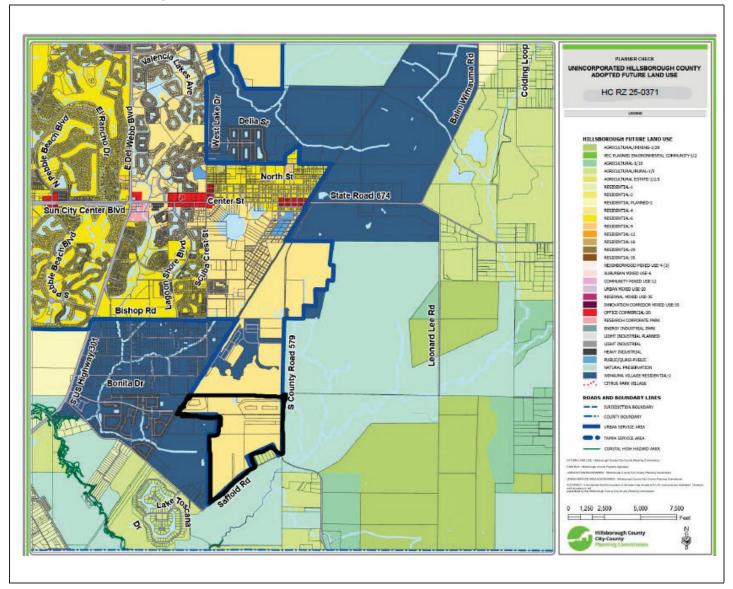
Context of Surrounding Area:

Subject site is located predominately in a residential and agricultural area. Adjacent properties are zoned for either residential or agricultural, with several being currently vacant or have existing agricultural uses. Nearby residential uses are located to the west and this site will an expansion of the "Berry Bay" development.

ZHM HEARING DATE: July 21, 2025 BOCC PUBLIC HEARING DATE: September 9, 2025

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



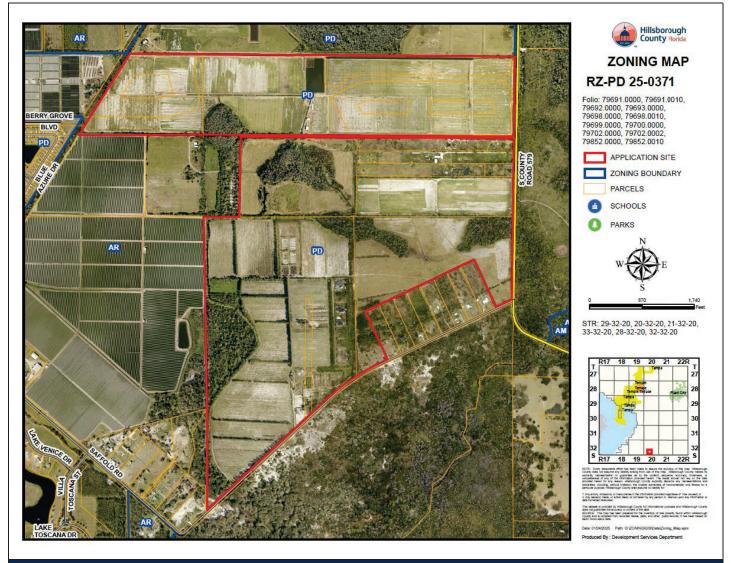
Case Reviewer: Jared Follin

Subject Site Future Land Use Category:	Residential- 4 (RES-4)
Maximum Density/F.A.R.:	4.0 dwelling units per gross acre / 0.25 FAR
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, multi- purpose projects and mixed-use development.

ZHM HEARING DATE: July 21, 2025 BOCC PUBLIC HEARING DATE: September 9, 2025

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



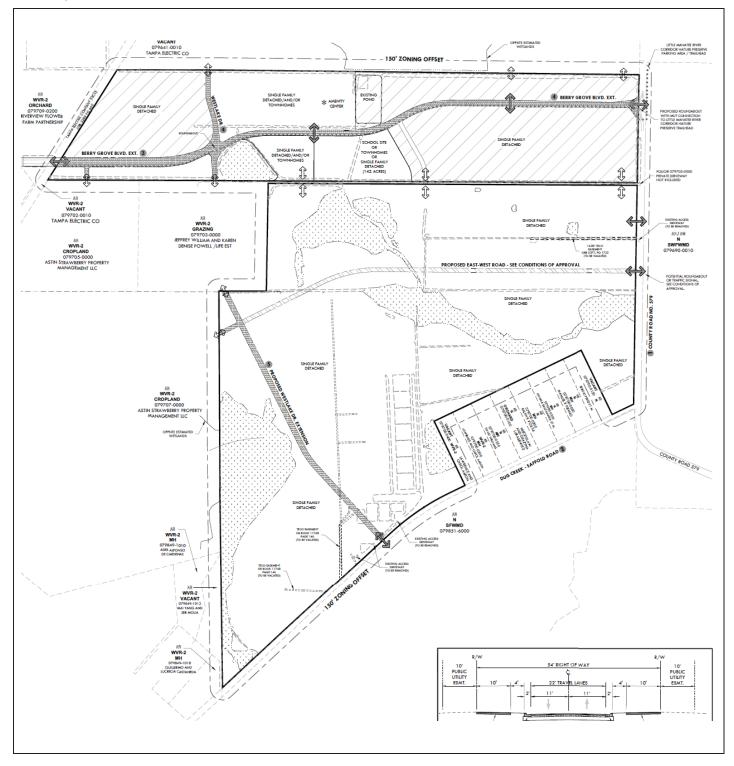
Case Reviewer: Jared Follin

Adjacent Zonings and Uses				
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 18-1048	3.84 dwelling units per acre	Single-Family Conventional	Undeveloped
South	AR	1 dwelling unit per 5 acres	Agriculture/Single-Family Conventional	Residential, Undeveloped
East	AR	1 dwelling unit per 5 acres	Agriculture/Single-Family Conventional	Undeveloped
	AR	1 dwelling unit per 5 acres	Agriculture/Single-Family Conventional	Agriculture, residential
West	PD 24-0044	1.79 dwelling units per acre	Residential detached and attached / public service uses	Agriculture, residential

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	Sentember 9, 2025	Case Reviewer: Jared Follin

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



APPLICATION NUMBER: PD 25-0371

ZHM HEARING DATE: July 21, 2025

BOCC PUBLIC HEARING DATE: September 9, 2025 Case Reviewer: Jared Follin

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Berry Grove Blvd.	County Collector - Urban	2 Lanes □Substandard Road ☑Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other — Roadway Extension
CR 579	County Collector - Rural	2 Lanes ☑ Substandard Road ☑ Sufficient ROW Width (along project frontage)	
W. Lake Rd.	County Collector - Rural	2 Lanes Substandard Road (Existing Portions) Sufficient ROW Width (Within Project)	☐ Corridor Preservation Plan ☑ Site Access Improvements ☑ Substandard Road Improvements ☑ Other –Roadway Extension
Saffold Rd.	County Collector - Rural	2 Lanes ⊠Substandard Road ⊠Sufficient ROW Width (along project frontage)	□ Corridor Preservation Plan □ Site Access Improvements □ Substandard Road Improvements □ Other

Project Trip Generation □Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	19,269	2,004	1,909
Proposed	20,386	2,028	1,996
Difference (+/-)	(+) 1,117	(+) 24	(+) 87

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

Connectivity and Cross Access □Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	Х	Pedestrian & Vehicular	None	Meets LDC
South	Х	Pedestrian & Vehicular	None	Meets LDC
East	X	Pedestrian & Vehicular	None	Meets LDC
West	X	Pedestrian & Vehicular	None	Meets LDC
Notes:				

Design Exception/Administrative Variance Not applicable for this request			
Road Name/Nature of Request	Туре	Finding	
CR 579/ Substandard Road	Design Exception Requested	Approvable	
W. Lake Dr./ Substandard Road and New Road	Design Exception Requested	Approvable	
Saffold Rd./ Substandard Road	Design Exception Requested	Approvable	
	Choose an item.	Choose an item.	
Notes:	-		

APPLICATION NUMBER: PD 25-0371

ZHM HEARING DATE: July 21, 2025
BOCC PUBLIC HEARING DATE: September 9, 2025

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	⊠ Yes □ No	☐ Yes ⊠ No	⊠ Yes □ No	Wetlands present
Natural Resources		☐ Yes ⊠ No		
Conservation & Environ. Lands Mgmt.	⊠ Yes □ No	☐ Yes ⊠ No	⊠ Yes □ No	
Check if Applicable:	☐ Potable W	Vater Wellfield Pro	tection Area	
☑ Wetlands/Other Surface Waters		t Wildlife Habitat		
☐ Use of Environmentally Sensitive Land	☐ Coastal Hi	igh Hazard Area		
Credit	☐ Urban/Su	burban/Rural Scer	ic Corridor	
☐ Wellhead Protection Area		to ELAPP property		
☐ Surface Water Resource Protection Area	☐ Other	, ,,		
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation ☑ Design Exc./Adm. Variance Requested ☑ Off-site Improvements Provided	⊠ Yes □ No	☐ Yes ⊠ No	⊠ Yes □ No	See Staff Report
Service Area/ Water & Wastewater ⊠ Urban ☐ City of Tampa ☐ Rural ☐ City of Temple Terrace	⊠ Yes □ No	☐ Yes ⊠ No	□ Yes ⊠ No	
Hillsborough County School Board Adequate □ K-5 □ 6-8 □ 9-12 □ N/A Inadequate □ K-5 □ 6-8 □ 9-12 □ N/A	⊠ Yes □ No	□ Yes ⊠ No	☐ Yes ⊠ No	
Impact/Mobility Fees Townhouse (Fee estimate is based on a 1,500 s.f., Mobility: \$9,445 * 300 = \$2,833,500 Parks: \$1,957 * 300 = \$587,100 School: \$7,027 * 300 = \$2,108,100 Fire: \$249 * 300 = \$74,700	,, M Pa Sc	ngle Family Detache lobility: \$13,038 * 2, arks: \$2,145 * 2,000 chool: \$8,227 * 2,000 re: \$335 * 2,000 = \$6	000 = \$26,076,0 = \$4,290,000 0 = \$16,454,000	
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission				
☐ Meets Locational Criteria	⊠ Yes	☐ Inconsistent	□ Yes	
□ Locational Criteria Waiver Requested□ Minimum Density Met☒ N/A	□ No	□ Consistent	⊠ No	

Case Reviewer: Jared Follin

APPLICATION NUMBER: PD 25-0371

ZHM HEARING DATE: July 21, 2025

BOCC PUBLIC HEARING DATE: September 9, 2025 Case Reviewer: Jared Follin

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Subject site is located predominately in a residential and agricultural area in Wimauma. Adjacent properties in all directions are zoned for either residential or agricultural, with several being currently vacant or have existing agricultural uses. Nearby residential uses are located to the northeast across Blue Azure Drive and adjacent to the southwest. Eight residentially sized lots, zoned AR, are also directly adjacent to the southeast of the subject site, some containing residential homes.

The development is proposing a residential development at a gross density of 3.6 dwelling units per acre. Residential types include 2,000 single-family detached units and 300 townhome units with a public school. Alternatively, a 2,492 units will be developed without a public school is proposed. If it is determined that a school is not needed, the area designated for the school will instead be used residential purposes. Determination to be made by the Hillsborough County School Board

Property recently went through a Comprehensive Plan Amendment, changing the Future Land Use Category from WVR-2 (Wimauma Village Residential-2) to RES-4 (Residential-4). Existing PD proposed residential development standards following the Wimauma Village requirements. The standards for the single-family homes most closely resemble the RSC-10 development standards, but with modified lot size minimum and setbacks. Townhome development standards shall have a minimum lot size of 1,200 square feet and a width of 15'. Setbacks are to be the same as proposed for the single-family units. Other changes from the previous PD include removing the commercial component from the development.

Development Services does not foresee any compatibility concerns with the proposed Planned Development. Residential is appropriate for the area and will not pose any negative impacts to the area.

5.2 Recommendation

Based on the above considerations, staff finds the proposed Planned Development district, subject to the conditions, approvable.

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

Requirements for Certification:

- 1. Within the Project Data Table, add footnote "(1)" to "Elementary School K-5" such that it is apparent the trip cap applies to all development within the project, not just total residential.
- Within the Project Data table, correct the number of Elementary School students from "10000" to instead state "1000 students max."
- 3. Within the Project Data table, revise "Proposed Uses" line from "Residential" to instead state "Residential and Potential School".
- 4. Revise the Berry Grove Blvd. Typical Sections to remove any references to "Tier 1-1".

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted July 1, 2025.

- 1. The Development shall be limited to: Option A: 2,000 single family detached lots, 300 townhome lots, and a 1,000 student, K-5 public elementary school; or Option B: 2,192 single family detached lots and 300 townhome lots.
- 2. Single-family and townhome lots shall be developed in accordance with the following:

Single-Family Detached Lots

Minimum Lot Size: 4,400 square feet

Minimum Lot Width: 40 feet Minimum Lot Depth: 110 feet

Minimum front yard setback: 20 feet*
Minimum side yard setback: 5 feet**
Minimum rear yard setback: 15 feet
Maximum building coverage: 75%

Maximum building height: 35 feet (1-3 stories) *Garages shall be setback an additional 5 feet.

**Corner lots shall require a front yard functioning as a side yard setback of 10 feet. If the corner side yard is used for access, the required setback shall be 20 feet.

Townhome Lots

Minimum Lot Size: 1,200 square feet

Minimum Lot Width: 15 feet Minimum Lot Depth: 80 feet

Minimum front yard setback: 20 feet

Minimum side yard setback: 5 feet (Corner: 15 feet)

Minimum rear yard setback: 10 feet Maximum building coverage: 75% Maximum building height: 35 feet

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

- 2.1 Any single-family detached lot developed at a lot width of less than 50 feet shall require a 2-car garage.
- Any single-family detached lot developed at a lot width of less than 50 feet shall have the home's primary door face the roadway.
- 3. Under Option A, a 1,000 student K-5 public school is permissible where depicted on the general site plan.
 - 3.1 The school site shall be a minimum of 14 upland acres in size.
 - 3.2 The School District and the Developer will use their best efforts to reach a mutually agreeable dedication agreement within three (3) years of the zoning approval for PD 25-0371 (the "Agreement Period").
 - Any and all roadways within the Planned Development serving and/or providing access to the public school parcel shall be platted to the public school parcel's property line(s) as a public road(s). In no event shall there be any intervening land restriction access to the public school parcel.
 - 3.4 Should the School District and the developer not reach a mutually agreeable dedication agreement within the Agreement Period, or should the School District advise the developer that the site is no longer being considered, the developer may develop the area with single-family detached or townhome units in accordance with the development standards found in Condition 2.
- 4. The subject application is adjacent to ELAPP preserves, the Little Manatee River Corridor and the Upper Little Manatee River Corridor. Per LDC 4.01.11, compatibility of the development with the preserve will be ensured with a compatibility plan that addresses issues related to the development such as, but not necessarily limited to, access, prescribed fire, and landscaping. The compatibility plan shall be proposed by the developer, reviewed and approved by the Conservation and Environmental Lands Management Department, and shall be required as a condition of granting a Natural Resources Permit.
- 5. 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.
- 6. 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.
- 7. 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).

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

- 8. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determination of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
- 9. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental.
- 10. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
- 11. For the purposes of these zoning conditions:
 - a. The portion of the PD lying north of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as "Northern Development Area".
 - b. The portion of the PD lying south of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as "Southern Development Area".
- 12. Development shall be limited as follows:
 - a. Under Development Option A, development shall be to a maximum of 2,300 single-family detached dwelling units, 300 townhomes, and a 1,000-student maximum non-charter public school with grade levels K-5 as further described in Condition 13.
 - b. Under Development Option B, development shall be to a maximum of 2,192 single-family detached dwelling units, and 300 townhomes.
 - c. Irrespective of which option is chosen:
 - i. Townhomes shall be constructed in buildings with 3 or more attached dwelling units within each building; and,
 - ii. The above development maximums shall be further restricted by the additional maximum trip generation thresholds within the Northern Development Area and Southern Development Area, as further detailed below.
 - d. Notwithstanding anything herein these conditions to the contrary, no development shall be permitted that causes cumulative development to exceed the following thresholds:
 - i. Within the Northern Development Area, no development shall be permitted that causes cumulative development to exceed 8,436 gross average daily trips, 1,171 gross a.m. peak hour trips, or 747 gross p.m. peak hour trips, nor shall development be permitted which exceeds 7,183 net average daily trips, 762 net a.m. peak hour trips, or 659 net p.m. peak hour trips.

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

- ii. Within the Southern Development Area, no development shall be permitted that causes cumulative development to exceed 11,950 gross average daily trips, 857 gross a.m. peak hour trips, or 1,249 gross p.m. peak hour trips, nor shall development be permitted which exceeds 11,287 net average daily trips, 640 net a.m. peak hour trips, or 1,203 net p.m. peak hour trips.
- iii. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of students, type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official refence number), calculations detailing individual and cumulative gross and net trip generation impacts for that increment of development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. averaged daily, a.m. peak and p.m. peak) shall also be provided).
- 13. The Option A school shall be limited to a non-charter public facility serving grade levels K through 5, and with a maximum of 1,000 students. Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queueing and take other actions to limit off-site impacts as further described herein. Additionally, the school shall provide for onsite vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Non-Bussed Students"). Specifically:
 - i. The queue shall provide for the uninterrupted stacking of vehicles within the subject site;
 - ii. The minimum length of queue for the school shall be determined by multiplying the number of Non-Bussed Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25; and,
 - iii. The school shall take all actions necessary to ensure that students are not dropped off or picked up outside of school property (i.e. within adjacent parcels or along roadways along the school frontage or proximate to the school).
- 14. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access, or access connections to continue/extend the Multi-Use Trail (MUT), may be permitted anywhere along the PD boundaries.
- 15. The project shall be served by and limited to the following vehicular access connections:
 - a. Within the Northern Development Area:
 - i. One (1) connection to CR 579;
 - ii. One (1) connection to US 301 via an extension of Berry Grove Blvd.;
 - iii. Three (3) stubouts along the northern boundary of the Northern Development Area; and,
 - iv. Five (5) stubouts along the southern boundary of the Northern Development Area.

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

- b. Within the Southern Development Area:
 - i. Two (2) connections to CR 579;
 - ii. One (1) connection to Saffold Rd.;
 - iii. One (1) stubouts along the western boundary of the Southern Development Area; and,
 - iv. Four (4) stubouts along the northern boundary of the Southern Development Area, the westernmost of which is shown on the site plan as the W. Lake Dr. Extension.

16. With respect to project roadways:

- a. The developer shall construct the extension of Berry Grove Blvd. (i.e. the east-west collector roadway within the Northern Development Area between US 301 and CR 579) as a 2-lane, collector roadway utilizing the Typical Section standards shown on the PD site plan. The roadway shall be constructed as a divided facility, expandable to 4-lanes west of the internal roundabout, and as an undivided 2-lane facility east of the internal roundabout. The roadway shall be constructed prior to or concurrent with the initial increment of development. Additionally:
 - Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC; and,
 - ii. The developer shall dedicate and convey to Hillsborough County sufficient right-of-way necessary to accommodate construction of eastbound right and westbound left turn lanes (by others) at the westernmost access connection along Berry Grove Blvd. (within the PD).
- b. With respect to the W. Lake Dr. Extension and substandard roadway improvements:
- The W. Lake Dr. substandard roadway improvements between Bishop Rd. and Janes Dr., shall be constructed utilizing the Typical Section standards described within the Design Exception referenced in Condition 23. This shall be constructed by the developer prior to issuance of the 601st residential building permit;
- ii. The W. Lake Dr. Extension within the adjacent PD located north of the Northern Development Area, as well as portions of the extension between the boundary of that PD and Janes Dr., shall be constructed utilizing the Typical Section standards described within the Design Exception referenced in Condition 23. This shall be constructed by the developer prior to issuance of the 601st residential building permit;
- The W. Lake Dr. Extension within the Northern Development Area (both north and south of the proposed internal roundabout) shall be constructed as a 2-lane collector roadway utilizing the Typical Section standards described within the Design Exception referenced in Condition 23. This shall be constructed by the developer with the first increment of development within

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	Sentember 9, 2025	Case Reviewer: Jared Follin

the Northern Development Area. Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC;

- iv. The W. Lake Dr. Extension within the Southern Development Area shall be constructed as a 2-lane collector roadway utilizing the Typical Section standards described within the Design Exception referenced in Condition 23. This shall be constructed by the developer with the first increment of development within the Southern Development Area. Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC.
- c. With respect to the CR 579 substandard roadway improvements:
 - i. For the first phase of development within the Northern Development Area consisting of 600 dwelling units, the developer shall undertake improvements which include construction of a 10-foot-wide multi-purpose pathway along its CR 579 frontage and which includes a crossing of CR 579 to the Little Manatee Corridor Nature Preserve trailhead entrance road as described in Condition 17.a., concurrent with the construction of the site development improvements associated with this first increment of development;
 - ii. Prior or concurrent with the issuance of the 601st residential building permit within the Northern Development Area, and prior to the issuance of any non-residential building permit in the Southern Development Area, the developer shall make certain improvements within each of the three (3) discrete sections (A, B and C) of the roadway, as described below.
 - iii. Within the Southern Development Area, the developer shall be permitted to obtain building permits for development north of (but not to include) the eastwest roadway nor to include any development south of the east-west roadway, provided the following improvements are in place:
 - 1. The Berry Grove Blvd. Ext. to US 301; and,
 - 2. The W. Lake Dr. improvements between Bishop Rd. and Berry Grove Blvd.; and,
 - 3. The northernmost connection to CR 579 within the Southern Development Area; and,
 - 4. The three (3) easternmost local roadway connections along the northern boundary of the Southern Development Area, shall be completed such that they connect the Northern Development Area and Southern Development Area through adjacent folio 79703.0000; or,
 - 5. The CR 579 improvements within Segments A, B and C have been completed and are open for beneficial use.
 - iv. Notwithstanding the above and solely with respect to development within the Northern Development Area, the developer shall not be required to make improvements identified within Sections A and B, if the W. Lake Dr. improvements between Bishop Rd. and the Berry Grove Blvd. Ext. have been completed and are

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

open for beneficial use (consistent with those improvements referenced in Condition 16.b.i through 16.b.iii.).

- v. Notwithstanding the above and solely with respect to development within the Southern Development Area, the developer shall not be required to make improvements identified within Sections A and B, if the W. Lake Dr. improvements referenced in Condition 16.b.iii.1. through 4. together with a continuous extension of W. Lake Dr. between the southern boundary of the Northern Development Area and the Proposed East-West Road within the Southern Development Area (i.e. through adjacent folio 79703.0000) is constructed and open for beneficial use.
- vi. Specifically, and subject to the clarifications and requirements provided above:
 - Improvements to CR 579 have been broken into three (3) segments.
 Segment A is defined as the section of CR 579 between SR 672 and the
 southern property boundary of folio 79456.0000 (i.e. the southern
 boundary of pending PD 25-0469). Segment B is defined as that portion of
 CR 579 between the southern property boundary of folio 79456.0000 and
 the southern boundary of adjacent PD 18-1048 (i.e. the northern
 boundary of the subject PD). Segment C is defined at that portion of CR
 579 between the northern boundary of the subject PD and the southern
 boundary of the subject PD.
 - 2. Within Segment A, the developer shall:
 - a. Construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway; and,
 - b. Construct a 10-foot-wide sidewalk along the west side of the roadway. The 10-foot-wide sidewalk will transition to a 5-footwide sidewalk north of proposed PD 25-0469, where right-of-way does not exist to permit construction of the wider sidewalk.
 - 3. Within Segment B, the developer shall construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway.
 - 4. Within Segment C, the developer shall:
 - a. Dedicate and convey to Hillsborough County sufficient right-ofway to accommodate proposed improvements (a minimum of 48feet east of the existing centerline). This shall be in addition to any right-of-way necessary to accommodate site access improvements or additional preservation required pursuant to the Hillsborough County Corridor Preservation Plan as further described herein;
 - b. Construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway; and,
 - 5. Construct a 10-foot-wide sidewalk along the west side of the roadway.

- d. With respect to the Saffold Rd. substandard roadway improvements:
 - i. Prior to or concurrent with the initial increment of development in the Southern Receiving Area, the developer shall make certain improvements within each of two (2) discreet sections of the roadway. Segment B is defined as that portion of Saffold Rd. along the frontages of folios 79700.0400, 79700.0300, 79700.0350, 79700.0100, 79700.0200, 79700.0250, 79700.0050, and 79700.0150. Segment A is defined as those portions of Saffold Rd. between CR 579 and the western project boundary, excluding the area defined as Segment B. Specifically:
 - ii. Within Segment B, the developer shall:
 - 1. Construct 6-foot-wide stabilized shoulders along both sides of the roadway; and,
 - 2. Construct a 5-foot-wide sidewalk along the north side of the roadway.
 - iii. Within Segment A, the developer shall:
 - 1. Construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway; and,
 - 2. Construct a 10-foot-wide sidewalk along the north side of the roadway. This will take the place of the 5-foot-wide sidewalk that would normally be constructed along the west side of the roadway.
- e. The roadway between the western boundary of the Southern Development Area (i.e. the boundary with folio 79707.0000) and the W. Lake Dr. Extension shall be constructed as a 2-lane urban collector roadway utilizing the Typical Section 4 (TS-4) standards as found within the 2021 Transportation Technical Manual (TTM). This shall be constructed by the developer with the first increment of development within the Southern Development Area. Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC.
- f. The Proposed East-West Road identified on the PD site plan within the Southern Development Area (i.e. between the W. Lake Dr. Ext. and CR 579) shall be constructed as a 2-lane urban collector roadway utilizing the Typical Section 4 (TS-4) standards as found within the 2021 Transportation Technical Manual (TTM). Notwithstanding the above, the developer shall have the option of submitting a transportation analysis together with the initial increment of development within the Southern Development Area that demonstrates a collector roadway design is not warranted or otherwise necessary only if connections between the Northern Development Area and Southern Development Area and the W. Lake Dr. Extension through adjacent folio 79703.000 has been completed and are open for beneficial use. Such study will be subject to review and approval by Hillsborough County. If approved, the developer shall be permitted to construct the Proposed East-West Road as a 2-lane urban local roadway utilizing the Typical Section 3 (TS-3) standards as found within the 2021 Transportation Technical Manual (TTM). If the roadway remains a collector roadway, the developer will be required to

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC.

- g. Other internal project roadways shall be constructed to an appropriate urban typical section as described in the 2021 Hillsborough County TTM. Designation of appropriate typical sections shall occur at the time of plat/site/construction plan review and be based upon anticipated traffic volumes within each segment.
- h. The total right-of-way widths shown in the Design Exception and on the PD site plan are minimum widths. Additionally:
 - i. The developer shall preserve a minimum of +/- 46 feet of right-of-way west of the proposed internal roundabout or as otherwise necessary to accommodate the future expansion of Berry Grove Blvd. as a future 4-lane roadway, expandable to the inside. The intent of these conditions is to require the developer to secure the dedication, conveyance and preservation of certain rights-of-way to the County as described above, both within the project and through adjacent folios 79710.0585 and 79702.0010.
 - ii. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve sufficient right-of-way along the project's CR 579 frontages such that 107 feet of right-of-way is available for future improvements west of the existing eastern right-of-way boundary (i.e. to accommodate a future 2-lane enhanced rural roadway). Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setback shall be calculated from the future right-of-way line.
 - iii. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall dedicate and convey to Hillsborough County sufficient right-of-way as necessary to accommodate the proposed/required project traffic signals and/or roundabouts, as well as required site access improvements and associated drainage, both within and external to the project. Where necessary, such right-of-way shall be dedicated and conveyed in addition to right-of-way dedication or preservation requirements listed herein these conditions.
 - iv. The amount and location of right-of-way dedication for roundabouts shall be based upon Transportation Technical Manual and roundabout design requirements, as applicable, and shall be reviewed and approved by the appropriate agencies including Hillsborough County Development Services and/or Public Works.
- 17. With respect to other site access and required improvements:
 - a. Prior to or concurrent with the initial increment of development within the Northern Development Area, the developer shall construct the roundabout with MUT connection to the Little Manatee Corridor Nature Preserve Trailhead.

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

b. Prior to or concurrent with the initial increment of development within the Southern Development Area, the developer shall:

- Provide a trip generation and site access analysis to determine whether construct of a westbound to northbound right turn lane on Saffold Rd. into the project's access is warranted (if warranted the developer shall construct the improvement);
- ii. Construct an eastbound to northbound left turn lane on Saffold Rd. into the project's access;
- iii. Construct southbound to westbound right turn lanes on CR 579 at each project access serving the Southern Development Area;
- iv. Construct northbound to westbound left turn lanes on CR 579 at each project access serving the Southern Development Area; and,
- v. The developer shall perform a signal warrant analysis at the intersection of the southernmost project access along CR 579, which shall be reviewed by and subject to the approval of Hillsborough County Public Works. If such signal is found not to be warranted the developer shall have no further obligation with respect to the signal. If such signal is found to be warranted, the developer shall install the signal. Alternatively, at the developer's option, the developer may construct a roundabout at the access. If the developer constructs a roundabout, the traffic signal and turn lanes serving such access (i.e. as described in Condition 17.iii. and 17.iv.), above, shall not be required.
- 18. Notwithstanding anything shown on the PD site plan to the contrary, the number and spacing of access points along collector and arterial roadways (whether internal or external to the PD) shall be governed by LDC Sec. 6.04.03.I and 6.04.07, unless otherwise varied through the Sec. 6.04.02.B. Administrative Variance process at the time of plat/site/construction plan review.
- 19. The project shall provide a Multi-Use Trail (MUT) where depicted on the general site plan. With respect to Multi-Use Trail (MUT):
 - a. That portion of the MUT running alongside the Berry Grove Blvd. extension. shall be constructed utilizing the Typical Section standards depicted on the PD site plan together with the initial increment of development.
 - b. Those portions of MUT running through the internal roundabout and the roundabout to be constructed at the intersection of the Berry Grove Blvd. extension. and CR 579 and along the east side of CR 579, and terminating at the trailhead entrance road located on the east side of CR 579, shall be constructed with a minimum width of 12-feet; however other features of the typical section shall be dictated by roundabout design requirements, which are subject to the review and approval of Hillsborough County Public Works at the time of plat/site/construction plan review. These portions of the trail shall be constructed concurrently with the roundabout.

APPLICATION NUMBER: PD 25-0371
ZHM HEARING DATE: July 21, 2025

BOCC PUBLIC HEARING DATE: September 9, 2025 Case Reviewer: Jared Follin

c. The developer shall design and construct slip ramps as necessary to transition between the use of MUTs/wide sidewalks and roadways with on-street bicycle facilities and roadways with no on-street bicycle facilities, as applicable.

- 20. In addition to any temporary end of roadway signage required by the MUTCD, the developer shall install signage at all roadway/MUT access stubouts not connecting to an existing roadway which identifies the stubout as a "Future Roadway Connection" as applicable.
- 21. If PD 25-0371 is approved, the County Engineer will approve a Design Exception (dated July 9, 2025) which was approved by the County Engineer (on July 11, 2025) for the CR 579 substandard roadway improvements. As CR 579 is a substandard collector roadway, the developer will be required to make certain improvements to CR 579 consistent with the Design Exception (DE) and these conditions of approval. Specific improvements are outlined in Condition 16.c., above.
- 22. If PD 25-0371 is approved, the County Engineer will approve a Design Exception (dated June 12, 2025) which was approved by the County Engineer (on July 11, 2025) for the Saffold Rd. substandard roadway improvements. As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd. consistent with the Design Exception (DE) and these conditions of approval. Specific improvements are outlined in Condition 16.d., above.
- 23. If PD 25-0371 is approved, the County Engineer will approve a Design Exception (dated June 13, 2025) which was found approvable by the County Engineer (on July 11, 2025) for the W. Lake Dr. improvements. Improvements to W. Lake Dr. have been broken into three (3) segments. Segments A is defined as the section of W. Lake Dr. between Bishop Rd. and the northern property boundary of the Cypress Ridge Development (i.e. adjacent PRS 24-1033). Segment B is defined as that portion of W. Lake Dr. between the southern property boundary of the Cypress Ridge Development (i.e. the northern boundary of the subject PD) and Berry Grove Blvd. Segment C is defined at that portion of W. Lake Dr. between Berry Grove Blvd. and Saffold Rd.

The Design Exception authorizes deviations from the TS-4 Typical Section (for 2-lane, Undivided, Urban Collector Roadways) as found in the 2021 Hillsborough County Transportation Technical Manual (TTM). Specifically:

- a. Within Segment A, the developer shall widen/construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide asphalt paths along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required asphalt path separation as outlined below. The developer has proposed two typical sections for this segment (A-1 and A-2). Typical Section A-2 is the section where right-of-way is limited and/or there are design constraints. Use of Typical Section A-2 shall be minimized to the greatest extent feasible. The developer shall be permitted to reduce the required asphalt path separation between the closest edge of the asphalt path and the travel lane from 14-feet to 7-feet (for Typical Section A-1) and from 14-feet to 2-feet (for Typical Section A-2).
- b. Within Segment B, the developer shall construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide sidewalks along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required sidewalk separation between the closest edge of the sidewalk and the travel lane from 14-feet to 6-feet. The developer shall also be

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

permitted to eliminate the required 2-foot pedestrian clearance area between the back of sidewalk and edge of right-of-way.

c. Within Segment C, the developer shall construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide asphalt paths along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required asphalt path separation between the closest edge of the sidewalk and the travel lane from 14-feet to 7-feet.

If PD 25-0371 is approved by the BOCC, the County Engineer will approve the above referenced Design Exception request.

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

Zoning Administrator Sign Off:

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

J. Brian Grady

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.

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

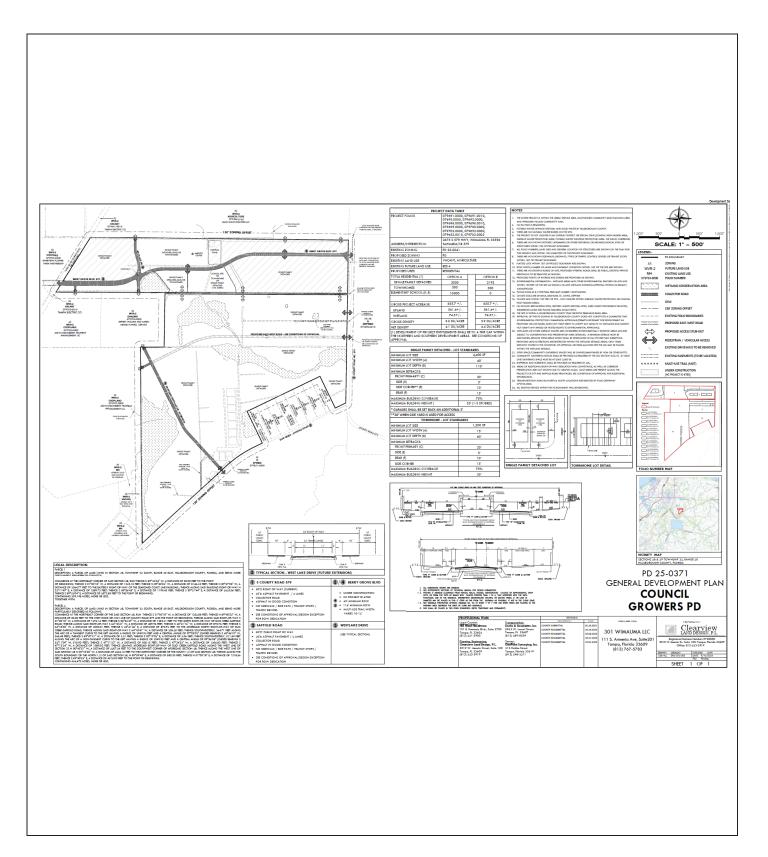
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS (See following pages)

APPLICATION NUMBER: PD 25-0371

ZHM HEARING DATE: July 21, 2025 BOCC PUBLIC HEARING DATE: September 9, 2025

Case Reviewer: Jared Follin

8.0 PROPOSED SITE PLAN (FULL)



APPLICATION NUMBER: PD 25-0371

ZHM HEARING DATE: July 21, 2025

BOCC PUBLIC HEARING DATE: September 9, 2025 Case Reviewer: Jared Follin

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zor	ning Technician, Development Services Department	DATE: 7/15/2025
REVIEV	WER: James Ratliff, AICP, PTP, Principal Planner	AGENCY/DEPT: Transportation
PLANN	ING AREA/SECTOR: WM/ South	PETITION NO: PD 25-0371
	This agency has no comments.	
	This agency has no objection.	
X	This agency has no objection, subject to listed or attached or	conditions.
	This agency objects for the reasons outlined below.	

CONDITIONS OF APPROVAL

- 1. For the purposes of these zoning conditions:
 - a. The portion of the PD lying north of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as "Northern Development Area".
 - b. The portion of the PD lying south of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as "Southern Development Area".
- 2. Development shall be limited as follows:
 - a. Under Development Option A, development shall be to a maximum of 2,300 single-family detached dwelling units, 300 townhomes, and a 1,000-student maximum non-charter public school with grade levels K-5 as further described in Condition 3.
 - b. Under Development Option B, development shall be to a maximum of 2,192 single-family detached dwelling units, and 300 townhomes.
 - c. Irrespective of which option is chosen:
 - i. Townhomes shall be constructed in buildings with 3 or more attached dwelling units within each building; and,
 - ii. The above development maximums shall be further restricted by the additional maximum trip generation thresholds within the Northern Development Area and Southern Development Area, as further detailed below.
 - d. Notwithstanding anything herein these conditions to the contrary, no development shall be permitted that causes cumulative development to exceed the following thresholds:
 - i. Within the Northern Development Area, no development shall be permitted that causes cumulative development to exceed 8,436 gross average daily trips, 1,171 gross a.m. peak hour trips, or 747 gross p.m. peak hour trips, nor shall development be permitted which exceeds 7,183 net average daily trips, 762 net a.m. peak hour trips, or 659 net p.m. peak hour trips.

- ii. Within the Southern Development Area, no development shall be permitted that causes cumulative development to exceed 11,950 gross average daily trips, 857 gross a.m. peak hour trips, or 1,249 gross p.m. peak hour trips, nor shall development be permitted which exceeds 11,287 net average daily trips, 640 net a.m. peak hour trips, or 1,203 net p.m. peak hour trips.
- iii. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of students, type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official refence number), calculations detailing individual and cumulative gross and net trip generation impacts for that increment of development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. averaged daily, a.m. peak and p.m. peak) shall also be provided).
- 3. The Option A school shall be limited to a non-charter public facility serving grade levels K through 5, and with a maximum of 1,000 students. Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queueing and take other actions to limit off-site impacts as further described herein. Additionally, the school shall provide for onsite vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Non-Bussed Students"). Specifically:
 - a. The queue shall provide for the uninterrupted stacking of vehicles within the subject site;
 - b. The minimum length of queue for the school shall be determined by multiplying the number of Non-Bussed Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25; and,
 - c. The school shall take all actions necessary to ensure that students are not dropped off or picked up outside of school property (i.e. within adjacent parcels or along roadways along the school frontage or proximate to the school).
- 4. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access, or access connections to continue/extend the Multi-Use Trail (MUT), may be permitted anywhere along the PD boundaries.
- 5. The project shall be served by and limited to the following vehicular access connections:
 - a. Within the Northern Development Area:
 - i. One (1) connection to CR 579;
 - ii. One (1) connection to US 301 via an extension of Berry Grove Blvd.;
 - iii. Three (3) stubouts along the northern boundary of the Northern Development Area; and,
 - iv. Five (5) stubouts along the southern boundary of the Northern Development Area.
 - c. Within the Southern Development Area:
 - i. Two (2) connections to CR 579;
 - ii. One (1) connection to Saffold Rd.;
 - iii. One (1) stubouts along the western boundary of the Southern Development Area; and,
 - iv. Four (4) stubouts along the northern boundary of the Southern Development Area, the westernmost of which is shown on the site plan as the W. Lake Dr. Extension.

- 6. With respect to project roadways:
 - a. The developer shall construct the extension of Berry Grove Blvd. (i.e. the east-west collector roadway within the Northern Development Area between US 301 and CR 579) as a 2-lane, collector roadway utilizing the Typical Section standards shown on the PD site plan. The roadway shall be constructed as a divided facility, expandable to 4-lanes west of the internal roundabout, and as an undivided 2-lane facility east of the internal roundabout. The roadway shall be constructed prior to or concurrent with the initial increment of development. Additionally:
 - i. Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC; and,
 - ii. The developer shall dedicate and convey to Hillsborough County sufficient right-ofway necessary to accommodate construction of eastbound right and westbound left turn lanes (by others) at the westernmost access connection along Berry Grove Blvd. (within the PD).
 - b. With respect to the W. Lake Dr. Extension and substandard roadway improvements:
 - i. The W. Lake Dr. substandard roadway improvements between Bishop Rd. and Janes Dr., shall be constructed utilizing the Typical Section standards described within the Design Exception referenced in Condition 13. This shall be constructed by the developer prior to issuance of the 601st residential building permit;
 - ii. The W. Lake Dr. Extension within the adjacent PD located north of the Northern Development Area, as well as portions of the extension between the boundary of that PD and Janes Dr., shall be constructed utilizing the Typical Section standards described within the Design Exception referenced in Condition 13. This shall be constructed by the developer prior to issuance of the 601st residential building permit;
 - iii. The W. Lake Dr. Extension within the Northern Development Area (both north and south of the proposed internal roundabout) shall be constructed as a 2-lane collector roadway utilizing the Typical Section standards described within the Design Exception referenced in Condition 13. This shall be constructed by the developer with the first increment of development within the Northern Development Area. Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC;
 - iv. The W. Lake Dr. Extension within the Southern Development Area shall be constructed as a 2-lane collector roadway utilizing the Typical Section standards described within the Design Exception referenced in Condition 13. This shall be constructed by the developer with the first increment of development within the Southern Development Area. Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC.
 - c. With respect to the CR 579 substandard roadway improvements:
 - i. For the first phase of development within the Northern Development Area consisting of 600 dwelling units, the developer shall undertake improvements which include construction of a 10-foot-wide multi-purpose pathway along its CR 579 frontage and which includes a crossing of CR 579 to the Little Manatee Corridor Nature Preserve trailhead entrance road as described in Condition 7.a., concurrent with the construction of the site development improvements associated with this first increment of development;
 - ii. Prior or concurrent with the issuance of the 601st residential building permit within the Northern Development Area, and prior to the issuance of any non-residential building permit in the Southern Development Area, the developer shall make certain

improvements within each of the three (3) discrete sections (A, B and C) of the roadway, as described below.

- iii. Within the Southern Development Area, the developer shall be permitted to obtain building permits for development north of (but not to include) the east-west roadway nor to include any development south of the east-west roadway, provided the following improvements are in place:
 - 1. The Berry Grove Blvd. Ext. to US 301; and,
 - 2. The W. Lake Dr. improvements between Bishop Rd. and Berry Grove Blvd.; and,
 - 3. The northernmost connection to CR 579 within the Southern Development Area; and,
 - 4. The three (3) easternmost local roadway connections along the northern boundary of the Southern Development Area, shall be completed such that they connect the Northern Development Area and Southern Development Area through adjacent folio 79703.0000; or,
 - 5. The CR 579 improvements within Segments A, B and C have been completed and are open for beneficial use.
- iv. Notwithstanding the above and solely with respect to development within the Northern Development Area, the developer shall not be required to make improvements identified within Sections A and B, if the W. Lake Dr. improvements between Bishop Rd. and the Berry Grove Blvd. Ext. have been completed and are open for beneficial use (consistent with those improvements referenced in Condition 6.b.i through 6.b.iii.).
- v. Notwithstanding the above and solely with respect to development within the Southern Development Area, the developer shall not be required to make improvements identified within Sections A and B, if the W. Lake Dr. improvements referenced in Condition 6.b.iii.1. through 4. together with a continuous extension of W. Lake Dr. between the southern boundary of the Northern Development Area and the Proposed East-West Road within the Southern Development Area (i.e. through adjacent folio 79703.0000) is constructed and open for beneficial use.
- vi. Specifically, and subject to the clarifications and requirements provided above:
 - 1. Improvements to CR 579 have been broken into three (3) segments. Segment A is defined as the section of CR 579 between SR 672 and the southern property boundary of folio 79456.0000 (i.e. the southern boundary of pending PD 25-0469). Segment B is defined as that portion of CR 579 between the southern property boundary of folio 79456.0000 and the southern boundary of adjacent PD 18-1048 (i.e. the northern boundary of the subject PD). Segment C is defined at that portion of CR 579 between the northern boundary of the subject PD and the southern boundary of the subject PD.
 - 2. Within Segment A, the developer shall:
 - a. Construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway; and,
 - b. Construct a 10-foot-wide sidewalk along the west side of the roadway. The 10-foot-wide sidewalk will transition to a 5-foot-wide sidewalk north of proposed PD 25-0469, where right-of-way does not exist to permit construction of the wider sidewalk.
 - 3. Within Segment B, the developer shall construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway.
 - 4. Within Segment C, the developer shall:

- a. Dedicate and convey to Hillsborough County sufficient right-of-way to accommodate proposed improvements (a minimum of 48-feet east of the existing centerline). This shall be in addition to any right-of-way necessary to accommodate site access improvements or additional preservation required pursuant to the Hillsborough County Corridor Preservation Plan as further described herein:
- b. Construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway; and,
- 5. Construct a 10-foot-wide sidewalk along the west side of the roadway.
- d. With respect to the Saffold Rd. substandard roadway improvements:
 - i. Prior to or concurrent with the initial increment of development in the Southern Receiving Area, the developer shall make certain improvements within each of two (2) discreet sections of the roadway. Segment B is defined as that portion of Saffold Rd. along the frontages of folios 79700.0400, 79700.0300, 79700.0350, 79700.0100, 79700.0200, 79700.0250, 79700.0050, and 79700.0150. Segment A is defined as those portions of Saffold Rd. between CR 579 and the western project boundary, excluding the area defined as Segment B. Specifically:
 - ii. Within Segment B, the developer shall:
 - 1. Construct 6-foot-wide stabilized shoulders along both sides of the roadway; and,
 - 2. Construct a 5-foot-wide sidewalk along the north side of the roadway.
 - iii. Within Segment A, the developer shall:
 - 1. Construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway; and,
 - 2. Construct a 10-foot-wide sidewalk along the north side of the roadway. This will take the place of the 5-foot-wide sidewalk that would normally be constructed along the west side of the roadway.
- e. The roadway between the western boundary of the Southern Development Area (i.e. the boundary with folio 79707.0000) and the W. Lake Dr. Extension shall be constructed as a 2-lane urban collector roadway utilizing the Typical Section 4 (TS-4) standards as found within the 2021 Transportation Technical Manual (TTM). This shall be constructed by the developer with the first increment of development within the Southern Development Area. Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC.
- f. The Proposed East-West Road identified on the PD site plan within the Southern Development Area (i.e. between the W. Lake Dr. Ext. and CR 579) shall be constructed as a 2-lane urban collector roadway utilizing the Typical Section 4 (TS-4) standards as found within the 2021 Transportation Technical Manual (TTM). Notwithstanding the above, the developer shall have the option of submitting a transportation analysis together with the initial increment of development within the Southern Development Area that demonstrates a collector roadway design is not warranted or otherwise necessary only if connections between the Northern Development Area and Southern Development Area and the W. Lake Dr. Extension through adjacent folio 79703.000 has been completed and are open for beneficial use. Such study will be subject to review and approval by Hillsborough County. If approved, the developer shall be permitted to construct the Proposed East-West Road as a 2-lane urban local roadway utilizing the Typical Section 3 (TS-3) standards as found within the 2021 Transportation Technical Manual (TTM). If the roadway remains a collector

- roadway, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC.
- g. Other internal project roadways shall be constructed to an appropriate urban typical section as described in the 2021 Hillsborough County TTM. Designation of appropriate typical sections shall occur at the time of plat/site/construction plan review and be based upon anticipated traffic volumes within each segment.
- h. The total right-of-way widths shown in the Design Exception and on the PD site plan are minimum widths. Additionally:
 - i. The developer shall preserve a minimum of +/- 46 feet of right-of-way west of the proposed internal roundabout or as otherwise necessary to accommodate the future expansion of Berry Grove Blvd. as a future 4-lane roadway, expandable to the inside. The intent of these conditions is to require the developer to secure the dedication, conveyance and preservation of certain rights-of-way to the County as described above, both within the project and through adjacent folios 79710.0585 and 79702.0010.
 - ii. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve sufficient right-of-way along the project's CR 579 frontages such that 107 feet of right-of-way is available for future improvements west of the existing eastern right-of-way boundary (i.e. to accommodate a future 2-lane enhanced rural roadway). Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setback shall be calculated from the future right-of-way line.
 - iii. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall dedicate and convey to Hillsborough County sufficient right-of-way as necessary to accommodate the proposed/required project traffic signals and/or roundabouts, as well as required site access improvements and associated drainage, both within and external to the project. Where necessary, such right-of-way shall be dedicated and conveyed in addition to right-of-way dedication or preservation requirements listed herein these conditions.
 - iv. The amount and location of right-of-way dedication for roundabouts shall be based upon Transportation Technical Manual and roundabout design requirements, as applicable, and shall be reviewed and approved by the appropriate agencies including Hillsborough County Development Services and/or Public Works.
- 7. With respect to other site access and required improvements:
 - a. Prior to or concurrent with the initial increment of development within the Northern Development Area, the developer shall construct the roundabout with MUT connection to the Little Manatee Corridor Nature Preserve Trailhead.
 - b. Prior to or concurrent with the initial increment of development within the Southern Development Area, the developer shall:
 - i. Provide a trip generation and site access analysis to determine whether construct of a westbound to northbound right turn lane on Saffold Rd. into the project's access is warranted (if warranted the developer shall construct the improvement);
 - ii. Construct an eastbound to northbound left turn lane on Saffold Rd. into the project's access;
 - iii. Construct southbound to westbound right turn lanes on CR 579 at each project access serving the Southern Development Area;

- iv. Construct northbound to westbound left turn lanes on CR 579 at each project access serving the Southern Development Area; and,
- v. The developer shall perform a signal warrant analysis at the intersection of the southernmost project access along CR 579, which shall be reviewed by and subject to the approval of Hillsborough County Public Works. If such signal is found not to be warranted the developer shall have no further obligation with respect to the signal. If such signal is found to be warranted, the developer shall install the signal. Alternatively, at the developer's option, the developer may construct a roundabout at the access. If the developer constructs a roundabout, the traffic signal and turn lanes serving such access (i.e. as described in Condition 7.iii. and 7.iv.), above, shall not be required.
- 8. Notwithstanding anything shown on the PD site plan to the contrary, the number and spacing of access points along collector and arterial roadways (whether internal or external to the PD) shall be governed by LDC Sec. 6.04.03.I and 6.04.07, unless otherwise varied through the Sec. 6.04.02.B. Administrative Variance process at the time of plat/site/construction plan review.
- 9. The project shall provide a Multi-Use Trail (MUT) where depicted on the general site plan. With respect to Multi-Use Trail (MUT):
 - a. That portion of the MUT running alongside the Berry Grove Blvd. extension. shall be constructed utilizing the Typical Section standards depicted on the PD site plan together with the initial increment of development.
 - b. Those portions of MUT running through the internal roundabout and the roundabout to be constructed at the intersection of the Berry Grove Blvd. extension. and CR 579 and along the east side of CR 579, and terminating at the trailhead entrance road located on the east side of CR 579, shall be constructed with a minimum width of 12-feet; however other features of the typical section shall be dictated by roundabout design requirements, which are subject to the review and approval of Hillsborough County Public Works at the time of plat/site/construction plan review. These portions of the trail shall be constructed concurrently with the roundabout.
 - c. The developer shall design and construct slip ramps as necessary to transition between the use of MUTs/wide sidewalks and roadways with on-street bicycle facilities and roadways with no on-street bicycle facilities, as applicable.
- 10. In addition to any temporary end of roadway signage required by the MUTCD, the developer shall install signage at all roadway/MUT access stubouts not connecting to an existing roadway which identifies the stubout as a "Future Roadway Connection" as applicable.
- 11. If PD 25-0371 is approved, the County Engineer will approve a Design Exception (dated July 9, 2025) which was approved by the County Engineer (on July 11, 2025) for the CR 579 substandard roadway improvements. As CR 579 is a substandard collector roadway, the developer will be required to make certain improvements to CR 579 consistent with the Design Exception (DE) and these conditions of approval. Specific improvements are outlined in Condition 6.c., above.
- 12. If PD 25-0371 is approved, the County Engineer will approve a Design Exception (dated June 12, 2025) which was approved by the County Engineer (on July 11, 2025) for the Saffold Rd. substandard roadway improvements. As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd. consistent with the Design Exception (DE) and these conditions of approval. Specific improvements are outlined in Condition 6.d., above.
- 13. If PD 25-0371 is approved, the County Engineer will approve a Design Exception (dated June 13, 2025) which was found approvable by the County Engineer (on July 11, 2025) for the W. Lake Dr. improvements. Improvements to W. Lake Dr. have been broken into three (3) segments. Segments A is defined as the section of W. Lake Dr. between Bishop Rd. and the northern property boundary of the Cypress Ridge Development (i.e. adjacent PRS 24-1033). Segment B is defined as that portion of W. Lake Dr. between the southern property boundary of the Cypress Ridge Development (i.e. the northern boundary of the subject PD) and Berry Grove Blvd. Segment C is defined at that portion of W. Lake Dr. between Berry Grove Blvd. and Saffold Rd.

The Design Exception authorizes deviations from the TS-4 Typical Section (for 2-lane, Undivided, Urban Collector Roadways) as found in the 2021 Hillsborough County Transportation Technical Manual (TTM). Specifically:

- a. Within Segment A, the developer shall widen/construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide asphalt paths along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required asphalt path separation as outlined below. The developer has proposed two typical sections for this segment (A-1 and A-2). Typical Section A-2 is the section where right-of-way is limited and/or there are design constraints. Use of Typical Section A-2 shall be minimized to the greatest extent feasible. The developer shall be permitted to reduce the required asphalt path separation between the closest edge of the asphalt path and the travel lane from 14-feet to 7-feet (for Typical Section A-1) and from 14-feet to 2-feet (for Typical Section A-2).
- b. Within Segment B, the developer shall construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide sidewalks along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required sidewalk separation between the closest edge of the sidewalk and the travel lane from 14-feet to 6-feet. The developer shall also be permitted to eliminate the required 2-foot pedestrian clearance area between the back of sidewalk and edge of right-of-way.
- c. Within Segment C, the developer shall construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide asphalt paths along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required asphalt path separation between the closest edge of the sidewalk and the travel lane from 14-feet to 7-feet.

If PD 25-0371 is approved by the BOCC, the County Engineer will approve the above referenced Design Exception request.

Other Conditions

- Prior to certification of the General Development Plan (GDP), the applicant shall revise the PD site plan to:
 - Within the Project Data Table, add footnote "(1)" to "Elementary School K-5" such that it is apparent the trip cap applies to all development within the project, not just total residential.
 - Within the Project Data table, correct the number of Elementary School students from "10000" to instead state "1000 students max."
 - O Within the Project Data table, revise "Proposed Uses" line from "Residential" to instead state "Residential and Potential School".
 - o Revise the Berry Grove Blvd. Typical Sections to remove any references to "Tier 1-1".

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone multiple parcels, totaling +/- 635.7 ac. from Planned Development (PD) zoning 24-1036 to a new PD. A portion of the land contained within the 24-1036 PD is also being rezoned to a new PD via case file 25-0469. The portion of the PD which is the subject of this request is approved for up to 1,816 dwelling units, as well as 12.5 ac. of publicly accessible park uses, a 1,000 student maximum non-charter public elementary school, and certain non-residential uses to be located

within three Neighborhood Centers, including church or churches with a combined maximum of 300 seats, child care center(s) with a combined maximum of 300 attendees, a flexible market space, and certain government/public service uses. There are two Neighborhood Centers in the "Northern Receiving Area" and one Neighborhood Center in the "Southern Receiving Area".

The applicant is proposing to modify PD to reflect the fact that the Future Land Use on the subject parcels was recently changed from WVR-2 to RES-4, thereby having the effect of increasing allowable project density, adding the lands to the urban service area, and removing the lands from the Wimauma Village Residential Neighborhood (WVRN), which in turn means that development on these lands are no longer requirement to comply with the WVRN requirements contained within Part 3.24.00 of the Hillsborough County LDC. Specifically, the new PD is not seeking to retain previously approved non-residential entitlements (except for the potential school), and compared to the existing PD is seeking to increase maximum allowable number of residential units from 1,816 to 2,390, and is also proposing modified project access as further described below (as compared to the existing PD). The PD has two development options, such that if the school is not constructed (Option B), the maximum number of residential units which could be constructed is 2,390. If the school is constructed (Option A), then the maximum number of residential units would be 2,300.

The existing PD defers required substandard road improvements along CR 579 such that they will be required to be completed prior to issuance of building permits for the 601st residential unit, or prior to issuance of any building permits for non-residential uses.

The applicant is proposing to defer a final determination of whether a portion of the east-west road within the Southern Development Area shall be built as a collector roadway. Staff notes that the applicant is still committed to construct site access improvements at the northernmost CR 579 entrances (i.e. a roundabout), as well as the multi-purpose pathways along its CR 579 project boundaries, and the trail connections between the internal trail system and the Little Manatee Corridor Nature Preserve located east of CR 579. The southernmost project access to CR 579 (i.e. the primary access serving that area) may or may meet signal warrants depending upon final design and whether certain connections between the Southern Development Area and Northern Development Area (i.e. through lands outside of this PD) have been constructed. If required to be signalized, the developer may opt to construct a roundabout in this location instead.

Consistent with the Development Review Procedures Manual (DRPM), the developer submitted a trip generation and site access analysis. A comparison of the number of trips potentially generated under the existing and proposed zoning designations is presented below, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's (ITE) <u>Trip Generation Manual</u>, 11th Edition/ was taken from the 24-1036 transportation staff report for purposes of demonstrating existing trip impacts.

Existing Zoning:

Land Use/Size	24 Hour Two-	Total Peak Hour Trips	
Land Ose/Size	Way Volume	AM	PM
Residential Development within the Northern Receiving Area (Multiple LUCs)	5,585	395	545
1,000 Student Non-Charter Public Elementary School (LUC 520)	2,270	740	160
Northern Neighborhood Centers Uses (Multiple LUCs)	2,308	249	359
Northern Receiving Area Subtotal:	10,163	1,384	1,064
Residential Development within the Southern Receiving Area (Multiple LUCs)	8,740	599	814

12.5 Acres of Park Uses (LUC 411)	96	0	1
Southern Neighborhood Center Uses (Multiple Potential LUCs)	270	21	30
Southern Receiving Area Subtotal:	9,106	620	845
Project Totals:	19,269	2,004	1,909

^{*}To avoid double counting, density from the Sending Area within the approved (existing) PD was not included, since those are instead included as existing entitlements within related PD 25-0469.

Proposed Zoning:

Land Use/Size	24 Hour Two-	Total Peak Hour Trips	
	Way Volume	AM	PM
Residential Development within the			
Northern Development Area/ 495 SFDUs	6,166	431	587
and 300 Townhomes (LUC 210/215)			
1,000 Student Non-Charter Public	2,270	740	160
Elementary School (LUC 520)	2,270	740	100
Northern Development Area Subtotal:	8,436	1,171	747
Residential Development within the			
Southern Development Area/ 1,505 SFDUs	11,950	857	1,249
(LUC 210)			
Southern Development Area Subtotal:	11,950	857	1,249
Project Totals:	20,386	2,028	1,996

Trip Generation Difference:

Land Use/Size	24 Hour Two-	Total Net Peak Hour Trips	
	Way Volume	AM	PM
Difference	(+) 1,117	(+) 24	(+) 87

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Berry Grove Blvd. is a 2-lane, divided, collector roadway characterized by 11-foot-wide travel lanes in good condition. There are 7-foot-wide buffered bicycle lanes present along both sides of the facility. There are 5-foot-wide sidewalks present along both sides of the roadway. The roadway has been constructed approximately 300 feet west of the easternmost project boundary of PD 24-0044, as most recently modified via PRS 25-0573. Responsibility to construct the roadway to the eastern PD boundary is a condition of that zoning's approval. The developer of that project is also required to preserve +/- 46-feet of additional right of way in order to facilitate the future potential 4-laning of Berry Grove Blvd.

CR 579 is a 2-lane, undivided, substandard, collector roadway characterized by +/- 10-foot-wide travel lanes in average condition. The roadway lies within a variable width right-of-way (between +/- 51 and +/- 74 feet in width). There are no existing sidewalks along CR 579 in the vicinity of the proposed project. There are no existing bicycle facilities on CR 579 in the vicinity of the proposed project.

Saffold Rd. is a 2-lane, undivided, substandard, collector roadway characterized by +/- 10-11-foot-wide travel lanes in average condition. The roadway lies within a variable width right-of-way (between +/- 57 and +/- 89 feet in width). There are no existing sidewalks or bicycle facilities along Saffold Rd. in the vicinity of the proposed project; however, there is a 10-foot-wide multi-purpose pathway along the portions of the northern side of Saffold Rd. west of the proposed project (which were constructed by the

developer of the above referenced adjacent PD). Additional facilities will be constructed as development progresses by that developer.

CR 579 is shown on the Hillsborough County Corridor Preservation Plan (HCCPP) as a future 2-lane enhanced roadway. In a rural context, 2-lane collector roadways require a minimum of 96 feet pursuant to Typical Section – 7 (TS-7) of the Hillsborough County Transportation Technical Manual, to which we add an additional 11 feet to accommodate future enhancements. As such, the total future right-of-way needed is a minimum of 107 feet. Staff notes that due to the roundabout(s) proposed on CR 579 by the applicant, additional right-of-way will be needed for the roundabout. Since roundabouts are not constructed with additional auxiliary turning lanes, no additional right-of-way to accommodate left or right turning movements will be needed.

The W. Lake Dr. Extension north of the project has not yet been constructed. The developer of adjacent PD 18-1048 (most recently modified via PRS 24-1033) is required to construct an extension of W. Lake Dr. between its southern project boundary and the existing terminus of W. Lake Dr. (in the vicinity of Janes Dr.), as well as certain substandard road improvements along W. Lake Dr. (between Bishop Rd. and the existing terminus). This developer (i.e. the developer of the subject PD) also has certain development thresholds which requires construction to occur by this developer (if the other project does not move forward) of segments of W. Lake Dr. south of Bishop (up to a full continuous road between Bishop Rd. and a point within the Southern Development Area before issuance of building permits). This is further discussed in the Design Exception requests section hereinbelow.

SITE ACCESS AND CONNECTIVITY

Access shall be as follows:

- 1. One (1) access connection along the western project boundary within the Northern Development Area (NDA), representing the extension of Berry Grove Blvd. This roadway will be designed a 4-lane roadway and constructed as a 2-lane roadway, expandable to the inside. The 4-lane segment will extend to W. Lake Dr. where the extra lanes will convert to drop/turn/specialized lanes.
- 2. Three (3) access connections along the northern property boundary within the NDA, the westernmost representing the extension of W. Lake Dr. and the other two local roadway connections.
- 3. One (1) access connection along the eastern boundary of the NDA, representing the terminus of the Berry Grove Blvd. Ext. with CR 579.
- 4. Five (5) access connections along the southern boundary of the NDA, with one representing a stubout for the future extension of W. Lake Dr., and the other four representing local roadways connections.
- 5. One (1) access connection along the western boundary of the Southern Development Area (SDA) representing a collector road stubout to provide future access to large undeveloped properties to the w. of the subject PD.
- 6. Four (4) access connections along the northern boundary of the SDA, with the westernmost connection representing the extension of W. Lake Dr. and the other three representing local road connections.
- 7. Two (2) access connections along the eastern boundary of the SDA, with the southernmost connection representing the point of connection for the potential east-west collector roadway as shown on the site plan and further described in the conditions.

8. One (1) access connection along the southern boundary of the SDA, representing the southern terminus of the W. Lake Dr. Ext. to Saffold Rd.

While some site access improvements have been identified in the conditions, given the large scale of the project, lack of detail regarding internal lotting patterns/design, whether the NDA and SDA will be connected, and given other factors, it will be necessary to defer to the plat/site/construction plan review stage the final determination of any improvements, including whether turn lanes are required on external and internal roadways and intersections, and whether roundabouts or traffic signals are warranted to serve the project. Similarly, additional internal road design decisions will be deferred to the plat/site/construction plan review stage.

A graphic has been provided below which demonstrates connectivity in the greater Wimauma Area. The subject project is just outside the southern boundary of the graphic.

REQUESTED DESIGN EXCEPTION – W. LAKE DR. (SUBSTANDARD ROAD AND NEW ROAD)

As W. Lake Dr. is a substandard collector roadway between Bishop Rd. and Janes Dr., and that the developer is proposing to extend W. Lake Dr. south of Janes Rd. to the proposed access within adjacent PD 24-1033, along that PD's southern project boundary), the applicant is required to make certain improvements within those areas. Also, the developer is proposing to extend W. Lake Dr. south of adjacent PD 24-1033, continuing through the internal roundabout within the subject PD, and stubbing out at the southern project boundary.

Improvements to W. Lake Dr. have been broken into three (3) segments. Segments A is defined as the section of W. Lake Dr. between Bishop Rd. and the northern property boundary of the Cypress Ridge Development (i.e. adjacent PRS 24-1033). Segment B is defined as that portion of W. Lake Dr. between the southern property boundary of the Cypress Ridge Development (i.e. the northern boundary of the subject PD) and Berry Grove Blvd. Segment C is defined at that portion of W. Lake Dr. between Berry Grove Blvd. and Saffold Rd.

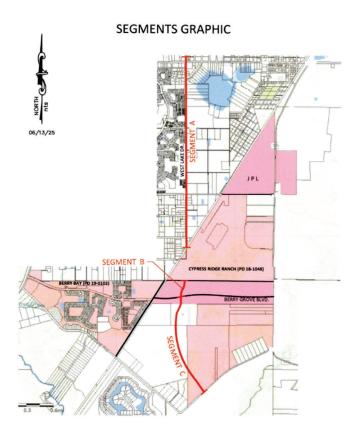
Given the above, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated June 13, 2025) for W. Lake Dr. to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on July 11, 2025).

The Design Exception would authorize deviations from the TS-4 Typical Section (for 2-lane, Undivided, Urban Collector Roadways) as found in the 2021 Hillsborough County Transportation Technical Manual (TTM). Specifically:

1. Within Segment A, the developer shall widen/construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide asphalt paths along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required asphalt path separation as outlined below. The developer has proposed two typical sections for this segment (A-1 and A-2). Typical Section A-2 is the section where right-of-way is limited and/or there are design constraints. Use of Typical Section A-2 shall be minimized to the greatest extent feasible. The developer shall be permitted to reduce the required asphalt path separation between the closest edge of the asphalt path and the travel lane from 14-feet to 7-feet (for Typical Section A-1) and from 14-feet to 2-feet (for Typical Section A-2).

- 2. Within Segment B, the developer shall construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide sidewalks along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required sidewalk separation between the closest edge of the sidewalk and the travel lane from 14-feet to 6-feet. The developer shall also be permitted to eliminate the required 2-foot pedestrian clearance area between the back of sidewalk and edge of right-of-way.
- 3. Within Segment C, the developer shall construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide asphalt paths along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required asphalt path separation between the closest edge of the sidewalk and the travel lane from 14-feet to 7-feet.

If PD 25-0371 is approved by the BOCC, the County Engineer will approve the above referenced Design Exception request.



REQUESTED DESIGN EXCEPTION – CR 579 SUBSTANDARD ROAD

As CR 579 is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated July 9, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on July 11, 2025).

Improvements to CR 579 have been broken into three (3) segments. Segment A is defined as the section of CR 579 between SR 672 and the southern property boundary of folio 79456.0000 (i.e. the southern

boundary of pending PD 25-0469). Segment B is defined as that portion of CR 579 between the southern property boundary of folio 79456.0000 and the southern boundary of adjacent PD 18-1048 (i.e. the northern boundary of the subject PD). Segment C is defined at that portion of CR 579 between the northern boundary of the subject PD and the southern boundary of the subject PD.

Given the above, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated July 9, 2025) for CR 579 to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on July 11, 2025).

The Design Exception would authorize deviations from the 2021 Transportation Technical Manual (TTM) Typical Section – 7 (TS-7) (for 2-Lane, Rural Local and Collector Roadways). Specifically:

1. Within Segment A:

- a. The developer will be permitted to maintain the 10 to 11-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section 7 (TS-7) of the Transportation Technical Manual (TTM);
- b. The developer will be permitted to construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway as required pursuant to TS-7 of the TTM; and,
- c. The developer will be required to construct a 10-foot-wide sidewalk along the west side of the roadway. This will take the place of the 5-foot-wide sidewalk that would normally be constructed along the west side of the roadway within this segment per TS-7, but will not be in lieu of the required bicycle facilities, which are being provided on the paved 5-foot shoulders consistent with TS-7. Also, staff notes that the 10-foot-wide sidewalk will transition to a 5-foot-wide sidewalk north of proposed PD 25-0469, where right-of-way does not exist to permit construction of the wider sidewalk.

2. Within Segment B:

- a. The developer will be permitted to maintain the 10-foot-wide to 11-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section 7 (TS-7) of the Transportation Technical Manual (TTM); and,
- b. The developer will be permitted to construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway as required pursuant to TS-7 of the TTM.

3. Within Segment C:

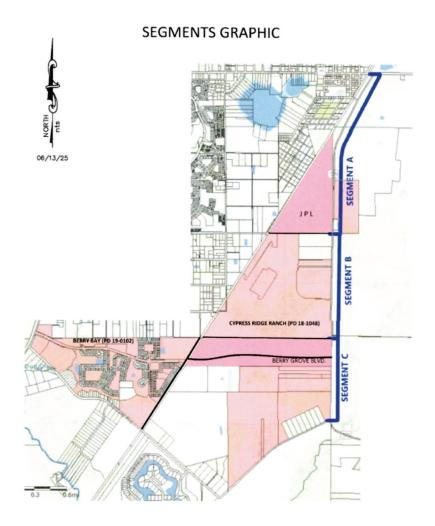
- a. The developer will be permitted to maintain the 10-foot-wide lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section 7 (TS-7) of the Transportation Technical Manual (TTM);
- b. The developer shall dedicate and convey to Hillsborough County sufficient right-ofway to accommodate proposed improvements (a minimum of 48-feet east of the

- existing centerline). Staff notes this is in addition to any right-of-way necessary to accommodate site access improvements or additional preservation required pursuant to the Hillsborough County Corridor Preservation Plan as further described herein;
- c. The developer will be permitted to construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway as required pursuant to TS-7 of the TTM; and,
- d. The developer will be required to construct a 10-foot-wide sidewalk along the west side of the roadway. This will take the place of the 5-foot-wide sidewalk that would normally be constructed along the west side of the roadway within this segment per TS-7, but will not be in lieu of the required bicycle facilities, which are being provided on the paved 5-foot shoulders consistent with TS-7.

The developer of the subject PD noted that the developer of pending PD 25-0469 is required to make the same improvements within Segments A and B (in addition to 5-foot-wide sidewalks/asphalt paths along their frontages except where replaced by a wider facility); however, in the event that development does not move forward, this developer will be required to make those improvements in certain circumstances. Although the Design Exception doesn't specifically mention the Southern Development Area, staff and the applicant's team discussed that certain connections between the Southern Development Area and Northern Development Area needed to be in place before improvements within Segments A and B are waived for any development within the Southern Development Area. Specifically, except for the first phase of development within the Northern Development Area, development within the Northern Development Area of the PD shall be required to complete improvements within Segments A and B until such time that the W. Lake Dr. improvements north of Berry Grove Blvd. are constructed. With regards to the Southern Development Area, the following improvements are required to unlock development within the area north of (but not to include) the east-west road:

- 1. Specifically, The Berry Grove Blvd. Ext. to US 301; and,
- 2. The W. Lake Dr. improvements between Bishop Rd. and Berry Grove Blvd.; and,
- 3. The northernmost connection to CR 579 within the Southern Development Area; and,
- 4. The three (3) easternmost local roadway connections along the northern boundary of the Southern Development Area, shall be completed such that they connect the Northern Development Area and Southern Development Area through adjacent folio 79703.0000; or,
- 5. The CR 579 improvements within Segments A, B and C have been completed and are open for beneficial use.

If PD 25-0371 is approved by the BOCC, the County Engineer will approve the above referenced Design Exception request.



REQUESTED DESIGN EXCEPTION – SAFFOLD RD. SUBSTANDARD ROAD

As Saffold Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated June 12, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on July 11, 2025).

Improvements to Saffold Rd. have been broken into two (2) segments. Segment B is defined as that portion of Saffold Rd. along the frontages of folios 79700.0400, 79700.0300, 79700.0350, 79700.0100, 79700.0200, 79700.0250, 79700.0050, and 79700.0150. Segment A is defined as those portions of Saffold Rd. between CR 579 and the western project boundary, excluding the area defined as Segment B.

The Design Exception would authorize deviations from the 2021 Transportation Technical Manual (TTM) Typical Section – 7 (TS-7) (for 2-Lane, Rural Local and Collector Roadways). Specifically:

1. Within Segment B:

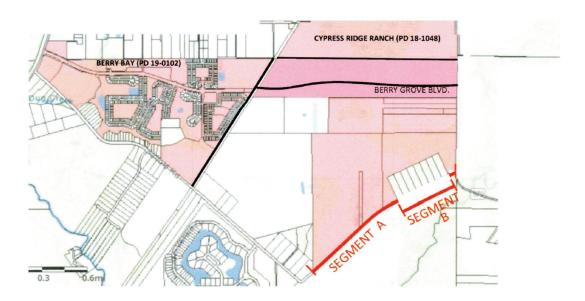
a. The developer will be permitted to maintain the 10-foot-wide lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section – 7 (TS-7) of the Transportation Technical Manual (TTM);

- b. The developer will be permitted to construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway as required pursuant to TS-7 of the TTM, thereby eliminating required bicycle facilities within this segment; and,
- c. The developer will be required to construct a 5-foot-wide sidewalk along the north side of the roadway.

2. Within Segment A:

- a. The developer will be permitted to maintain the 10-foot-wide lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section 7 (TS-7) of the Transportation Technical Manual (TTM);
- b. The developer shall dedicate and convey to Hillsborough County sufficient right-ofway to accommodate proposed improvements (a minimum of 48-feet north of the existing centerline). Staff notes this is in addition to any right-of-way necessary to accommodate site access improvements or additional preservation required pursuant to the Hillsborough County Corridor Preservation Plan as further described herein;
- c. The developer will be permitted to construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway as required pursuant to TS-7 of the TTM; and,
- d. The developer will be required to construct a 10-foot-wide sidewalk along the north side of the roadway. This will take the place of the 5-foot-wide sidewalk that would normally be constructed along the west side of the roadway within this segment per TS-7, but will not be in lieu of the required bicycle facilities, which are being provided on the paved 5-foot shoulders consistent with TS-7.

Staff noes that the graphic shown in the Design Exception request incorrectly depicts Segment A as inclusive of the area covered by Segment B. Staff has updated the graphic to reflect the correct summary and segmentation described hereinabove.



ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Information for pertinent roadways is included below. Saffold Rd., Berry Grove Blvd. and W. Lake Dr. were not included in the 2020 LOS report. As such, information for these facilities cannot be provided.

Roadway	From	То	LOS Standard	Peak Hour Directional LOS
US 301	Manatee County Line	SR 674	D	С
CR 579	Manatee County Line	SR 674	С	В

Source: Hillsborough County 2020 Level of Service Report.

Page 19 of 19

Ratliff, James

From: Williams, Michael

Sent: Friday, July 11, 2025 2:42 PM

To: Steven Henry

Cc: Kami Corbett; kelly.love@clearviewland.com; Follin, Jared; Ratliff, James; Drapach, Alan; Tirado,

Sheida; De Leon, Eleonor; PW-CEIntake

Subject: FW: RZ-PD 25-0371 - Design Exception Review (1 of 2)

Attachments: 25-0371 Rev DEReq 06-13-25.pdf; 25-0371 DEAd 07-10-25_3.pdf

Steve,

I have found the attached three Design Exceptions (DE) for PD 25-0371 APPROVABLE. Please note these are being sent over two emails due to file size.

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

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

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Mike

Michael J. Williams, P.E.

Director, Development Review County Engineer

Development Services Department

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

L. Williamsmerici L.go

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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From: Tirado, Sheida <TiradoS@hcfl.gov> Sent: Friday, July 11, 2025 1:34 PM

To: Williams, Michael <WilliamsM@hcfl.gov>; Steven Henry <shenry@lincks.com>

Cc: Ratliff, James < RatliffJa@hcfl.gov>

Subject: RE: RZ-PD 25-0371 - Design Exception Review (1 of 2)

Hello Mike.

The attached Design Exceptions are Approvable to me, please include the following people in your response email:

shenry@lincks.com kami.corbett@hwhlaw.com kelly.love@clearviewland.com follinj@hcfl.gov ratliffja@hcfl.gov drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services Department

E: TiradoS@HCFL.gov

P: (813) 276-8364 | M: (813) 564-4676

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Hillsborough County Florida

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Request Type (check one)	 Section 6.04.02.B. Administrative Variance ★ Technical Manual Design Exception Request □ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) □ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) 				
Submittal Type (check one)	☐ New Request ☐ Additional Information				
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	x 1. West Lake Drive - Substandard Road 4 . 2 . 5 . 3 . 6 .				
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.					
Project Name/ Phase Council Growers	S				
Important: The name selected must be used on all full frequest is specific to a discrete phase, please also	iture communications and submittals of additional/revised information relating to this variance. list that phase.				
Folio Number(s) Important: List all folios related to the project, up	★ Check This Box If There Are More Than Five Folio Numbers to a maximum of five. If there are additional folios, check the box to indicate such. Folio				
numbers must be provided in the format provided b	by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, 789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789;				
Name of Person Submitting Request	Steven J. Henry, P.E.				
Important: All Administrative Variances (AV) and Do State of Florida.	esign Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the				
Current Property Zoning Designation					
Designation. Typing "N/A" or "Unknown" will result to County Zoning Atlas, which is available at https://ma	mily Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) in your application being returned. This information may be obtained via the Official Hillsborough aps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, for Development Services at (813) 272-5600 Option 3.				
Pending Zoning Application Number	MM 25-0371				
	nter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not 11M for major modifications, PRS for minor modifications/personal appearances.				
Related Project Identification Number (Site/Subdivision Application Number)	N/A				

Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision

Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".

1 of 1 03/2025



June 13, 2025

Mr. Mike Williams Hillsborough County Government 601 East Kennedy Blvd., 22nd Floors Tampa, FL 33602

Re: Council Growers

MM 25-0371

Folio Numbers: 079702.0002, 079702.0000, 279691.0000, 079691.0010,

279693.0000, 079692.0000, 079698.0010, 079698.0000,

079699.0000, 079852.0000, 079852.0010, 079700.0000

Lincks Project No. 19119

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for West Lake Drive from Bishop Road to Saffold Road. Figure 1 illustrates the segments of West Lake Drive that are the subject of this Design Exception. The existing Planned Development for the property is proposed to be amended to allow the following land uses:

- 2,000 Single Family Homes
- 300 Townhomes
- 1,000 Student Elementary School

Tables 1, 2, and 3 provide the trip generation for the proposed Planned Development.

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

- Two (2) full accesses to CR 579
- The extension of the Berry Grove Boulevard from its current terminus to CR 579 (Roundabout)
- One (1) full access to Saffold Road
- Extension of West Lake Drive north to tie into West Lake Drive north of the TECO easement

According to the Hillsborough County Roadways Functional Classification Map, West Lake Drive is classified as a collector roadway.

The developer of the subject PD is working with the developer of Cypress Ridge Ranch to the north to extend/improve West Lake Drive through the Cypress Ridge Development. This will then provide a collector road connection from SR 674 to Saffold Road.

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

Segment A

This section is from Bishop Road to the northern property line of the Cypress Ridge Development See Typical Sections A-1 and A-2 for the sections proposed along this segment.

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for West Lake Drive. This segment of West Lake Drive is currently a two (2) lane roadway. The following exceptions are requested to accommodate the proposed project:

- 1) Bike Lanes TS-4 has 7 foot buffered bike lanes. The existing roadway is a rural roadway with no bike lanes.
- 2) Sidewalk TS-4 has sidewalk on both sides of the roadway. There is currently some sidewalks along portions of the roadway.

The justification for the Design Exception is as follows:

The developer proposes two (2) alternative sections. The first is where there is sufficient right of way to provide the proposed section which is shown in Typical Section A-1. Typical Section A-2 illustrates the proposed section where right of way is limited and/or there are design constraints. The primary difference in these sections is the distance from the back of the curb to the sidewalk. It should be noted that the distance between the back of the curb and sidewalk can vary depending on the right of way and roadway constraints. This section will be minimized to the greatest extent feasible. The sections include the following:

- 1. Bike Lanes Due to the three (3) schools that are proposed along West Lake Drive, 10 foot sidewalks are proposed on each side of West Lake Drive in lieu of the bike lanes. From a safety standpoint, the 10 foot sidewalks provide a better option for students walking and riding bikes to school than students riding bikes within West Lake Drive or pedestrian and bikes on a 5 foot sidewalk. Due to right of way constraints along the roadway, it is not feasible to provide the bike lanes and the 10 foot sidewalks.
- 2. Sidewalk 10 foot sidewalk on both sides of the roadway are proposed instead of the bike lanes. As stated above, given the roadway will serve the three (3) schools, the 10 foot sidewalks provide a better option for the school students.

Segment B

This segment is from the southern property line of the Cypress Ridge Development to Berry Grove Boulevard. See Typical Section B for the section proposed along this

segment of the roadway.

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for West Lake Drive. The following exceptions are requested to accommodate the proposed project:

- 1) Bike Lanes TS-4 has 7 foot buffered bike lanes. The designed roadway does not have bike lanes.
- 2) Sidewalk TS-4 has sidewalk on both sides of the roadway. The roadway is designed with five (5) foot sidewalks.

The justification for the Design Exception is as follows:

The existing right of way along this segment of the roadway is 54 feet, with 10 feet public utility easement on both sides of the right of way. The proposed typical section is shown in Section B. This section includes the following:

- 1. Bike Lanes To match the typical section north of Bishop Road, 10 foot sidewalks are proposed on each side of West Lake Drive in lieu of the bike lanes. From a safety standpoint, the 10 foot sidewalks provide a better option for students walking and riding bikes to school than students riding bikes within West Lake Drive or pedestrian and bikes on a 5 foot sidewalk. Due to right of way constraints along the roadway, it is not feasible to provide the bike lanes and the 10 foot sidewalks.
- 2. Sidewalk 10 foot sidewalk on both sides of the roadway are proposed instead of the bike lanes. As stated above, given the roadway will serve the three (3) schools, the 10 foot sidewalks provide a better option for the school students.

Segment C

This segment is from Berry Grove Boulevard to Saffold Road, see Typical Section C for the section along this segment.

The justification for the Design Exception is as follows:

The proposed typical section is shown in Section C. This section includes the following:

 Bike Lanes – To match the typical section north of Bishop Road, 10 foot sidewalks are proposed on each side of West Lake Drive in lieu of the bike lanes. From a safety standpoint, the 10 foot sidewalks provide a better option for students walking and riding bikes to school than students riding bikes within West Lake Drive or

- 2. pedestrian and bikes on a 5 foot sidewalk. Due to right of way constraints along the roadway, it is not feasible to provide the bike lanes and the 10 foot sidewalks.
- 3. Sidewalk 10 foot sidewalk on both sides of the roadway are proposed instead of the bike lanes. As stated above, given the roadway will serve the three (3) schools, the 10 foot sidewalks provide a better option for the school students.

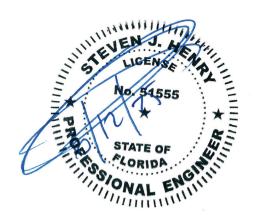
Based on the above, it is our opinion, the proposed improvements to West Lake Drive will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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

Mr. Mike Williams June 13, 2025 Page 5

Best Regards,

Steven J Henry President Lincks & Associates, LLC A TMC Company P.E. #51555



Michael J. Williams

Hillsborough County Engineer

Based on the information provided by the applicant, this request is:			
	_ Disapproved		
	_ Approved		
	_ Approved with Conditions		
lf there are any fui L. Tirado, P.E.	ther questions or you need clarification, please contact Sheida		
	Sincerely,		

TABLE 1

ESTIMATED DAILY TRIP ENDS

External Trip Ends	3,712	2,159	1,312	7,183	11287	18,470
Internal Trip Ends	218	77	958	1,253	<u>663</u>	1,916
Daily Trip Ends	3,930	2,236	2,270	8,436	11,950	20,386
Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's	Total
Code	210	215	520		210	
Land Use	Single Family	Townhomes	Elementary		Single Family	
Location	North				South	

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition, 2021.
(2) Internal Capture
School Internal
422/1,000 x 2,270 = 958

TABLE 2

ESTIMATED AM PEAK HOUR PROJECT TRIP ENDS

a	our		Total	211	124	427	762	640	1,402
New External	AM Peak Hour	Trip Ends	Out	173	86	196	467	525	992
ž	A	•	듸	38	26	231	295	115	410
			Total	20	26	313	409	217	929
	Internal	Trip Ends	Ont	38	41	144	196	117	313
			듸	32	26 26 98 313 231 196 409 295 467 217 115 525 626 410 992				
	'n		Total	281	150	740	1,171	857	2,028
	AM Peak Hour	rip Ends (1	Ont	211	112	340	663	642	1,305
	AN		듸	70	38	400	508	215	723
			Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's	Total
	믵	Land Use	Code	210	215	520		210	
			<u>Land Use</u>	Single Family	Townhomes	Elementary		Single Family	
			Location	North				South	

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition.
(2) Internal Capture
• School Internal
In - 422/1000 x 400 = 169
Out - 422/1000 x 340 = 144

TABLE 3

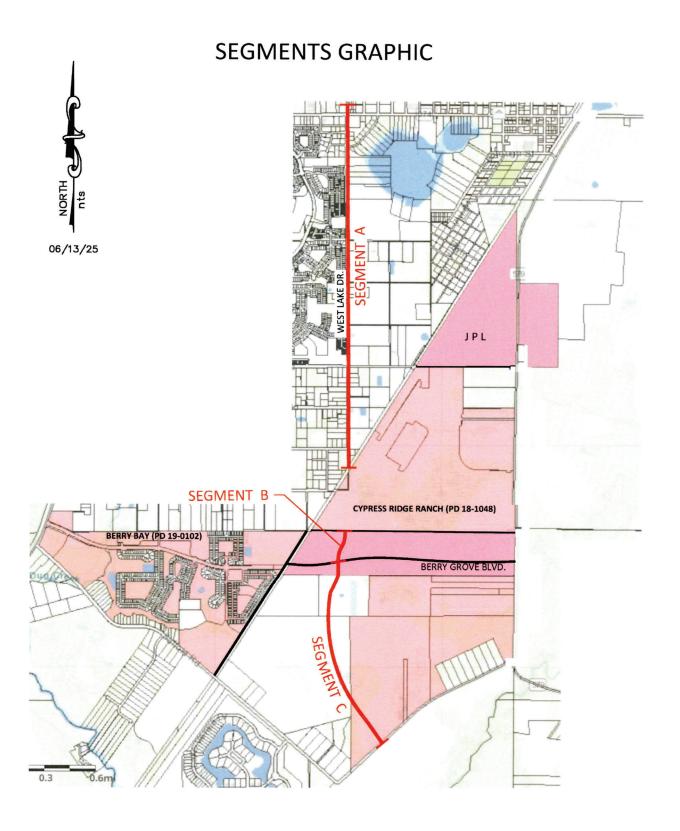
ESTIMATED PM PEAK HOUR PROJECT TRIP ENDS

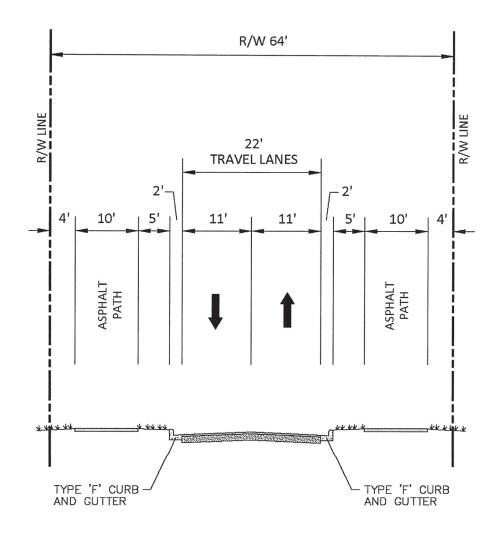
New External PM Peak Hour Trip Ends		Total	396	170	93	629	200	1,203	1,862
		Ont	145	69	20	264	77	144	202
žá	Ne PM T		251	101	43	395	76.0	707	1,157
		Total	15	9	<u>79</u>	88	ă	5	134
Internal	Trip Ends	Ont	7	က	36	46	5	7	29
		듸	80	ო	33	42	26	3	29
בַֿ)	Total	411	3 6 101 69 36 67 43 50 46 88 395 264 21 46 762 441 67 134 1,157 705					
PM Peak Hour	Trip Ends (1)	Ont	152	72	86	310	762	107	772
PN	T	듸	259	104	74	437	787	5	1,224
		Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1 505 DH's	2	Total
믵	Land Use	Code	210	215	520		210	2	
		<u>Land Use</u>	Single Family	Townhomes	Elementary		Single Family		
		Location	North				Ę S	5	

(1) Source: TE <u>Trip Generation Manual</u>, 11th Edition.
 (2) Internal Capture

 School Internal
 In - 422/1000 x 74 = 31

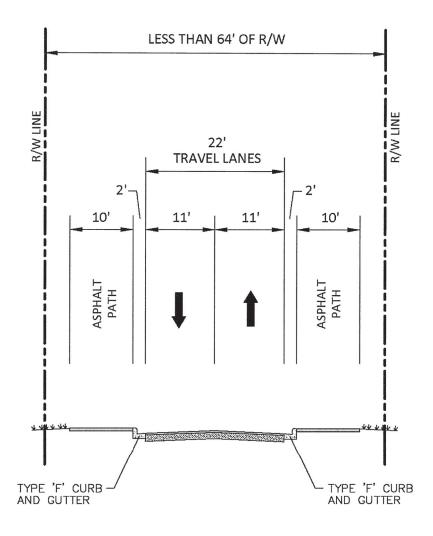
 Out - 422/1000 x 86 = 36





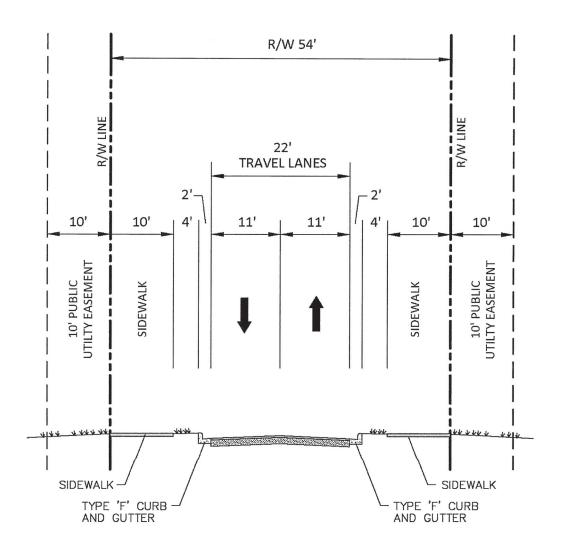
TYPICAL SECTION WEST LAKE DRIVE

SECTION A-1



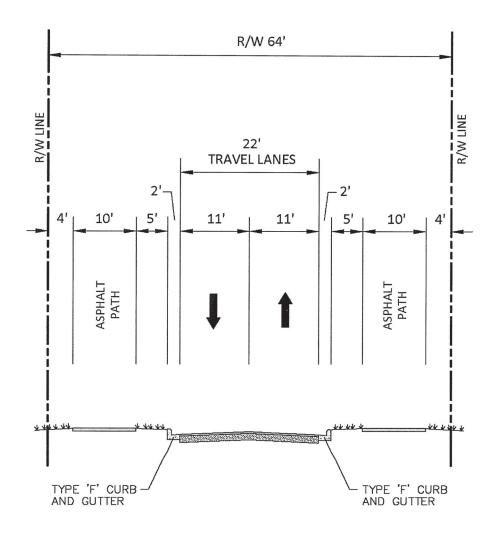
TYPICAL SECTION
WEST LAKE DRIVE

SECTION A-2



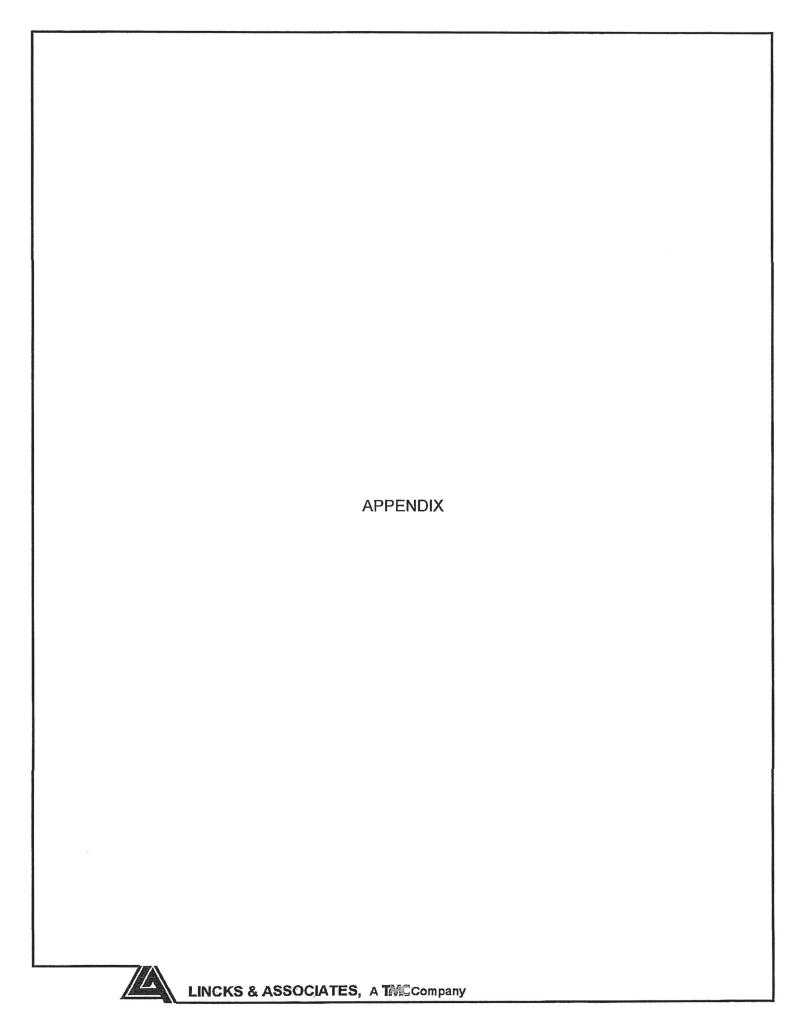
TYPICAL SECTION WEST LAKE DRIVE

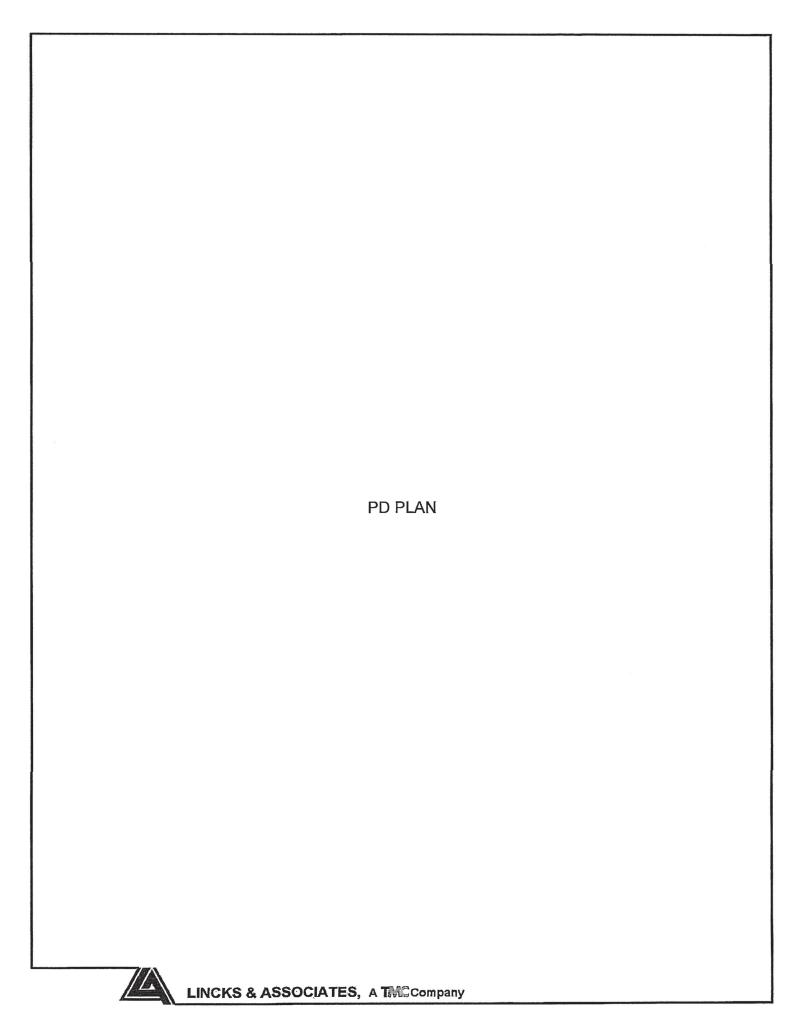
SECTION B

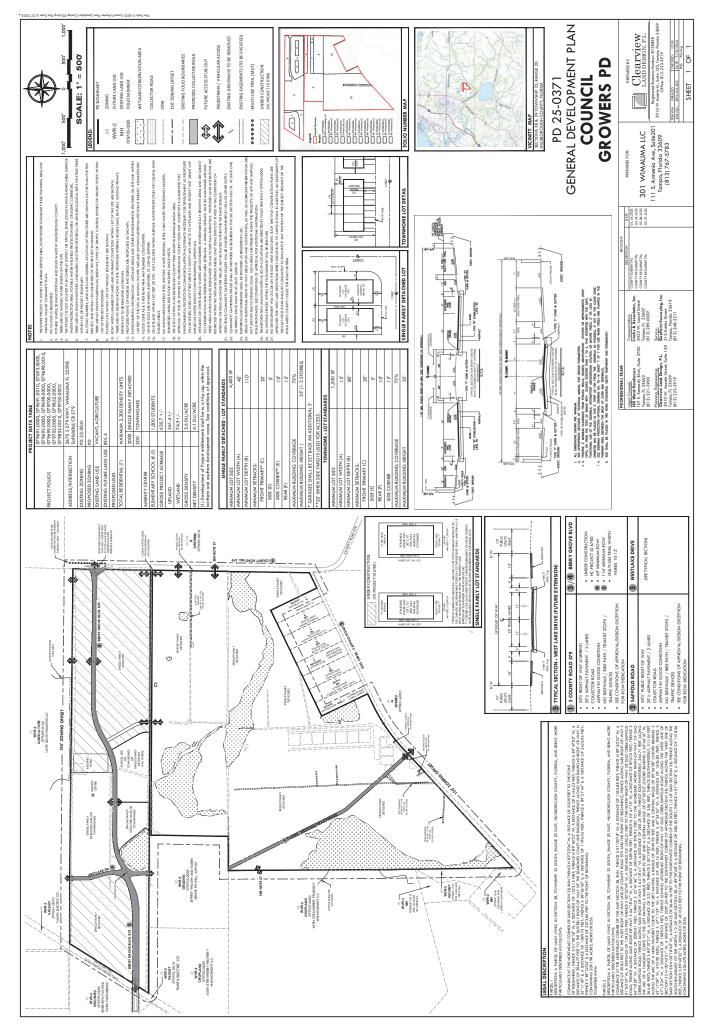


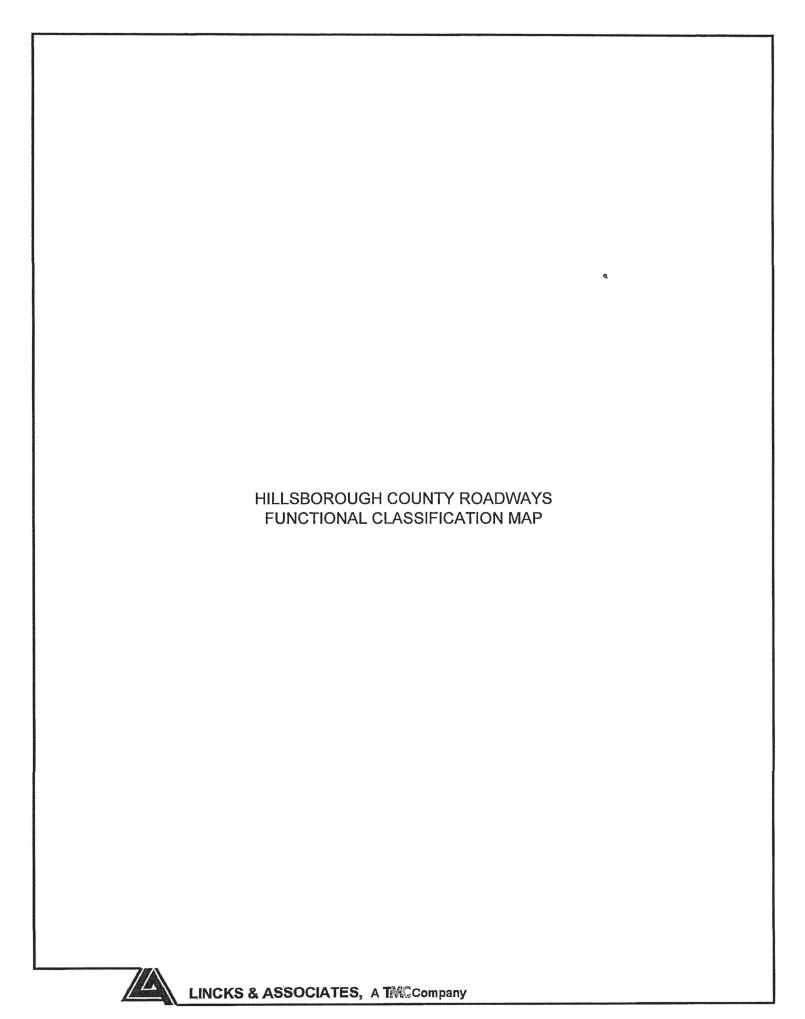
TYPICAL SECTION WEST LAKE DRIVE

SECTION C



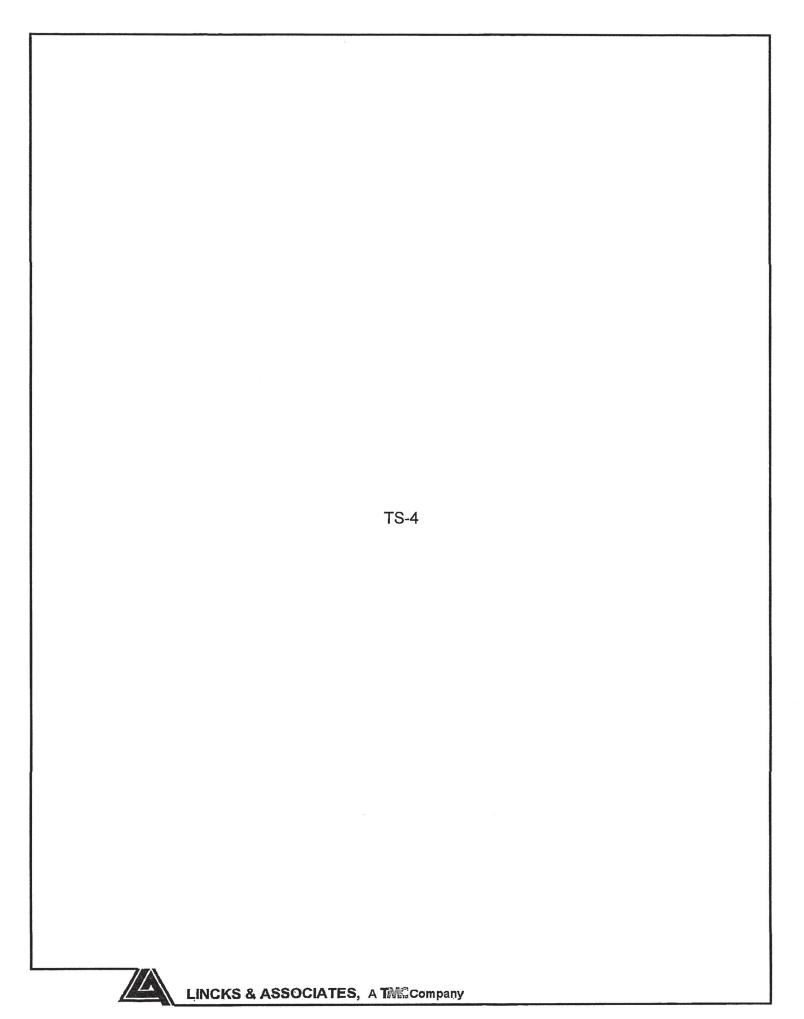


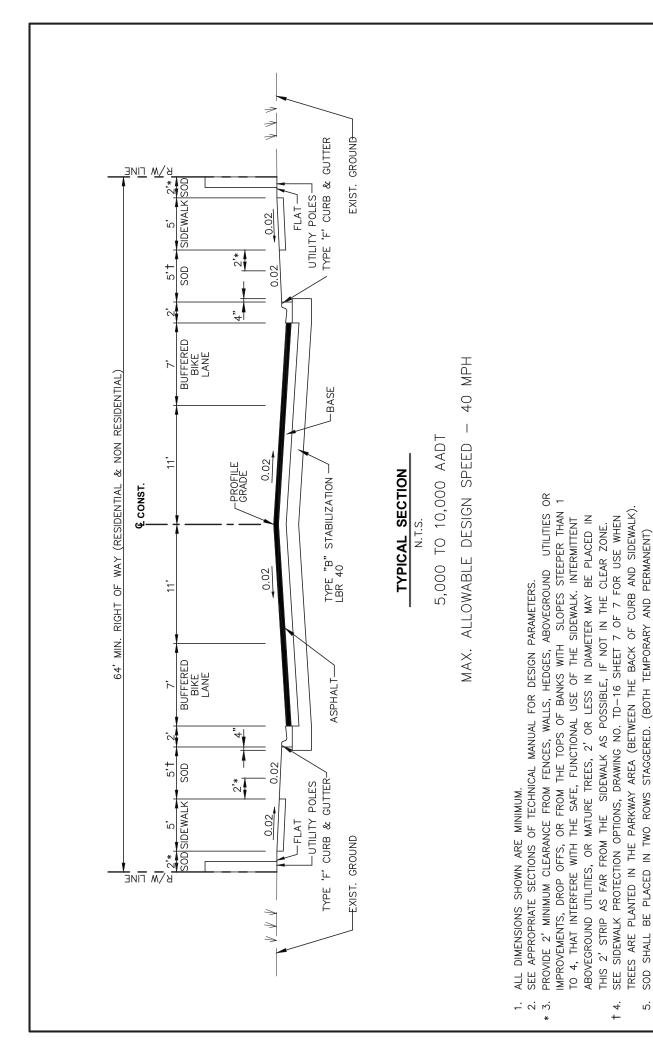




FUNCTIONAL CLASSIFICATION Infrastructure & Development Services SOURCE: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from recorded detais, plats, and other public records; if has been based on BEST AVAILABLE data. HILLSBOROUGH COUNTY PART 3 DO NIESTYLT, SE PLANKED DIELE DHENT DETRICTS PART 3 DO CITIES DANKED DIELE DHENDAM SAN 3 DO CITIES DIELE DHENDAM SAN 3 DO CITIES DE PART 6 Urban Service Area Boundary Hillsborough County, Florida ROADWAYS State, Principal Arterial Hillsborough, Collector Hillsborough, Arterial **Locator Map** Functional Classifications Legend Authority, Classification State, Arterial Users of this map are hereby notified that the aforement for verification of the information contained on this map. 75 R 21 E R 19 E R 19 E COUNTY 25-0371

NOTE. Every resolvable address bean made to sear the searcage of the map. Historycon, I County does not asset may be a search the searcage of the search search of the sea





URBAN COLLECTORS (2 LANE UNDIVIDED) TYPICAL SECTION

> County Florida Hillsborough

TRANSPORTATION

REVISION DATE:

10/17

TECHNICAL

MANUAL

1 OF 1 SHEET NO.

TS4

DRAWING NO.

Ratliff, James

From: Williams, Michael

Sent: Friday, July 11, 2025 2:42 PM

To: Steven Henry

Cc: Kami Corbett; kelly.love@clearviewland.com; Follin, Jared; Ratliff, James; Drapach, Alan; Tirado,

Sheida; De Leon, Eleonor; PW-CEIntake

Subject: FW: RZ-PD 25-0371 - Design Exception Review (1 of 2)

Attachments: 25-0371 Rev DEReq 06-13-25.pdf; 25-0371 DEAd 07-10-25_3.pdf

Steve,

I have found the attached three Design Exceptions (DE) for PD 25-0371 APPROVABLE. Please note these are being sent over two emails due to file size.

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

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Mike

Michael J. Williams, P.E.

Director, Development Review County Engineer

Development Services Department

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L. Williamsmerici L.go

W: HCFLGov.net

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Best Regards,

Sheida L. Tirado, PE

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Hillsborough County Florida

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Sent: Tuesday, July 8, 2025 10:43 AM **To:** Steven Henry <shenry@lincks.com>

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<u>'</u>					
Request Type (check one)	 Section 6.04.02.B. Administrative Variance ▼ Technical Manual Design Exception Request □ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) □ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) 				
Submittal Type (check one)	☐ New Request ☐ Revised Request ☐ Additional Information				
Submittal Number and	×1. CR 579 - Substandard Road				
Description/Running History (check one and complete text box	×2. CR 579 - Substandard Road _5.				
using instructions provided below)	□ 3. □ 6.				
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Project Name/ Phase Council Growers	5				
Important: The name selected must be used on all fu If request is specific to a discrete phase, please also	iture communications and submittals of additional/revised information relating to this variance. list that phase.				
Folio Number(s)	Check This Box If There Are More Than Five Folio Numbers				
numbers must be provided in the format provided b	to a maximum of five. If there are additional folios, check the box to indicate such. Folio by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, 789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789;				
Name of Person Submitting Request	Steven J. Henry, P.E.				
Important: All Administrative Variances (AV) and De State of Florida.	esign Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the				
Current Property Zoning Designation					
Designation. Typing "N/A" or "Unknown" will result i County Zoning Atlas, which is available at https://mc	mily Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) in your application being returned. This information may be obtained via the Official Hillsborough aps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, for Development Services at (813) 272-5600 Option 3.				
Pending Zoning Application Number	MM 25-0371				
	ter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not 1M for major modifications, PRS for minor modifications/personal appearances.				
Related Project Identification Number (Site/Subdivision Application Number)	N/A				

1 of 1

Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision

Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".



July 9, 2025

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

Re: Council Growers MM 25-0371

Folio Numbers: 079702.0002, 079702.0000, 279691.0000, 079691.0010,

279693.0000, 079692.0000, 079698.0010, 079698.0000,

079699.0000, 079852.0000, 079852.0010, 079700.0000

Lincks Project # 19119

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet the Land Development Code Section 6.04.03L— Substandard Roadways of the Hillsborough County Land Development for CR 579 from Saffold Road to CR 674. The subject project is located west of CR 579 and north of Saffold Road. The developer proposes to modify the existing Planned Development for the property to allow the following land uses:

- 2,000 Single Family Homes
- 300 Townhomes
- 1,000 Student Elementary School

Tables 1, 2, and 3 provides the trip generation for the project.

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

- Two (2) full accesses to CR 579
- The extension of the Berry Grove Boulevard from its current terminus to CR 579 (Roundabout)
- · One (1) full access to Saffold Road
- Extension of West Lake Drive north to tie into West Lake Drive north of the TECO easement

According to the Hillsborough County Roadways Functional Classification Map, CR 579 is a collector road.

Based on the evaluation of CR 579, there is not sufficient right of way to improve CR 579 to TS-7 standards. Therefore, a Design Exception is requested for CR 579 along the

5023 West Laurel Street Tampa, FL 33607 813 289 0039 Telephone 8133 287 0674 Telefax www.Lincks.com Website Mr. Mike Williams July 9, 2025 Page 2

property frontage. The JPL Development is to improve Segments A and B along CR 579 and the subject project is to improve Segment C. Except for the first phase of the development consisting of 600 dwelling units, the subject property will also be responsible for Segments A and B until such time that the West Lake Drive improvements north of Berry Grove Boulevard are constructed. The segments are shown in the attached graphic.

Segment A

This section is from SR 674 to the southern property line of the JPL project. See Typical Section A for the section proposed along the segment.

- Right of Way The right of way along the segment of CR 579 varies between approximately 51 feet to 74 feet. The developer of the JPL development has committed to providing the right of way on each side of CR 579 to provide a total of 48 feet of right of way from the existing centerline of CR 579 within the limits of the property they own.
- Lane Width TS-7 has 12 foot lanes. The proposed section is to maintain the existing lanes at 10 to 11 feet. Due to limited right of way, 12 foot lanes cannot be provided.
- 3. Shoulder TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot shoulders with 5 feet paved.
- 4. Sidewalk TS-7 has 5 foot sidewalk on both sides of the roadway. A 10 foot sidewalk is proposed along the west side of CR 579 within the property controlled by the JPL developer. North of the property the 10 foot sidewalk is to transition to a 5 foot sidewalk.

Segment B

This segment is from the southern property line of the JPL development to the northern property line of the Council Growers project along the Cypress Ridge Development, as shown in the attached graphic. See Typical Section B for the section proposed along this segment of the roadway.

- 1. Right of Way The right of way along the segment of CR 579 varies between approximately 59 feet to 90 feet. The developer of PD 18-1048 is required to dedicate an additional 21.5 feet of right of way on the west side of CR 579.
- 2. Lane Width TS-7 has 12 foot lanes. The proposed section is to maintain the existing lanes at 10 to 11 feet. Due to limited right of way, 12 foot lanes cannot be provided.

Mr. Mike Williams July 9, 2025 Page 3

- 3. Shoulder TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot shoulder with 5 feet paved.
- 4. Sidewalk TS-7 has 5 feet on both sides of the roadway. The developer of PD 18-1048 is required to provide a 5 foot sidewalk along the property frontage.

Segment C

This segment is along the subject property frontage of CR 579, as shown in the attached exhibit. See Typical Section C for the section along this segment.

- 1. Right of Way The right of way along this segment of CR 579 varies between approximately 74 feet to 90 feet. As shown in Figure 1, the developer does own property along the portion of the segment and has committed to providing 48 feet of right way on the west side to accommodate the proposed improvements.
- 2. Lane Width TS-7 has 12 foot lanes. The existing lanes are 10 feet. This section proposes to maintain the existing lane width.
- 3. Shoulder TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot stabilized shoulder with five feet paved.
- 4. Sidewalk TS-7 has 5 foot sidewalk on both sides of the road. The proposed section provides a 10 foot sidewalk on the west side of CR 579.

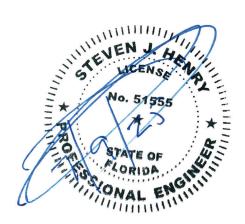
The proposed Design Exception for CR 579 protects and furthers the public health, safety and welfare based on the following:

- 1. Five (5) foot paved shoulders/bike lanes are proposed along the entire length of the roadway. These will provide shoulders/bike lanes that do not currently exist on the roadway.
- 2. A continuous five (5) to ten (10) foot sidewalk along this section of the roadway is to be provided. This increases the pedestrian safety along the roadway and furthers the Vision Zero goals for Hillsborough County.

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

Mr. Mike Williams July 9, 2025 Page 4 Best Regards,

Steven J Henry
President
Lincks & Associates, LLC
A TMC Company
P.E. #51555



Based on the in	formation provided by the applicant, this request is:
	Disapproved
	Approved
	Approved with Conditions
	further questions or you need clarification, please contact Sheida 813) 276-8364, <u>TiradoS@hillsboroughcounty.org</u> .
	Sincerely,
	Michael J. Williams
	Hillsborough County Engineer

TABLE 1

ESTIMATED DAILY TRIP ENDS

External Trip Ends	3,712	2,159	1,312	7,183	11287	18,470
Internal Trip Ends	218	77	958	1,253	<u>663</u>	1,916
Daily Trip Ends	3,930	2,236	2,270	8,436	11,950	20,386
Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's	Total
Code	210	215	520		210	
Land Use	Single Family	Townhomes	Elementary		Single Family	
Location	North				South	

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition, 2021.
(2) Internal Capture
School Internal 422/1,000 x 2,270 = 958

TABLE 2

ESTIMATED AM PEAK HOUR PROJECT TRIP ENDS

<u>π</u>	our		Total	211	124	427	762	640	1,402			
New External	AM Peak Hour	Trip Ends	Ont	173	26 98 124	196	467	525	992			
	AN	•	듸	38	26	231	295	115	410			
			Total	02	56		409	217	626			
	Internal	Trip Ends	Out	32 38 70	12 14	144	196	117	313			
			듸	32	12	169	213	100	313			
	'n					Total	281	150	740	1,171	857	2,028
	AM Peak Hour	rip Ends (1	Ont	70 211 281	38 112	340	663	642	1,305			
		F	듸	70	38	400	508	215	723			
			Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's	Total			
	旦	Land Use	Code	210	215	520		210				
			<u>Land Use</u>	Single Family	Townhomes	Elementary		Single Family				
			Location	North				South				

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition.
 (2) Internal Capture

 School Internal
 In - 422/1000 x 400 = 169

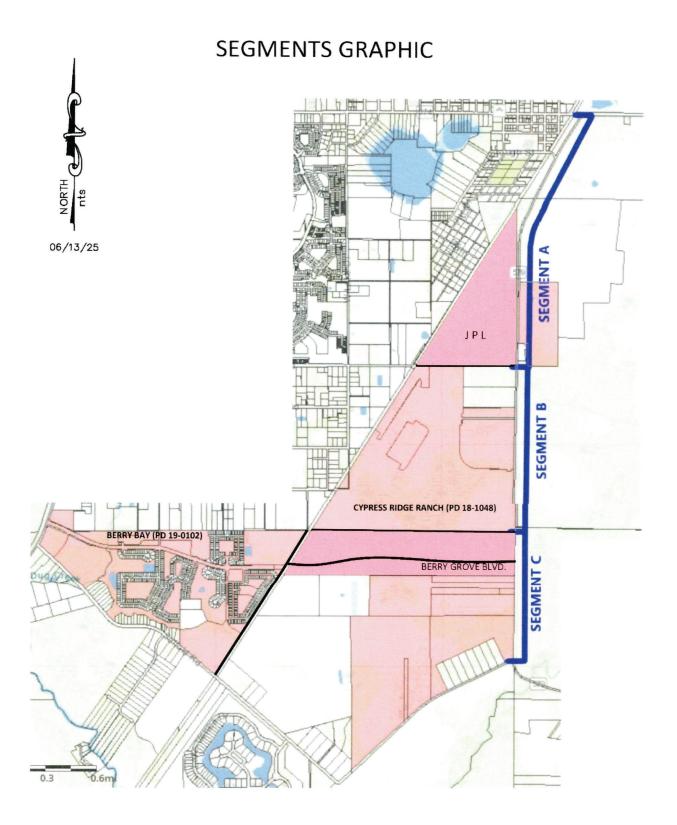
 Out - 422/1000 x 340 = 144

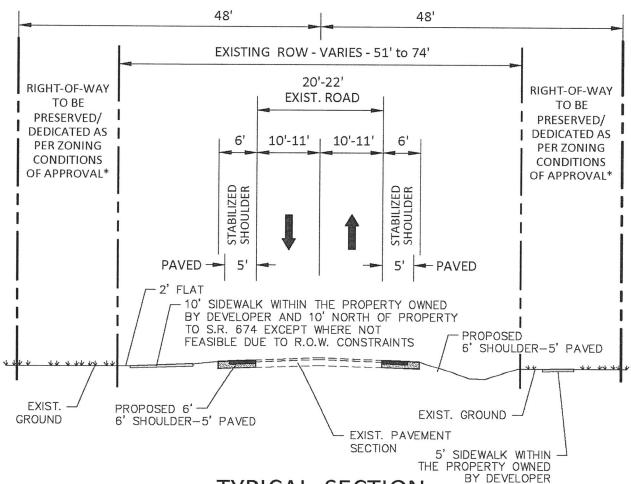
ESTIMATED PM PEAK HOUR PROJECT TRIP ENDS

New External	lour		Total	396	170	93	629	1 203	007	1,862
	Peak H	rip Ends	Ont	145	69	20	264	441		705
	PM	_	디	251	101 69 170	43	395	762	10	1,157
			Total	8 7 15	9	<u>79</u>	88	46	2	134
	Internal	Trip Ends	Out To	7	3	36	46	27		29
			드	∞	ო	31	42	25		29
	our.	1)	Total	411	176	160	747	1,249	- Constitution of the Cons	1,996
	PM Peak Hour	ib Ends (Ont	152	72	86	310	462		772
	PN	T	듸	259	104 72 176	74	437	787		1,224
			Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1.505 DU's		Total
	世: :	Land Use	Code	210	215	520		210		
			Land Use	Single Family	Townhomes	Elementary		Single Family		
			Location	North				South		

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition.
 (2) Internal Capture
 School Internal

 $\ln - 422/1000 \times 74 = 31$ Out - 422/1000 x 86 = 36

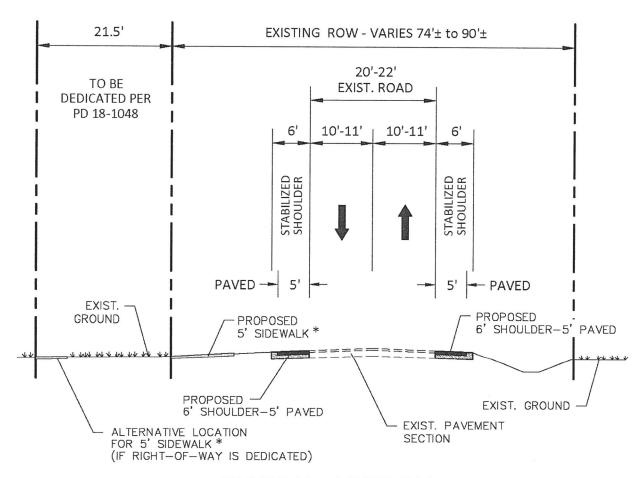




TYPICAL SECTION. SEGMENT A

C.R. 579

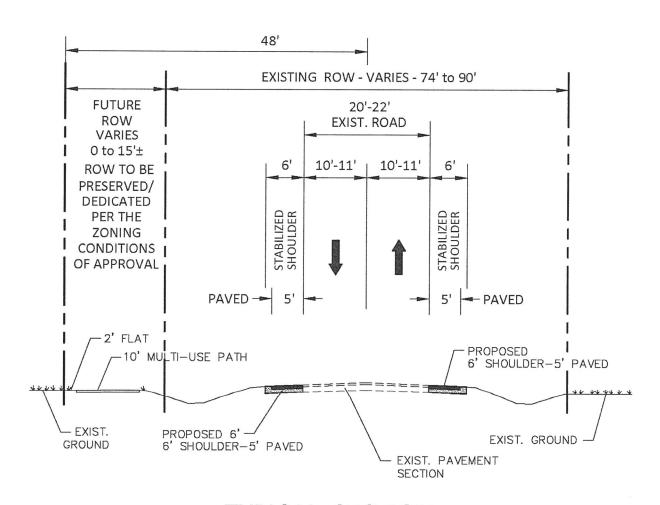
^{*} THE RIGHT-OF-WAY IS TO BE PRESERVED/DEDICATED WITHIN THE LIMITS OF THE PROPERTY OWNED BY THE DEVELOPER.



TYPICAL SECTION SEGMENT B

C.R. 579

*TO BE CONSTRUCTED BY THE DEVELOPER OF THE CYPRESS RIDGE DEVELOPMENT

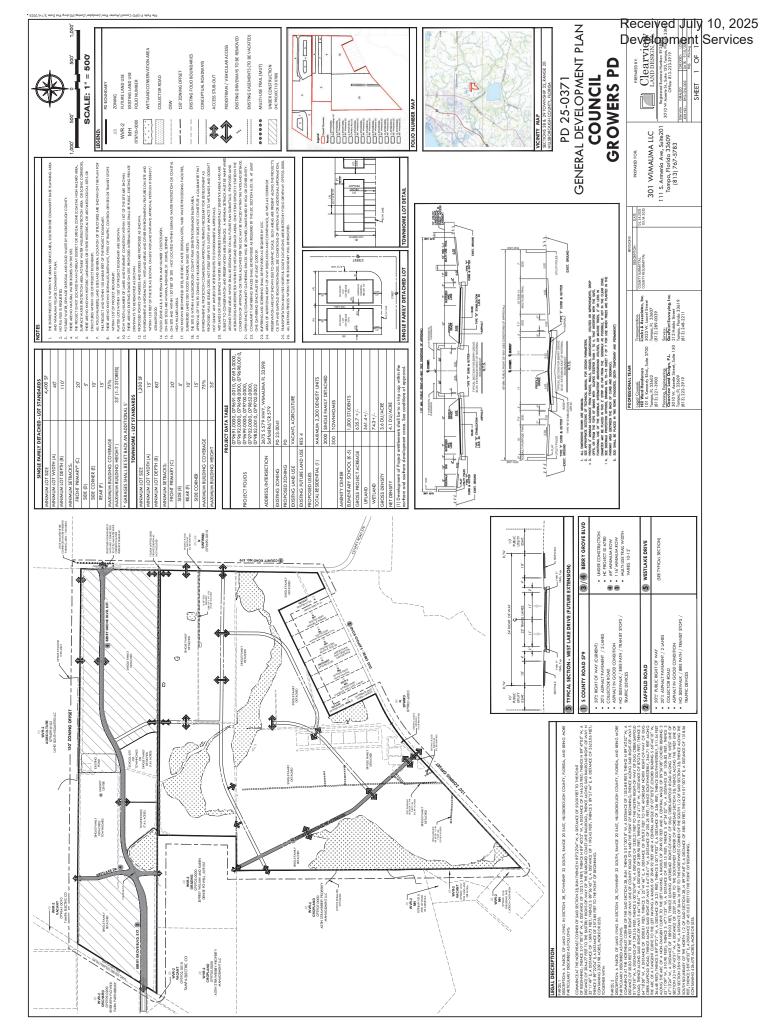


TYPICAL SECTION SEGMENT C C.R. 579

	Received July 10, 2025 Development Services
APPENDIX	
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LINCKS & ASSOCIATES, A TMC Company	

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PD PLAN	

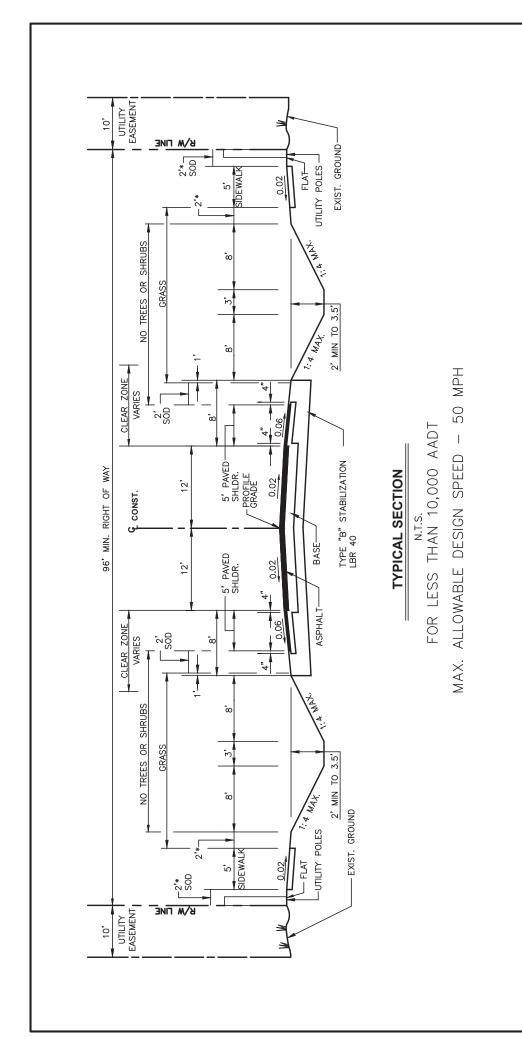
LINCKS & ASSOCIATES, A TMC Company



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HILLSBOROUGH COUNTY ROADWAYS	
FUNCTIONAL CLASSIFICATION	
2	
	1
LINCKS & ASSOCIATES, A TMC Company	

Received July 10, 2025 Development Services FUNCTIONAL CLASSIFICATION Infrastructure & Development Services HILLSBOROUGH COUNTY Urban Service Area Boundary Hillsborough County, Florida ROADWAYS State, Principal Arterial Hillsborough, Collector Hillsborough, Arterial Locator Map Functional Classifications Legend Authority, Classification State, Arterial 75 R 19 E R 19 E COUNTY 25-0371

	Received July 10, 2025 Development Services
	l
TS-7	
LINCKS & ASSOCIATES, A TMC Company	



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

cived July 10, elopment Sen

1 OF

SHEET NO.

TS-1

DRAWING NO.

TRANSPORTATION HIIISI TECHNICAL MANUAL

PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.

ALL DIMENSIONS SHOWN ARE MINIMUM.

. 2 %

Hillsborough County Florida

REVISION DATE:

4. 3.

10/17

	Received July 10, 2025 Development Services
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	l l
CR 579 FIELD ASSESSMENT	
	ĺ
LINCKS & ASSOCIATES, A TMCCompany	

CR 579

Special Field Survey for Substandard Road Assessment

Saffold Road to CR 674 Limits of Survey:

Type of Road: Two lane, crown, aspalt

Shoulder cond.: Good to poor, some erosion

By: WLR & DZS Date of Survey: 11-05-22

Pav't cond.: Fair to good to very good

Swales: swales both sides, most of the segment

- 1. Left and right slopes are measured away from the pavement line, crown, invert crown, centerline or median that separates opposing traffic. Slopes down to the left and right from any of those dividing features are negative, slopes up are positive.
- 2. Measured Lane Pavement Width is edge of pavement to edge of pavement, including any paved shoulders. Minimum, Maximum and Average Lane Width values are lane widths without shoulders
- 3. Nominal dimensions for shoulders are when there is no discrete separation between shoulder and front slope and the minimum required shoulder is used as a nominal shoulder.
- 4. Most traffic signs are 8' to 10' from EOP and are breakaway.
- 5. AADT is 800. Requirement for shoulder is 8'. FDOT greenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes.
 - 6. CR 579 classified as Major on Hillsborough County Map and Minor Collector RURAL on FDOT map.
- 7. Hillsborough Transportation Manual for Subdivision and Site Development Projects Section 3.1 requires 12' lanes for commercial rural roads without bike 8. There are no Traffic Control Poles or devices. All Light Poles, Utility Poles, and Trees are outside of the Clear Zone. Some mailboxes, guardrails and lanes or paved shoulders. See Summary Page for existing lane widths

drainage culvert headwalls are within the Clear Zone. See Field Survey. Speed Limits and Clear Zone Distances

FDOT

Road Jurisdiction:

	Clear Zone	14'	18'	
	Speed Limit (mph)	45	_* 55	
nes	End Station	5+75	169+30	
Right Lanes	Begin Station	00+0	2+42	
	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)	Τ	Т	
	Clear Zone	14'	18'	
	Speed Limit (mph)	45	22	
sət	End Station	5+15	169+30	
Left Lanes	Begin Station	00+0	5+15	
	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)	F		

^{*} Presumed speed as speed limit sign missing

Summaries of Widths and Slopes for Pavement, Shoulders and Side Slopes

auol
2
Sign
Vidth Right Slope

					1	- 1	(I)					1	
1.00	Slope	%0.0	17.0%	9.5%			Back Slope	2 Slope	3%	10%	6.5%		
	Width	4.0'	8.0'	6.5			Back Slope	2 Width	ł	ł	ł		
1	Slope	2.0%	16.0%	10.2%			Back Slope Back Slope Back Slope Back Slope	1 Slope	10%	100%	43.6%		
	Width	4.0'	8.0'	6.7	outliers)	S	Back Slope	1 Width	4'	12'	-80		SS
		Minimum:	Maximum:	Average:	ues (without	LEFT Side Slopes	Bottom	Width	.0	-8	3.		RIGHT Side Slopes
	•				Average values calculated from trimmed mean values (without outliers)	LEFT	Front Slope Front Slope 2	Slope	2%	25%	15.0%	vey	RIGH
	Right Slope	-4.3%	-1.3%	-2.6%	ated from trimi		Front Slope	2 Width	.2	.2	.2	\sim = Slope continues beyond limits of survey	
	Width	20.0'	22.7'	20.5'	alues calcula		Front Slope	1 Slope	2%	37%	16.7%	ntinues beyor	
נכנ	Slope	-3.8%	2.2%	-2.4%	Average v		Front Slope	1 Width	-4	11'	.2	~ = Slope cor	
		Minimum:	Maximum:	Average:		•			Minimum:	breakaway.	Average:	•	

								slope	Outside	Clear Zone	20%	14	2
							e Maximums	Back slope	Inside	Clear Zone	33%	14	2
	Back Slope	2 Slope	10%	13%	11.5%		RIGHT Slope Maximums	Front slope	Outside	Clear Zone Clear Zone Clear Zone Clear Zone	33%	14	0
	Back Slope	2 Width	-8	14'	11'			Front	Inside	Clear Zone	25%	14	0
	Back Slope Back Slope Back Slope Back Slope	1 Slope	2%	160%	40.5%						Maximum Allowed:	Number of Sections:	Sections Exceeding:
RIGHT Side Slopes	Back Slope	1 Width	1,	15'	10,						Maxim	Number	Sections
	Bottom	Width	,0	10,	3.			Back slope	Outside	Clear Zone	20%	14	3
	Front Slope 2	Slope				rvey	urvey e Maximums		Inside	Clear Zone Clear Zone	33%	14	3
	Front Slope Front Slope Front Slope	2 Width				nd limits of su	LEFT Slope	Front slope	Outside	Clear Zone Clear Zone	33%	14	0
	Front Slope	1 Slope	%6	%08	19.0%	itinues beyor		Front	Inside	Clear Zone	72%	14	1
<u> </u>	Front Slope	1 Width	4'	14'	7'	\sim = Slope continues beyond limits of survey					Maximum Allowed:	Number of Sections:	Sections Exceeding:
	-		Minimum:	Maximum:	Average:	•					Maxin	Number	Section

14.3% 14

14.3%

0.0%

21.4%

21.4%

0.0%

Percent Exceeding:

Field Survey

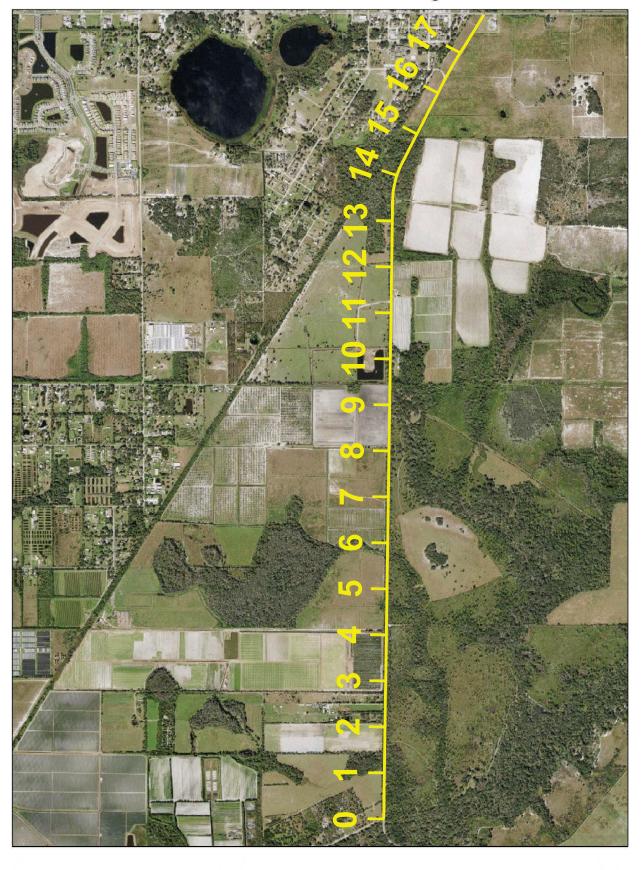
	Left Slop	Left Slopes and Swales	Swales	Left Shoulder	Lan	Lane Pavement	nent	Right Shoulder	Right S	Slopes ar	Right Slopes and Swales
	Back Slope	Bottom	Front Slope	Total/Paved/	Left		Right	Total/Paved/	Front Slope	Bottom	Back Slope
Station	(Width/slope)	(width)	(width/slope)	Slope	Slope	Width	Slope	Slope	(width/slope)	(width)	
1+00	11//12%,~/-3%	ō.	4./-6%	%9-/.0/.8 _*	-3.2%	22.7'	-3.4%	*8'/0'/-14%	47-14%	4	7./22%
	LT 4' BWF 39' LT, 5+15 45 mph South	15 45 mp	oh South								
RT	RT Trees 20' RT, 5+75 55 mph North, RT side shoulder erosion, 3+23 72" CMP culvert, HDW 16' LT, 16' RT	5 55 mpk	ι North, RT side	shoulder erosion,	3+23 72	" CMP CL	Jlvert, HD	W 16' LT, 16' RT			
Notes	Notes 0+00 set at centerline intersection with Saffols Road	line inter:	section with Saffc	ols Road							
8+00	15'18%	0	57-12%	*8'/0'/-12%	-3.0%	20.0'	-2.7%	*8'/0'/-15%	5/-15%	0.	10/16%
	LT 4' BWF 28' LT										
RT	RT Trees 35' RT										
Notes	Notes 10+70 (3) 48" CMP	- Culvert	Culvert, HDW 18' LT, 20' RT), RT							
20+00	4'/40%,~/10%	./	21/-37%	5'/0'/-13%	-3.8%	20.0'	-2.6%	4,/0,/0%	67-25%	-9	1/160%
	LT M.B.'s 6'-8' LT, U.P. 20' LT	P. 20' LT									
RT	Trees 17' RT										
Notes											
28+00	8'/45%	2.	8/-10%,7/-25%	*8'/0'/-10%	-2.6%	20.6'	-2.7%	%8-/.0/.9	87-25%	-4	5/130%
	LT Trees 20' LT										
RT	RT Trees 18' RT										
Notes											
36+00	8//24%	.0	87-10%	*8'/0'/-10%	-3.5%	20.4'	-3.0%	*8'/0'/-17%	67-17%	0	10//22%,8//-13%
L	LT Trees 20' LT, U.P. 24' LT	24' LT									
RT	RT Trees 30' RT, 4' BWF 32' RT	WF 32' F	۲۲								
Notes	Notes 45+27 24" RCP Culvert, HDW LT 15', RT	ulvert, HE	JW LT 15', RT 16'								
52+00	12'/16%	0	87-15%	%9-/.0/.9	-2.3%	21.0'	-1.3%	8/0/-12%	7./-17%	-0	11//20%,147/-10%
	Trees 25' LT										
RT	Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT	70 (3) 36	" RCP culvert, HI	DW 20' LT, 19' R	<u> </u>						
Notes											
00+89	6/100%	∞	10'/-25%	8'/0'/-14%	-3.7%	21.0'	-1.8%	%6-/.0/.9	147-15%	4	5/100%
	LT Trees 26' LT										
RT	RT Trees 20' RT										
Notes	Notes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT) 24" RCI	D culvert, HDW 1	9' LT, 20' RT							
84+00	7//23%	-4	57-14%	6/0/-16%	-3.2%	20.4'	-1.6%	7/0/-10%	87-14%	4	15/10%
5	LT U.P. 20' LT, GR 94+23 to 95+80 8'	4+23 to §	35+80 8' LT								
RT	Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT	F 34' RT,	GR 93+60 to 94	+74 8' RT							
Notes	Notes 94+50 36" RCP Culvert, HDW 15' LT,	ulvert, HE	JW 15' LT, 17' RT								

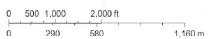
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	-	0 0		10 10 10 10 10 10 10 10 10 10 10 10 10 1	-		100	: 0 d d d d d d d d d d d d d d d d d d	1		CR 5/9 Field Survey
	Lett Slo	Len Slopes and Swales	wales	Len Shoulder	Lan	Lane Pavement	ent	Right Shoulder	Aight	Right Slopes and Swales	Swales
Station	Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/ Slope	Left Slope	Width	Right Slope	Total/Paved/ Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)
100+00	10//10%	0	5/-16%	*8′/0′/-16%	-1.6%	20.4'	-1.4%	6/0/-12%	7/-16%	0	13'/8%
L	LT Trees 24' LT, GR LT 101+60 to 104+00 8' LT	LT 101+6	0 to 104+00 8' LT								
RT	RT Trees 25' RT, 6' CLF 66' RT, GR RT 101+30 to 1	LF 66' R	T, GR RT 101+30) to 102+55 8' RT							
Notes	Notes 102+30 (2) 48" Box Culverts, HDW 16' LT, 12' R	x Culvert	s, HDW 16' LT, 1.	2' RT							
120+00	8//100%	.9	6/25%	4'/0'/-8%	-2.1%	20.0'	-2.9%	%9-/.0/.9	7.1-27%	.9	8/15%
LT.	Trees 24' LT										
RT											
Notes											
134+00	5/100%	2'	9./-25%	2,/0,/9%	%9:0-	21.0'	-2.1%	%5-/.0/.9	47/-30%	10,	41/30%
LT	LT MB's 4' LT, U.P. 18' LT, Trees 20'	8' LT, Tre	es 20'								
RT											
Notes											
150+00	~/10%	./	57-21%	4'/0'/-5%	-2.9%	20.1'	-2.3%	2,/0/-6%	6.7-28%	-9	15/25%
L	LT Trees 16' LT, 163+12 Centerline Hillsborough St	+12 Cent	erline Hillsboroug	h St							
RT	RT 4' WF 32' RT										
Notes											
166+00			11'/-16%,~/-5%	*8'/0'/-16%	2.2%	22.0'	-4.3%	%6-/.0/.8*	%6-/.2	-0	15/2%
LT											
RT	RT U.P. 28' RT, 5' WF	= 30' RT									
Notes											
172+00			~/-2%	*8′/0′/-2%	-2.6%	21.0'	-3.7%	2/0/-10%	127-14%	0,	12'/7%
RT	RT 5' WF 25' RT										
Notes											
П				179+30	End of S	179+30 End of Segment at EOP		S.R. 674			
RT											
Notes											
<u></u>											
RT											
Notes											
LT											
RT											
Notes											

CR 579 Aerial & Stationing





Ratliff, James

From: Williams, Michael

Sent: Friday, July 11, 2025 2:43 PM

To: Steven Henry

Cc: Kami Corbett; kelly.love@clearviewland.com; Follin, Jared; Ratliff, James; Drapach, Alan; Tirado,

Sheida; De Leon, Eleonor; PW-CEIntake

Subject: RE: RZ-PD 25-0371 - Design Exception Review (2 of 2)

Attachments: 25-0371 Rev DEReq 06-13-25_2.pdf

2/2

From: Williams, Michael

Sent: Friday, July 11, 2025 2:42 PM **To:** Steven Henry <shenry@lincks.com>

Cc: Kami Corbett <kami.corbett@hwhlaw.com>; kelly.love@clearviewland.com; Follin, Jared <FollinJ@hcfl.gov>; Ratliff, James <RatliffJa@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; Tirado, Sheida <TiradoS@hcfl.gov>; De Leon, Eleonor

<DeleonE@hcfl.gov>; PW-CEIntake < PW-CEIntake@hcfl.gov>
Subject: FW: RZ-PD 25-0371 - Design Exception Review (1 of 2)

Steve,

I have found the attached three Design Exceptions (DE) for PD 25-0371 APPROVABLE. Please note these are being sent over two emails due to file size.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review County EngineerDevelopment Services Department

P: (813) 307-1851 M: (813) 614-2190

E: Williamsm@HCFL.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

Facebook | Twitter | YouTube | LinkedIn | HCFL Stay Safe

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

From: Tirado, Sheida <<u>TiradoS@hcfl.gov</u>>

Sent: Friday, July 11, 2025 1:34 PM

To: Williams, Michael < WilliamsM@hcfl.gov >; Steven Henry < shenry@lincks.com >

Cc: Ratliff, James < RatliffJa@hcfl.gov>

Subject: RE: RZ-PD 25-0371 - Design Exception Review (1 of 2)

Hello Mike,

The attached Design Exceptions are Approvable to me, please include the following people in your response email:

shenry@lincks.com kami.corbett@hwhlaw.com kelly.love@clearviewland.com follinj@hcfl.gov ratliffja@hcfl.gov drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services Department

E: TiradoS@HCFL.gov

P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602

HCFL.gov

Facebook | X | YouTube | LinkedIn | Instagram | HCFL Stay Safe

Hillsborough County Florida

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

From: Williams, Michael < Williams M@hcfl.gov >

Cc: Tirado, Sheida < TiradoS@hcfl.gov >; Ratliff, James < RatliffJa@hcfl.gov >

Subject: FW: RZ-PD 25-0371 - Design Exception Review (1 of 2)

Steve.

The DE for Saffold and West Lake Drive are as discussed and fine. For CR 579, the DE will need to cover Segments A and B, as well as C, until such time as West Lake is completed per the current zoning conditions. In the current zoning up to 600 units are allowed prior to West Lake.

Mike

From: Tirado, Sheida < <u>TiradoS@hcfl.gov</u>> Sent: Thursday, July 3, 2025 5:57 PM

To: Williams, Michael < Williams M@hcfl.gov>

Cc: Ratliff, James < RatliffJa@hcfl.gov >; Drapach, Alan < DrapachA@hcfl.gov >

Subject: RZ-PD 25-0371 - Design Exception Review (1 of 2)

Hello Mike,

The attached Design Exceptions are Approvable to me, please include the following people in your response email:

shenry@lincks.com kami.corbett@hwhlaw.com kelly.love@clearviewland.com follinj@hcfl.gov ratliffja@hcfl.gov drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services Department

E: TiradoS@HCFL.gov

P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602

HCFL.gov

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Hillsborough County Florida

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



Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at <u>deleone@HCFL.gov</u> or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	 Section 6.04.02.B. Administrative Variance ★ Technical Manual Design Exception Request Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) 							
Submittal Type (check one)	☐ New Request ☐ Additional Information							
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	× 1. Saffold Road - Substandard Road _4. _ 2. _5. _ 3. _6.							
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.								
Project Name/ Phase Council Growers	s							
Important: The name selected must be used on all full frequest is specific to a discrete phase, please also	uture communications and submittals of additional/revised information relating to this variance. list that phase.							
Folio Number(s)	Check This Box If There Are More Than Five Folio Numbers							
numbers must be provided in the format provided l	to a maximum of five. If there are additional folios, check the box to indicate such. Folio by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, 789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789;							
Name of Person Submitting Request	Steven J. Henry, P.E.							
Important: All Administrative Variances (AV) and De State of Florida.	esign Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the							
Current Property Zoning Designation								
Designation. Typing "N/A" or "Unknown" will result to County Zoning Atlas, which is available at https://me	mily Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) in your application being returned. This information may be obtained via the Official Hillsborough aps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, for Development Services at (813) 272-5600 Option 3.							
Pending Zoning Application Number	MM 25-0371							
	nter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not MM for major modifications, PRS for minor modifications/personal appearances.							
Related Project Identification Number	N/A							

Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision

Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".

1 of 1 03/2025



June 12, 2025

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

Re: Council Growers

MM 25-0371

Folio Numbers: 079702.0002, 079702.0000, 279691.0000, 079691.0010,

279693.0000, 079692.0000, 079698.0010, 079698.0000,

079699.0000, 079852.0000, 079852.0010, 079700.0000

Lincks Project # 19119

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet the Land Development Code Section 6.04.03L - Substandard Roadways of the Hillsborough County Land Development for Saffold Road from the eastern property line to CR 579. The project is located west of CR 579 and north of Saffold Road. The developer proposes to modify the existing Planned Development to allow the following land uses:

- 2,000 Single Family Homes
- 300 Townhomes
- 1,000 Student Elementary School

Tables 1, 2, and 3 provide the trip generation for the project.

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

- Two (2) full accesses to CR 579
- The extension of the Berry Grove Boulevard from its current terminus to CR 579 (Roundabout)
- One (1) full access to Saffold Road
- Extension of West Lake Drive north to tie into West Lake Drive north of the TECO easement

According to the Hillsborough County Roadways Functional Classification Map, Saffold Road is a collector roadway.

Based on the evaluation of Saffold Road, there is not sufficient right of way to improve Saffold Road to TS-7 standards. Therefore, a Design Exception is requested for Saffold

5023 West Laurel Street Tampa, FL 33607 813 289 0039 Telephone 8133 287 0674 Telefax www.Lincks.com Website Mr. Mike Williams June 12, 2025 Page 2

Road. The roadway is broken down into segments based on ownership, right of way, and existing/future development.

Segment A

This section is from the western property boundary to CR 579 where the subject property has frontage along Saffold Road. See Typical Section A for the section along the segment.

- Right of Way TS-7 has 96 feet of right of way. The right of way along the segment of Saffold Road varies between approximately 57 feet and 89 feet. The developer has committed to providing 48 feet of right of way measured from the centerline of Saffold Road along the northern portion of Saffold Road where they own property adjacent to Saffold Road.
- 2. Lane Width TS-7 has 12 foot lanes. The proposed section is to maintain the existing lanes at 10 feet. Due to limited right of way, 12 foot lanes cannot be provided.
- 3. Shoulder TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot shoulder with 5 feet paved.
- 4. Sidewalk TS-7 has 5 foot sidewalk on both sides of the roadway. A 10 foot sidewalk is proposed along the north side of Saffold Road. The 10 foot sidewalk will transition to the 5 foot sidewalk within Segment B.

Segment B

This section is along the portion of Saffold Road that the developer does not own any property. See Typical Section B for the section along the segment.

- 1. Right of Way TS-7 has 96 feet of right of way. The right of way along the segment of Saffold Road varies between 71 feet to 89 feet.
- 2. Lane Width TS-7 has 12 foot lanes. The proposed section is to maintain the existing lanes at 10 feet. Due to limited right of way, 12 foot lanes cannot be provided.
- 3. Shoulder TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot stabilized shoulder.
- 4. Sidewalk TS-7 has 5 foot sidewalk on both sides of the roadway. A 5 foot sidewalk is proposed along the north side of Saffold Road.

The proposed Design Exception for Saffold Road furthers the public health, safety and welfare by providing a continuous sidewalk along the section of the roadway. This increases the pedestrian safety along the roadway and furthers the Vision Zero goals for Hillsborough County.

Page 3 Please do not hesitate to contact us if you have any questions of recipire. information. Best Regards Steven J Henry resident Lincks & Associates, LLC ATMC Company P.E. #51555 Based on the information provided by the applicant, this request is: Disapproved Approved _Approved with Conditions If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E., (813) 276-8364, TiradoS@hillsboroughcounty.org. Date _____ Sincerely,

Mr. Mike Williams June 12, 2025

Michael J. Williams

Hillsborough County Engineer

ESTIMATED DAILYTRIP ENDS

External Trip Ends	3,712	2,159	1,312	7,183	11287	18,470
Internal Trip Ends	218	77	958	1,253	663	1,916
Daily Trip Ends	3,930	2,236	2,270	8,436	11,950	20,386
Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's	Total
Code	210	215	520		210	
<u>Land Use</u>	Single Family	Townhomes	Elementary		Single Family	
Location	North				South	

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition, 2021.
(2) Internal Capture
School Internal
422/1,000 x 2,270 = 958

TABLE 2

ESTIMATED AM PEAK HOUR PROJECT TRIP ENDS

<u>=</u>	oni		Total	211	124	427	762	640	1,402
New External	AM Peak Hour	Trip Ends	Ont	173	26 98 124	196	467	525	992
ž	AN		듸	38	26	231	295	115	410
			Total	20	26	313	409	217	626
	Internal	Trip Ends	Ont	38	12 14 26	144	196	117	313
			드	32	12	169	213	100	313
	'n		Total	281	150	740	1,171	857	2,028
	AM Peak Hour	rip Ends (Ont	211	38 112 150	340	663	642	1,305
	AN	F	듸	20	38	400	208	215	723
			Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's	Total
	世	Land Use	Code	210	215	520		210	
			Land Use	Single Family	Townhomes	Elementary		Single Family	
			Location	North				South	

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition.
 (2) Internal Capture
 School Internal

 $\ln - 422/1000 \times 400 = 169$ Out - 422/1000 × 340 = 144

TABLE 3

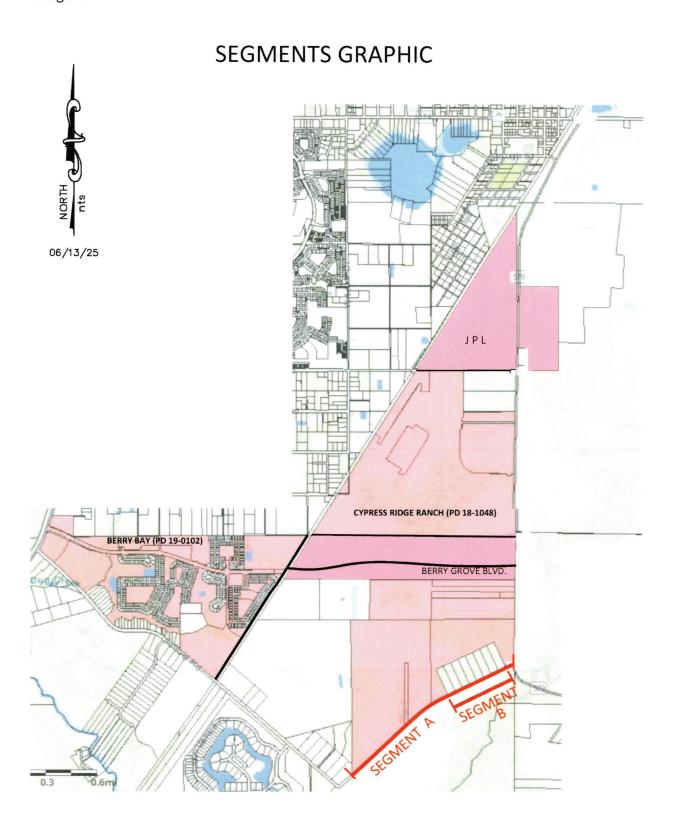
ESTIMATED PM PEAK HOUR PROJECT TRIP ENDS

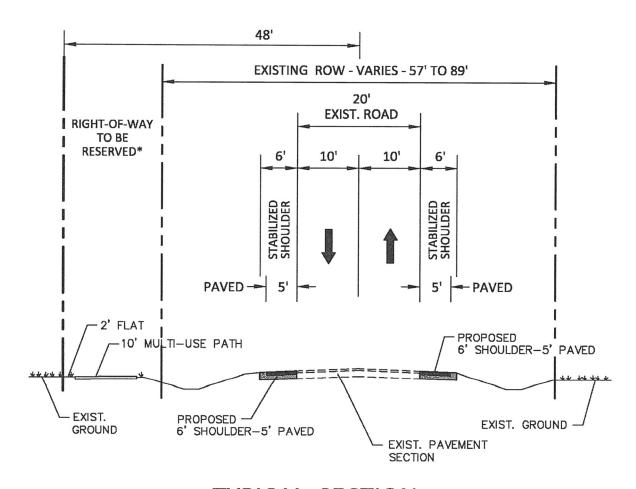
our		Total	396	170	93	629	1.203		1,862
/ Peak Ho	Trip Ends	Ont	145	69	20	264	441		705
PA	•	듸	251	101	43	395	762		1,157
		Total	15	9	<u>79</u>	88	46	Sections	134
Internal	Trip Ends	Ont	_	က	36	46	21	distribution of the latest states of the latest sta	29
	•	디	Ø	က	31	42	25	South Single Family 210 1,505 DU's 787 462 1,249 25 21 46 762 441 1,203	29
'n		Total	411	176	160	747	1,249		1,996
PM Peak Hour	ip Ends (1	Ont	152	72	86	310	462		772
PA		듸	259	104	74	437	787	Single Family 210 1,505 DU's 787 462 1,249 25 21 46 762 441	1,224
		Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's		Total
里	Land Use	Code	210	215	Elementary 520 1,000 Students 74 86 160 31 36 67 Sub-Total 437 310 747 42 46 88 Single Family 210 1,505 DU's 787 462 1,249 25 21 46				
		<u>Land Use</u>	Single Family	Townhomes	Elementary		Single Family		
		Location	North				South		
	PM Peak Hour	PM Peak Hour Internal Trip Ends (1) Trip Ends	ITE PM Peak Hour Internal PM Peak Hou Land Use Trip Ends (1) Trip Ends Trip Ends Land Use Size In Out Total In Out Out Out Out	ITE PM Peak Hour Internal Land Use PM Peak Hour PM Peak Hour PM Peak Hour PM Peak Hour Land Use Code Size In Out Trip Ends Trip Ends Single Family 210 495 DU's 259 152 411 8 7 15 251 145	Land Use Size In Page Hour Trip Ends (1) In PM Peak Hour Trip Ends (1) Single Family 210 495 DU's 259 152 411 8 7 15 251 145 Townhomes 215 300 DU's 104 72 176 3 3 6 101 69	Land Use Size In Pack Hour Load Internal Load	Land Use Size In PM Peak Hour Trip Ends (1) PM Peak Hour Trip Ends (1) Single Family 210 495 DU's 259 152 411 8 7 15 251 145 Townhomes 215 300 DU's 104 72 176 3 6 101 69 Elementary 520 1,000 Students 74 86 160 31 36 67 43 50 Sub-Total 437 310 747 42 46 88 395 264	Land Use Size In PM Peak Hour Trip Ends (1) Trip E	Land Use Size In period (1) Trip Ends (1) PM Peak Hour (1) Single Family 210 495 DU's 259 152 411 8 7 15 251 145 Townhomes 215 300 DU's 104 72 176 3 6 101 69 Elementary 520 1,000 Students 74 86 160 31 36 67 43 50 Single Family 210 1,505 DU's 787 462 25 21,249 25 24 41 25 44 25 44 25 44 45 46 88 395 264 44 45 46 88 395 264 44 44 45 46 46 46 46 46 46 46 46 46 46 46 46

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition.
 (2) Internal Capture

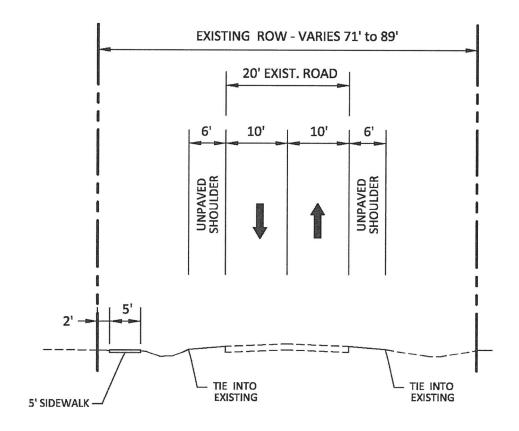
 School Internal
 In - 422/1000 x 74 = 31

 Out - 422/1000 x 86 = 36

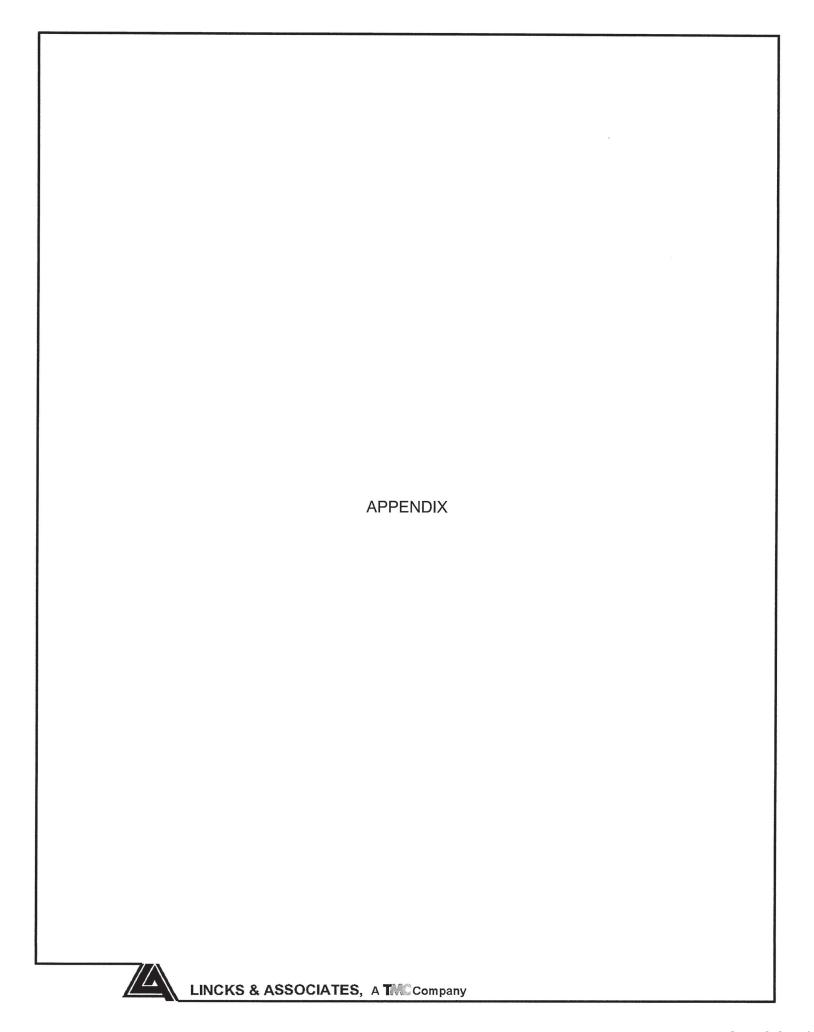


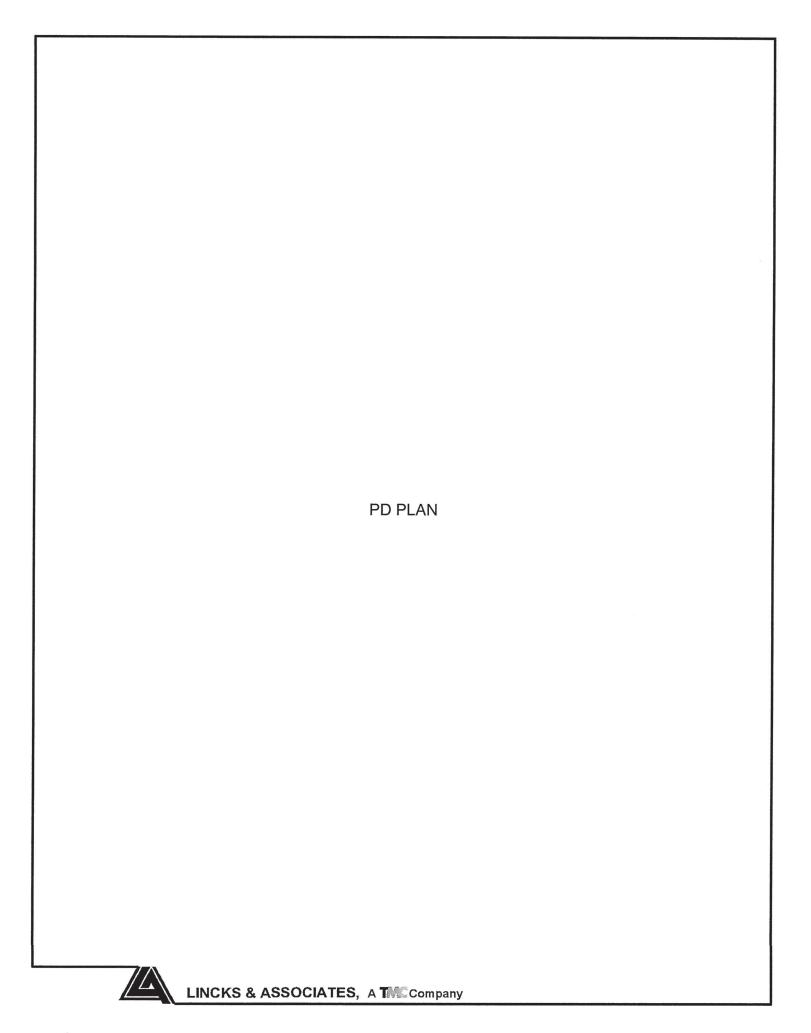


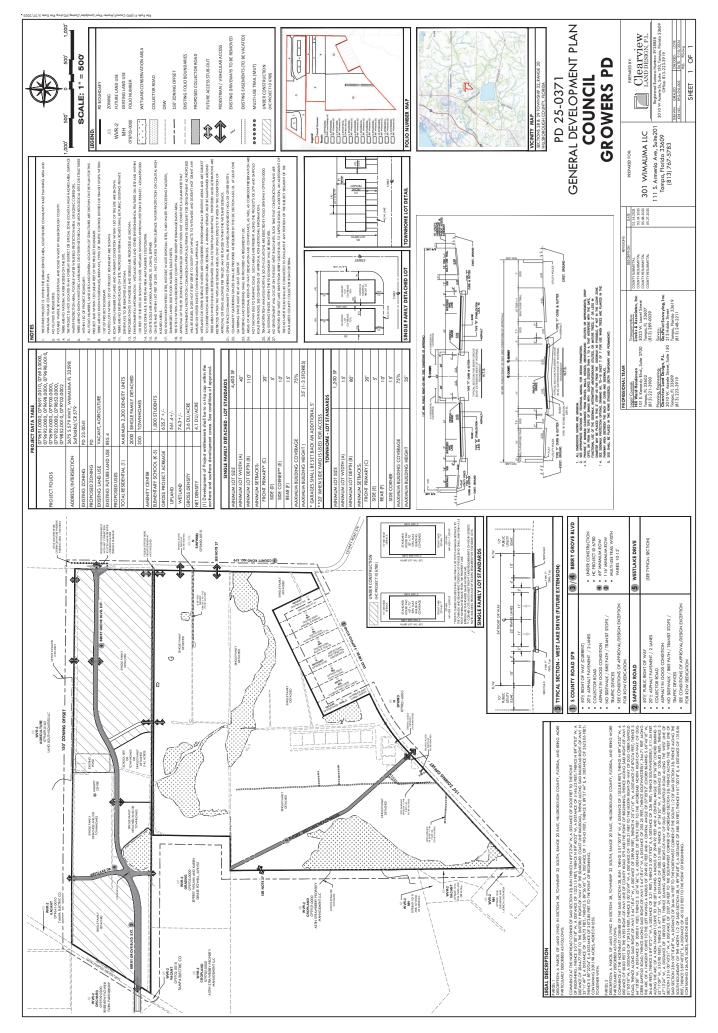
TYPICAL SECTION
SEGMENT A
SAFFOLD ROAD

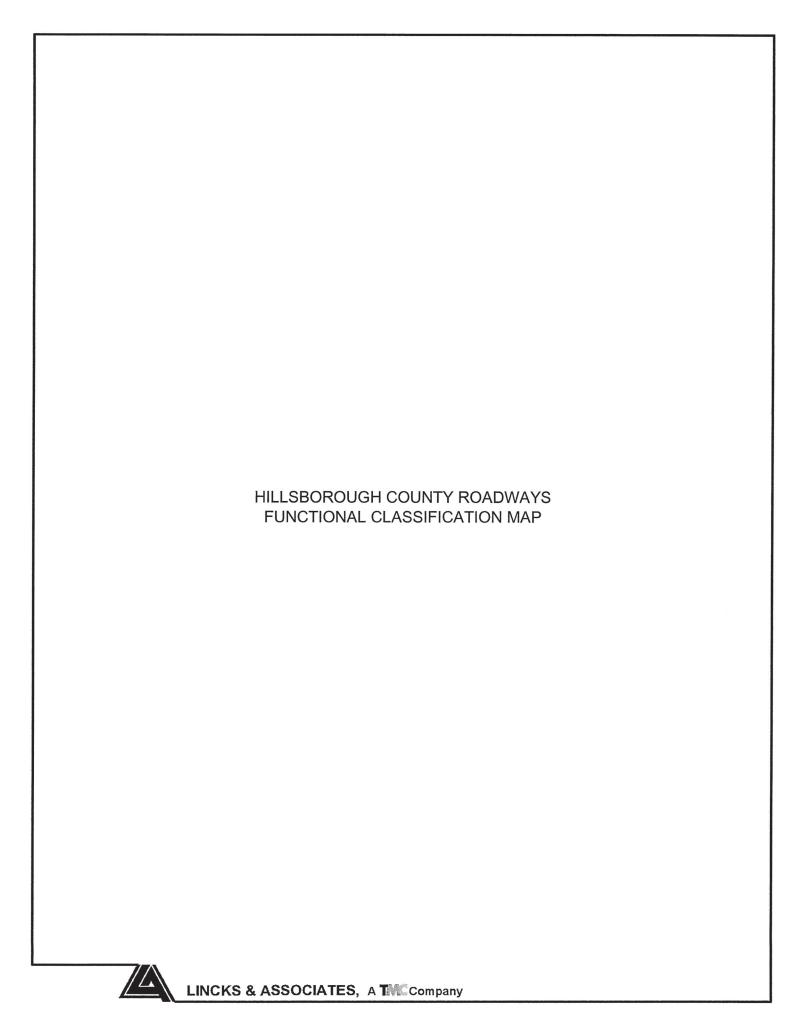


TYPICAL SECTION
SEGMENT B
SAFFOLD ROAD



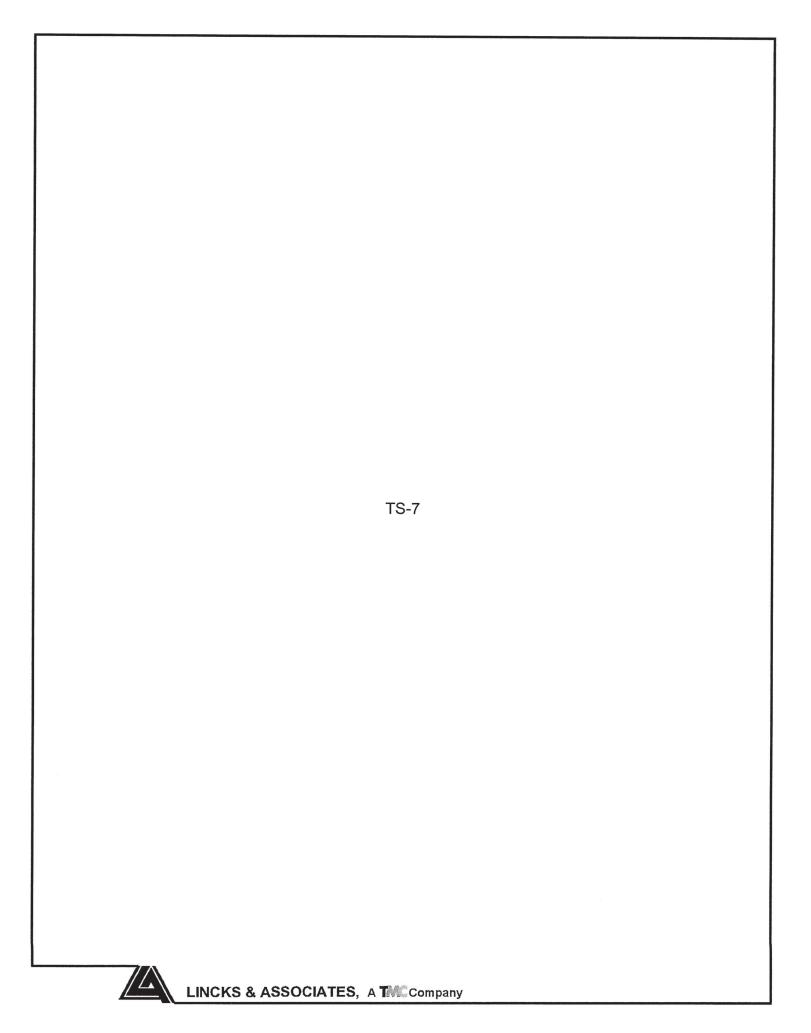


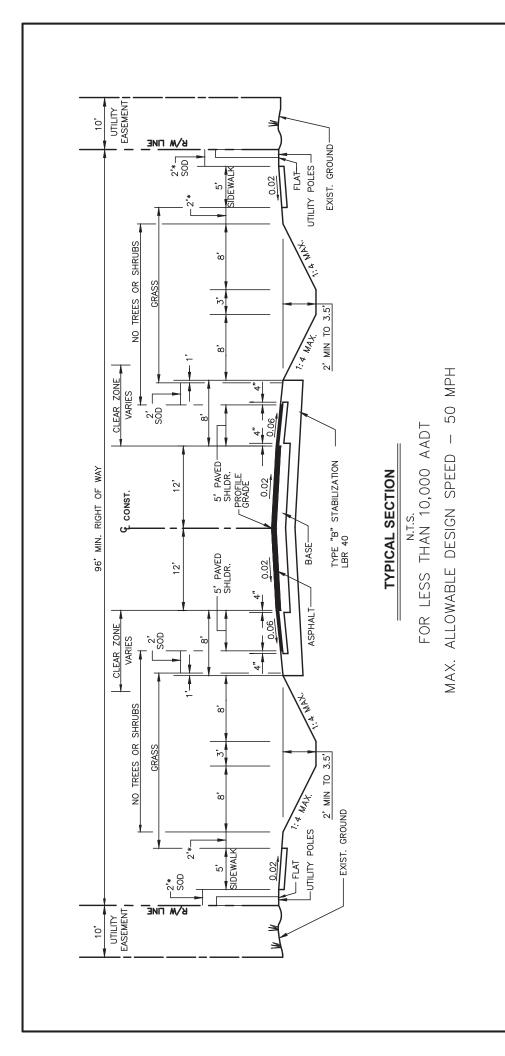




FUNCTIONAL CLASSIFICATION Infrastructure & Development Services SOURCE: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from recorded detais, plats, and other public records; if has been based on BEST AVAILABLE data. HILLSBOROUGH COUNTY PART 3 DO NIESTYLT, SE PLANKED DELECTORIENT DER RICH SHATT 3 DO CITIES PARK 10 DELECTORIENT DER STANDAND SHATT 3 DO CITIES PARK 10 DELECTORIENT DER RICH SHAMON DE PART 10 DE PA Urban Service Area Boundary Hillsborough County, Florida ROADWAYS State, Principal Arterial Hillsborough, Collector Hillsborough, Arterial **Locator Map** Functional Classifications Legend Authority, Classification State, Arterial Users of this map are hereby notified that the aforement for verification of the information contained on this map. 75 R 21 E R 19 E R 19 E COUNTY 25-0371

NOTE. Every resolvable address bean made to sear the searches of the map. Historycoupl County does not amen my liability attend from use of the map. THE MAP IS REPOVEDE WITHOUT WARRANT CO RAY KIND after agressed or implied, including but not limited to, the implied warmarities of mechanibility and fitness for a perfect propose.





LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED)

> Hillsborough County Florida

TRANSPORTATION

REVISION DATE:

4. 3.

10/17

TECHNICAL

MANUAL

PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.

ALL DIMENSIONS SHOWN ARE MINIMUM.

. 2 %

PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

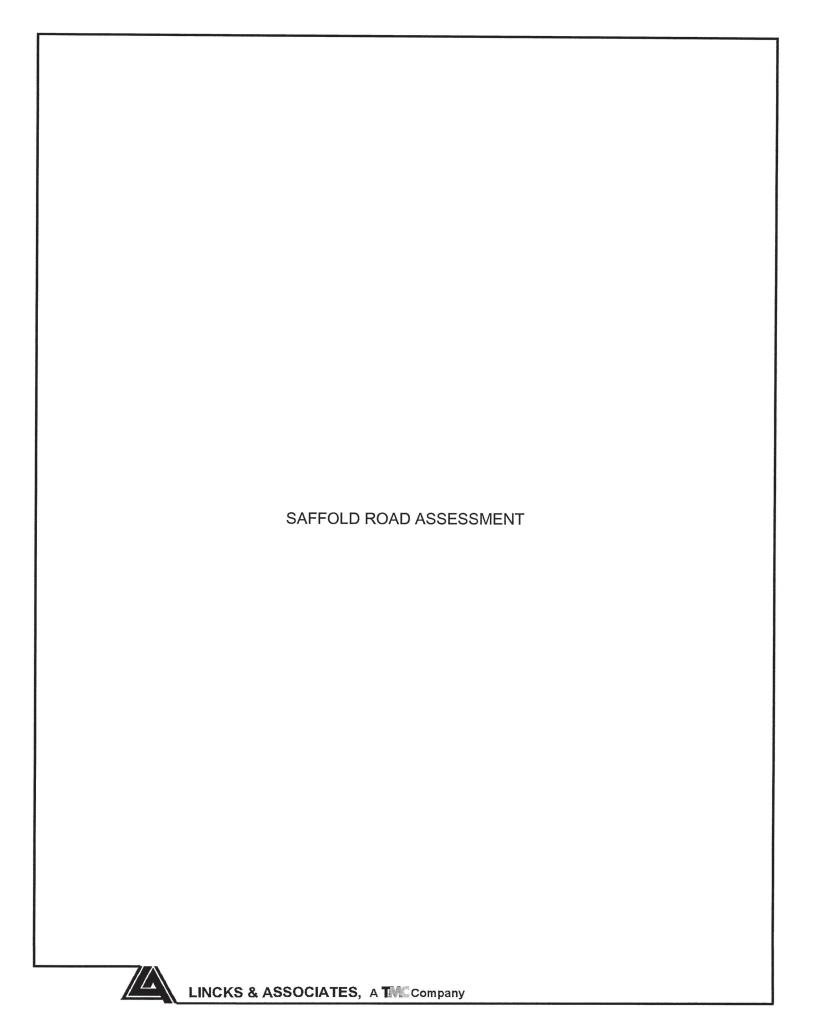
TYPICAL SECTION

1 OF 1 SHEET NO.

TS-7

DRAWING NO.

25-0371



Saffold Road

Special Field Survey for Substandard Road Assessment

Limits of Survey:

4400 Saffold Road to CR 759

Type of Road: Two lane, crown, aspalt

Shoulder cond.: Good to poor, some erosion

Pav't cond.: Fair to poor

By: WLR & DZS

Date of Survey: 11-05-22

Swales: swales both sides, most of the segment

- 1. Left and right slopes are measured away from the pavement line, crown, invert crown, centerline or median that separates opposing traffic. Slopes down to the left and right from any of those dividing features are negative, slopes up are positive.
- 2. Measured Lane Pavement Width is edge of pavement to edge of pavement, including any paved shoulders. Minimum, Maximum and Average Lane Width values are lane widths without shoulders
- 3. Nominal dimensions for shoulders are when there is no discrete separation between shoulder and front slope and the minimum required shoulder is used as a nominal shoulder.
- 4. Most traffic signs are 6' to 10' from EOP and are breakaway
- 5. No traffic counts available. Using 6' shoulder. FDOT greenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes.
 - 6. Sheffold Road classified as a local road on Hillsborough County Map.
- 7. Hillsborough Transportation Manual for Subdivision and Site Development Projects Section 3.1 requires 12' lanes for commercial rural roads without bike lanes or paved shoulders. See Summary Page for existing lane widths
- 8. There are no Traffic Control Poles or devices. All Light Poles, Utility Poles, and Trees are outside of the Clear Zone. Some Mailboxes are within the Clear Zone. See Field Survey.

⋈ Hillsborough County □ Pasco County

□ FDOT

Road Jurisdiction

Speed Limits and Clear Zone Distances

		Zone		
		Clear Zone	9	
		Speed Limit (mph)	35	
	anes	End Station	89+69	
	Right Lanes	Begin Station	0+00	
		Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), Clear Zone or Auxiliary Curbed (AC)	Т	
		Clear Zone	.9	
		Speed Limit (mph)	35	
The same of the sa	nes	End Station	69+63	
	Left Lanes	Begin Station	00+0	
		Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)	₽	

Summaries of Widths and Slopes for Pavement, Shoulders and Side Slopes

	Width and Slopes Vidth Right Slop 20.0' -4.6% 21.0' -1.6% 21.0' -3.2%	Left Left Width Right Slop -5.8% 20.0° -4.6% 0.5% 21.0° -1.6% -3.3% 20.4° -3.2%	Shoulders Width and Slopes	Left Left Right Right			Maximum: 11.0' 13.0% 7.0' 13.0%	Average: 6.7' 9.4% 6.1' 6.6%
--	-----------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------	-----------------------	--	--	---------------------------------	------------------------------

Width Slope	6.0' 2.0%	6 7.0' 13.0%	6.1' 6.6%			Back Slope Back Slope Back Slope	e 2 Width 2 Slope	~ 14%	~ 14%	6 ~ 14.0%		
Slope	4.0%	13.0%	9.4%			Back Slo	1 Slope	2%	64%	27.1%		
Width	.0'9	11.0'	.2.9	outliers)	S	Back Slope	1 Width	.5	12'	ѿ		
	Minimum:	Maximum:	Average:	ues (without	LEFT Side Slopes	Bottom	Width	.0	.9	1.		
				values calculated from trimmed mean values (without outliers)	LEFT	Front Slope Front Slope 2	Slope				ırvey	!
Right Slope	-4.6%	-1.6%	-3.2%	ted from trim		Front Slope	2 Width				d limits of su	
Width	20.0'	21.0'	20.4'	alues calcula		Front Slope	1 Slope	%2	22%	11.4%	tinues beyor	
Slope	-5.8%	0.5%	-3.3%	Average v		Front Slope	1 Width	4'	11'	6'	- = Slope continues beyond limits of survey	
	Minimum:	Maximum:	Average:		'			Minimum:	Maximum:	Average:	. *	

						S		C			l	
					e Maximums	Back slo	Inside	Clear Zone	33%	7	0	%0.0
z Slope					RIGHT Slope Maximums	Front slope	Outside	Clear Zone Clear Zone Clear Zone C	33%	7	0	0.0%
T Slope Z Width Z Slope						Front	Inside	Clear Zone	%57	2	0	%0.0
adois T	2%	10%	7.2%						Maximum Allowed:	Number of Sections:	Sections Exceeding:	Percent Exceeding:
T WIGHT	ı.L	14,	11,						Maxin	Numbe	Section	Percer
VVIGILI	,0	5,	1,			slope	Outside	Clear Zone	20%	7	1	14.3%
adois				rvey	LEFT Slope Maximums	Back slope	Inside	Zone Clear Zone Clear Zone Clear Zone	33%	7	0	%0.0
Z WIGH				d limits of su	LEFT Slope	slope	Outside	Clear Zone	33%	7	0	%0.0
T Slope Z width	2%	20%	9.3%	tinues beyor		Front slope	Inside	Clear Zone	25%	7	0	%0.0
T WIGHT	2'	6'	4'	- = Slope continues beyond limits of survey					Maximum Allowed:	Number of Sections:	Sections Exceeding:	Percent Exceeding:
	Minimum:	Maximum:	Average:						Maxir	Numbe	Section	Percel

	Front	Front slope	Back	Back slope
	Inside	Outside	Inside	Outside
	Clear Zone	Clear Zone Clear Zone Clear Zone Clear Zone	Clear Zone	Clear Zone
Maximum Allowed:	25%	33%	33%	20%
Number of Sections:	7	7	7	7
Sections Exceeding:	0	0	0	0
Percent Exceeding:	0.0%	0.0%	%0.0	0.0%

Field Survey

Back Slope Boat of Multislope) Total/Paved/Logs Left Slope Right Slope Found Slope Boat Slope Boat Slope Boat Slope Width Slope <th></th> <th>Left Slo</th> <th>Left Slopes and Swales</th> <th>Swales</th> <th>Left Shoulder</th> <th>Lan</th> <th>Lane Pavement</th> <th>nent</th> <th>Right Shoulder</th> <th>Right 9</th> <th>Right Slopes and Swales</th> <th>d Swales</th>		Left Slo	Left Slopes and Swales	Swales	Left Shoulder	Lan	Lane Pavement	nent	Right Shoulder	Right 9	Right Slopes and Swales	d Swales
Width/Stope Width/Stope Slope		Back Slope	Bottom	Front Slope	Total/Paved/	Left		Right	Total/Paved/	Front Slope	Bottom	Back Slope
Tid846,-1436 6' 111/7% 1170/4% 0.5% 2.10 3.1% *6'10/5% 6'110% 0 0	Station	(Width/slope)	(width)	(width/slope)	Slope	Slope	Width	Slope	Slope	(width/slope)	(width)	(width/slope)
Till Moods 35' LT		7'/64%,~/-14%	.9	11./-7%	11'/0'/-4%	0.5%	21.0'	-3.1%	*6'/0'/-5%	6./-10%	0	7.17%
Fig. 10	ב	Woods 35' LT										
12 12 12 13 15 15 15 15 15 15 15	RT	U.P. 24' RT										
1748 ST ST ST ST ST ST ST S	Notes	0+00 set at beginr	ning of cu	rve to the left, pa	w't and shoulders	in curve	in poor (condition	with erosion and p	atches. Curve t	too tight.	
TM B 8 LT R124	4+00	9/127%	ю	5.1-25%	6/0/-11%	-2.5%	20.0	-3.6%	*6'/0'/-13%	27-13%	. i.c.	8'/8%
### 124" oak 19" RT, 4" WF 21" RT ### 104 Clacks Carl Carl Carl Carl Carl Carl Carl Carl		M.B. 8' LT									,	
Care	R	24" oak 19' RT, 4'	WF 21' F	₹T								
17 18 18 18 18 18 18 18	Notes	10+66 72" CMP CI	ulvert, HC	W LT 7', RT 10',	asph. Fair (long.	& trav. C	racks)					
RT 88 8742% 0' 6/19% *6/107-9% -4.2% 20.4' -3.3% *6/107-6% 47-6% 0'	12+00	%8/~	ō	4.1-9%	%6-/.0/.9*	-5.8%	20.2	-2.8%	%2-/.0/.9*	%/-/.9	0,	12'/6%
88/4226 0' 6/996 *6/07/-996 -4.2% 20.4' -3.3% *6/07/-696 0'	L										,	
B'/42% O' 6/99% *6'/0'/-9% -4.2% 20.4' -3.3% *6'/0'/-6% 4/-6% O'	R											
S'142% O' G'19% *6107-9% -4.2% 20.4' -3.3% *6107-6% 47-6% O' I' U.P. 18' LT, Trees 20' LT At BWF 23' RT S'130% O' 47/-10% *67/07/-10% -3.9% 20.5' -1.6% *67/07/-2% -7-2% O' IT BWF 22' RT S'14 BWF 25' RT S'150% O' 47/-10% *67/07/-10% -5.0% 20.4' -3.3% 77/07/-6% 47/-20% O' IT S'15% O' 57/-13% *67/07/-13% -2.5% 20.6' -4.6% *67/07/-7% -7-7% IT S'15% O' 57/-13% *67/07/-13% -2.5% 20.6' -4.6% *67/07/-7% -7-7% IT S'15% O' 57/-13% -2.5% 20.6' -4.6% *67/07/-7% -7-7% IT S'15% O' 57/-13% -2.5% 20.6' -4.6% *67/07/-7% -7-7% IT S'15% O' 57/-13% -2.5% 20.6' -4.6% *67/07/-7% -7-7% IT S'15% O' 57/-13% -2.5% 20.6' -4.6% *67/07/-7% -7-7% IT S'15% O' 57/-13% -2.5% 20.6' -4.6% *67/07/-7% -7-7% IT S'15% O' 57/-13% -2.5% 20.6' -4.6% *67/07/-7% -7-7% IT S'15% O' 57/-13% -2.5% 20.6' -4.6% *67/07/-7% -7-7% IT S'15% O' 57/-13% -2.5% 20.6' -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6% -4.6	Notes											
The contract of the contract	20+00	8/42%	0.	%6/.9	%6-/.0/.9*	-4.2%	20.4'	-3.3%	%9-/.0/.9*	4.7-6%	.0	13./10%
## 8WF 23' RT ## 8WF 23' RT ## 8WF 22' RT ## 8WF 25' RT ## 8WF		U.P. 18' LT, Trees	\$ 20' LT								,	
Si/30% O' 41/-10% *6'/O'-10% -3.9% 20.5' -1.6% *6'/O'-2% -1/-2%	R	4' BWF 23' RT										
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es 1275% 0' 57-13% *6707-13% -2.5% 20.6' -4.6% *6707-7% LT 6' Wood Fence 23' LT ST 4' BWF 25' RT ES LT 69+63 to End of Segment at Centerline Intersection with CR579	LT										,	
es	RT											
12/5% 0' 5/-13% *6/07/-13% -2.5% 20.6' -4.6% *6/07/-7%	Notes											
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4' BWF 25' RT	L	6' Wood Fence 23	i'LT									
	RT	4' BWF 25' RT										
	Notes											
	LT			9	9+63 to End of Se	egment at	t Center	ine Inters	ection with CR579			
Notac	RT											
	Notes											

Stations in 500 ft increments

2,000 ft

1,000

500

COUNTY OF HILLSBOROUGH ZONING HEARING MASTER'S RECOMMENDATION

Application number:	RZ-PD 25-0371
Hearing date:	July 21, 2025
Applicant:	301 Wimauma LLC
Request:	Rezone to Planned Development
Location:	Northwest corner of Saffold Road and South County Road 579, Wimauma
Parcel size:	635.7 acres +/-
Existing zoning:	PD 23-0041
Future land use designation:	Res-4 (4 du/ga; 0.25 FAR)
Service area:	Urban
Community planning area:	Southshore Areawide Systems Plan

A. APPLICATION REVIEW

DEVELOPMENT SERVICES STAFF REPORT APPLICATION REVIEW SUMMARY AND RECOMMENDATION

Rezoning Application: PD 25-0371

July 21, 2025 **Zoning Hearing Master Date:**

BOCC CPA Public Hearing Date: September 9, 2025



Development Services Department

1.0 APPLICATION SUMMARY

Applicant: 301 Wimauma LLC

FLU Category: RES-4

Service Area: Urban

Site Acreage: ~635.7 acres

Community

Plan Area:

SouthShore Areawide Systems

Overlay: None



Introduction Summary:

This is a request to rezone a site to a Planned Development (PD) to facilitate residential single-family development and accommodate existing residential development currently under construction. Subject site is designated the "Receiving Zone" under the current PD zoning (23-0041, as most recently modified by PRS 24-1036). The application is running concurrently with PD 25-0469 for a property located to the north, designated the "Receiving Zone" under the same existing PD zoning. Recently adopted CPAs (CPA 24-08 and 24-09) changed the site from the WVR-2 to RES-4 Future Land Use Category and the service area from Rural to Urban.

Zoning:	Existing	Proposed	
District(s)	PD 23-0041	PD 25-0371	
	Single-Family Detached and Attached,		
Typical General Use(s)	Multi-Family, Neighborhood Servicing	Single-Family Detached	
Typical defleral ose(s)	Support uses, Limited Commercial	& Attached (Townhomes) / K-5 Public_School	
	uses, K-5 Public School		
Acreage	~635.7 acres (receiving area)	~635.7 acres	
Density/Intensity	2.85 DU/AC	3.6 DU/AC with School or	
Delisity/intelisity	2.83 DU/AC	3.9 DU/AC	
Mathematical	1,816 dwelling units / 0.25 FAR	2,300 dwelling units with School or	
Maximum*	1,010 dwelling utilits / 0.25 FAR	2,492 dwelling units	

*number represents a pre-development approximation

Development Standards:	Existing	Pro	posed
District(s)	PRS 24-1036 (PD 18-1048)	PD 25	-0371
Lot Cito / Lot \\/idth	4.000 cm ft / 40'	SF Detached	Townhomes
Lot Size / Lot Width	4,000 sq. ft. / 40'	4,400 sq. ft. / 40'	1,200 sq. ft. / 15'
Setbacks/Buffering and Screening	Front: 15' (Garage 15') Side: 5' (Corner 5') Rear: 15'	Front: 20' (Garage 25') Side: 5' (Corner 10'/20') Rear: 15'	Front: 20' Side: 5' (Corner 15') Rear: 10'
Height	35′	35'	35'

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

APPLICATION NUMBER:	PD 25-0371

ZHM HEARING DATE: July 21, 2025

BOCC PUBLIC HEARING DATE: September 9, 2025 Case Reviewer: Jared Follin

Planning Commission Recommendation:	
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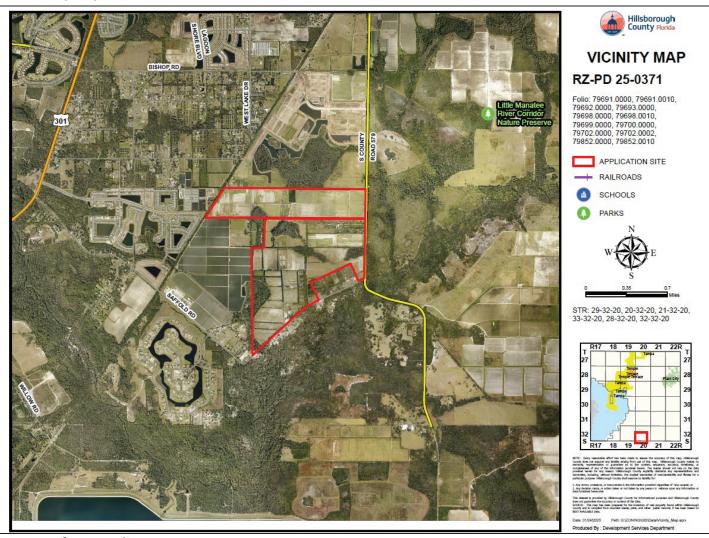
Consistent

Development Services Recommendation:

Approvable, subject to the proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



Context of Surrounding Area:

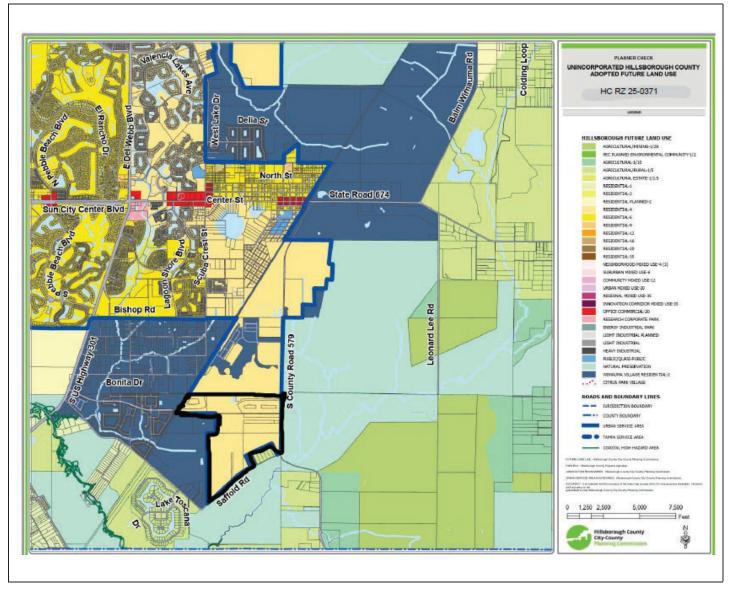
Subject site is located predominately in a residential and agricultural area. Adjacent properties are zoned for either residential or agricultural, with several being currently vacant or have existing agricultural uses. Nearby residential uses are located to the west and this site will an expansion of the "Berry Bay" development.

APPLICATION NUMBER:	PD 25-0371
ZHM HEARING DATE:	July 21, 2025

BOCC PUBLIC HEARING DATE: September 9, 2025 Case Reviewer: Jared Follin

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map

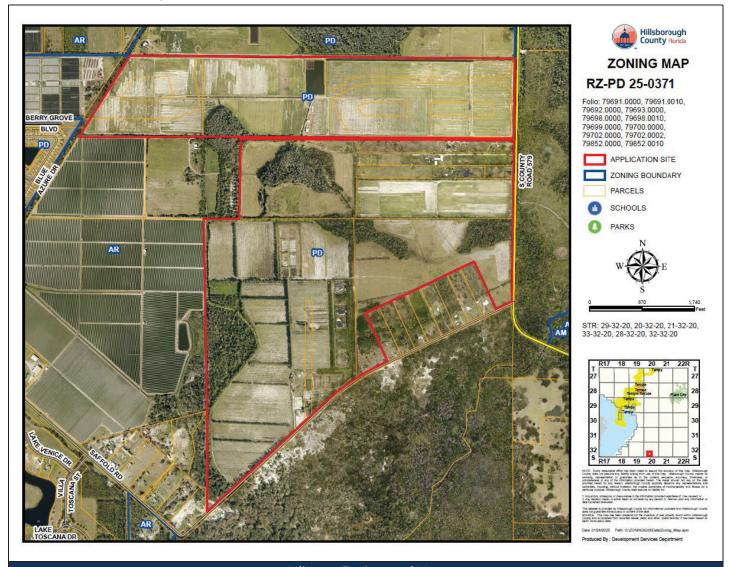


Subject Site Future Land Use Category:	Residential- 4 (RES-4)
Maximum Density/F.A.R.:	4.0 dwelling units per gross acre / 0.25 FAR
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, multi- purpose projects and mixed-use development.

ZHM HEARING DATE: July 21, 2025 BOCC PUBLIC HEARING DATE: September 9, 2025

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



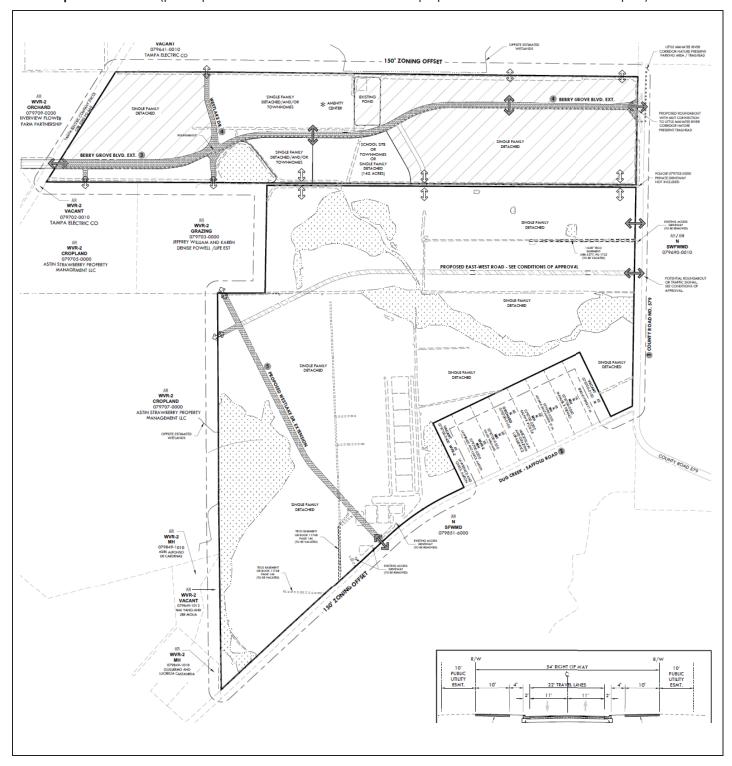
Case Reviewer: Jared Follin

Adjacent Zonings and Uses				
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 18-1048	3.84 dwelling units per acre	Single-Family Conventional	Undeveloped
South	AR	1 dwelling unit per 5 acres	Agriculture/Single-Family Conventional	Residential, Undeveloped
East	AR	1 dwelling unit per 5 acres	Agriculture/Single-Family Conventional	Undeveloped
	AR	1 dwelling unit per 5 acres	Agriculture/Single-Family Conventional	Agriculture, residential
West	PD 24-0044	1.79 dwelling units per acre	Residential detached and attached / public service uses	Agriculture, residential

APPLICATION NUMBER:	PD 25-03/1	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



BOCC PUBLIC HEARING DATE: September 9, 2025 Case Reviewer: Jared Follin

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)

Adjoining Roadways	(check if applicable)		
Road Name	Classification	Current Conditions	Select Future Improvements
Berry Grove Blvd.	County Collector - Urban	2 Lanes □Substandard Road ⊠Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other — Roadway Extension
CR 579	County Collector - Rural	2 Lanes ☑ Substandard Road ☑ Sufficient ROW Width (along project frontage)	
W. Lake Rd.	County Collector - Rural	2 Lanes ☑ Substandard Road (Existing Portions) ☑ Sufficient ROW Width (Within Project)	☐ Corridor Preservation Plan ☑ Site Access Improvements ☑ Substandard Road Improvements ☑ Other —Roadway Extension
Saffold Rd.	County Collector - Rural	2 Lanes ⊠Substandard Road ⊠Sufficient ROW Width (along project frontage)	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other

Project Trip Generation	■Not applicable for this request	t	
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	19,269	2,004	1,909
Proposed	20,386	2,028	1,996
Difference (+/-)	(+) 1,117	(+) 24	(+) 87

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

Connectivity and Cross Access □Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	Х	Pedestrian & Vehicular	None	Meets LDC
South	Х	Pedestrian & Vehicular	None	Meets LDC
East	X	Pedestrian & Vehicular	None	Meets LDC
West	X	Pedestrian & Vehicular	None	Meets LDC
Notes:				

Design Exception/Administrative Variance □Not applicable for this request				
Road Name/Nature of Request	Type	Finding		
CR 579/ Substandard Road	Design Exception Requested	Approvable		
W. Lake Dr./ Substandard Road and New Road Design Exception Requested Approvable				
Saffold Rd./ Substandard Road	Design Exception Requested	Approvable		
Choose an item. Choose an item.				
Notes:				

APPLICATION NUMBER: PD 25-0371

ZHM HEARING DATE: July 21, 2025 BOCC PUBLIC HEARING DATE: September 9, 2025

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	⊠ Yes □ No	☐ Yes ⊠ No	⊠ Yes □ No	Wetlands present
Natural Resources		☐ Yes ⊠ No	⊠ Yes □ No	
Conservation & Environ. Lands Mgmt.	⊠ Yes □ No	☐ Yes ⊠ No	⊠ Yes □ No	
Check if Applicable:	☐ Potable W	/ater Wellfield Pro	tection Area	
	Significan	t Wildlife Habitat		
☐ Use of Environmentally Sensitive Land	☐ Coastal Hi	igh Hazard Area		
Credit	☐ Urban/Su	burban/Rural Scer	ic Corridor	
\square Wellhead Protection Area		to ELAPP property		
☐ Surface Water Resource Protection Area	☐ Other	,		
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation ☑ Design Exc./Adm. Variance Requested ☑ Off-site Improvements Provided	⊠ Yes □ No	☐ Yes ⊠ No	⊠ Yes □ No	See Staff Report
Service Area/ Water & Wastewater ⊠Urban ☐ City of Tampa ☐ Rural ☐ City of Temple Terrace	⊠ Yes □ No	□ Yes ⊠ No	□ Yes ⊠ No	
Hillsborough County School Board Adequate □ K-5 □ 6-8 □ 9-12 □ N/A Inadequate □ K-5 □ 6-8 □ 9-12 □ N/A	⊠ Yes □ No	□ Yes ⊠ No	☐ Yes ⊠ No	
Impact/Mobility Fees Townhouse (Fee estimate is based on a 1,500 s.f., 1-2 story) Single Family Detached (Fee estimate is based on a 2,000 s.f.) Mobility: \$9,445 * 300 = \$2,833,500 Mobility: \$13,038 * 2,000 = \$26,076,000 Parks: \$1,957 * 300 = \$587,100 Parks: \$2,145 * 2,000 = \$4,290,000 School: \$7,027 * 300 = \$2,108,100 School: \$8,227 * 2,000 = \$16,454,000 Fire: \$249 * 300 = \$74,700 Fire: \$335 * 2,000 = \$670,000				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission				
☐ Meets Locational Criteria 図N/A	⊠ Yes	☐ Inconsistent	□ Yes	
□ Locational Criteria Waiver Requested□ Minimum Density Met☒ N/A	□ No	□ Consistent	⊠ No	

Case Reviewer: Jared Follin

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Subject site is located predominately in a residential and agricultural area in Wimauma. Adjacent properties in all directions are zoned for either residential or agricultural, with several being currently vacant or have existing agricultural uses. Nearby residential uses are located to the northeast across Blue Azure Drive and adjacent to the southwest. Eight residentially sized lots, zoned AR, are also directly adjacent to the southeast of the subject site, some containing residential homes.

The development is proposing a residential development at a gross density of 3.6 dwelling units per acre. Residential types include 2,000 single-family detached units and 300 townhome units with a public school. Alternatively, a 2,492 units will be developed without a public school is proposed. If it is determined that a school is not needed, the area designated for the school will instead be used residential purposes. Determination to be made by the Hillsborough County School Board

Property recently went through a Comprehensive Plan Amendment, changing the Future Land Use Category from WVR-2 (Wimauma Village Residential-2) to RES-4 (Residential-4). Existing PD proposed residential development standards following the Wimauma Village requirements. The standards for the single-family homes most closely resemble the RSC-10 development standards, but with modified lot size minimum and setbacks. Townhome development standards shall have a minimum lot size of 1,200 square feet and a width of 15'. Setbacks are to be the same as proposed for the single-family units. Other changes from the previous PD include removing the commercial component from the development.

Development Services does not foresee any compatibility concerns with the proposed Planned Development. Residential is appropriate for the area and will not pose any negative impacts to the area.

5.2 Recommendation

Based on the above considerations, staff finds the proposed Planned Development district, subject to the conditions, approvable.

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

Requirements for Certification:

- 1. Within the Project Data Table, add footnote "(1)" to "Elementary School K-5" such that it is apparent the trip cap applies to all development within the project, not just total residential.
- Within the Project Data table, correct the number of Elementary School students from "10000" to instead state "1000 students max."
- 3. Within the Project Data table, revise "Proposed Uses" line from "Residential" to instead state "Residential and Potential School".
- 4. Revise the Berry Grove Blvd. Typical Sections to remove any references to "Tier 1-1".

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted July 1, 2025.

- 1. The Development shall be limited to: Option A: 2,000 single family detached lots, 300 townhome lots, and a 1,000 student, K-5 public elementary school; or Option B: 2,192 single family detached lots and 300 townhome lots.
- 2. Single-family and townhome lots shall be developed in accordance with the following:

Single-Family Detached Lots

Minimum Lot Size: 4,400 square feet

Minimum Lot Width: 40 feet Minimum Lot Depth: 110 feet

Minimum front yard setback: 20 feet* Minimum side yard setback: 5 feet** Minimum rear yard setback: 15 feet Maximum building coverage: 75%

Maximum building height: 35 feet (1-3 stories) *Garages shall be setback an additional 5 feet.

**Corner lots shall require a front yard functioning as a side yard setback of 10 feet. If the corner side yard is used for access, the required setback shall be 20 feet.

Townhome Lots

Minimum Lot Size: 1,200 square feet

Minimum Lot Width: 15 feet Minimum Lot Depth: 80 feet

Minimum front yard setback: 20 feet

Minimum side yard setback: 5 feet (Corner: 15 feet)

Minimum rear yard setback: 10 feet Maximum building coverage: 75% Maximum building height: 35 feet

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
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- 2.1 Any single-family detached lot developed at a lot width of less than 50 feet shall require a 2-car garage.
- Any single-family detached lot developed at a lot width of less than 50 feet shall have the home's primary door face the roadway.
- 3. Under Option A, a 1,000 student K-5 public school is permissible where depicted on the general site plan.
 - 3.1 The school site shall be a minimum of 14 upland acres in size.
 - 3.2 The School District and the Developer will use their best efforts to reach a mutually agreeable dedication agreement within three (3) years of the zoning approval for PD 25-0371 (the "Agreement Period").
 - Any and all roadways within the Planned Development serving and/or providing access to the public school parcel shall be platted to the public school parcel's property line(s) as a public road(s). In no event shall there be any intervening land restriction access to the public school parcel.
 - 3.4 Should the School District and the developer not reach a mutually agreeable dedication agreement within the Agreement Period, or should the School District advise the developer that the site is no longer being considered, the developer may develop the area with single-family detached or townhome units in accordance with the development standards found in Condition 2.
- 4. The subject application is adjacent to ELAPP preserves, the Little Manatee River Corridor and the Upper Little Manatee River Corridor. Per LDC 4.01.11, compatibility of the development with the preserve will be ensured with a compatibility plan that addresses issues related to the development such as, but not necessarily limited to, access, prescribed fire, and landscaping. The compatibility plan shall be proposed by the developer, reviewed and approved by the Conservation and Environmental Lands Management Department, and shall be required as a condition of granting a Natural Resources Permit.
- 5. 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.
- 6. 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.
- 7. 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).

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

- 8. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determination of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
- 9. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental.
- 10. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
- 11. For the purposes of these zoning conditions:
 - a. The portion of the PD lying north of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as "Northern Development Area".
 - b. The portion of the PD lying south of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as "Southern Development Area".
- 12. Development shall be limited as follows:
 - a. Under Development Option A, development shall be to a maximum of 2,300 single-family detached dwelling units, 300 townhomes, and a 1,000-student maximum non-charter public school with grade levels K-5 as further described in Condition 13.
 - b. Under Development Option B, development shall be to a maximum of 2,192 single-family detached dwelling units, and 300 townhomes.
 - c. Irrespective of which option is chosen:
 - i. Townhomes shall be constructed in buildings with 3 or more attached dwelling units within each building; and,
 - ii. The above development maximums shall be further restricted by the additional maximum trip generation thresholds within the Northern Development Area and Southern Development Area, as further detailed below.
 - d. Notwithstanding anything herein these conditions to the contrary, no development shall be permitted that causes cumulative development to exceed the following thresholds:
 - i. Within the Northern Development Area, no development shall be permitted that causes cumulative development to exceed 8,436 gross average daily trips, 1,171 gross a.m. peak hour trips, or 747 gross p.m. peak hour trips, nor shall development be permitted which exceeds 7,183 net average daily trips, 762 net a.m. peak hour trips, or 659 net p.m. peak hour trips.

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

- ii. Within the Southern Development Area, no development shall be permitted that causes cumulative development to exceed 11,950 gross average daily trips, 857 gross a.m. peak hour trips, or 1,249 gross p.m. peak hour trips, nor shall development be permitted which exceeds 11,287 net average daily trips, 640 net a.m. peak hour trips, or 1,203 net p.m. peak hour trips.
- iii. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of students, type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official refence number), calculations detailing individual and cumulative gross and net trip generation impacts for that increment of development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. averaged daily, a.m. peak and p.m. peak) shall also be provided).
- 13. The Option A school shall be limited to a non-charter public facility serving grade levels K through 5, and with a maximum of 1,000 students. Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queueing and take other actions to limit off-site impacts as further described herein. Additionally, the school shall provide for onsite vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Non-Bussed Students"). Specifically:
 - i. The queue shall provide for the uninterrupted stacking of vehicles within the subject site;
 - ii. The minimum length of queue for the school shall be determined by multiplying the number of Non-Bussed Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25; and,
 - iii. The school shall take all actions necessary to ensure that students are not dropped off or picked up outside of school property (i.e. within adjacent parcels or along roadways along the school frontage or proximate to the school).
- 14. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access, or access connections to continue/extend the Multi-Use Trail (MUT), may be permitted anywhere along the PD boundaries.
- 15. The project shall be served by and limited to the following vehicular access connections:
 - a. Within the Northern Development Area:
 - i. One (1) connection to CR 579;
 - ii. One (1) connection to US 301 via an extension of Berry Grove Blvd.;
 - iii. Three (3) stubouts along the northern boundary of the Northern Development Area; and,
 - iv. Five (5) stubouts along the southern boundary of the Northern Development Area.

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

- b. Within the Southern Development Area:
 - i. Two (2) connections to CR 579;
 - ii. One (1) connection to Saffold Rd.;
 - iii. One (1) stubouts along the western boundary of the Southern Development Area; and,
 - iv. Four (4) stubouts along the northern boundary of the Southern Development Area, the westernmost of which is shown on the site plan as the W. Lake Dr. Extension.

16. With respect to project roadways:

- a. The developer shall construct the extension of Berry Grove Blvd. (i.e. the east-west collector roadway within the Northern Development Area between US 301 and CR 579) as a 2-lane, collector roadway utilizing the Typical Section standards shown on the PD site plan. The roadway shall be constructed as a divided facility, expandable to 4-lanes west of the internal roundabout, and as an undivided 2-lane facility east of the internal roundabout. The roadway shall be constructed prior to or concurrent with the initial increment of development. Additionally:
 - Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC; and,
 - ii. The developer shall dedicate and convey to Hillsborough County sufficient right-of-way necessary to accommodate construction of eastbound right and westbound left turn lanes (by others) at the westernmost access connection along Berry Grove Blvd. (within the PD).
- b. With respect to the W. Lake Dr. Extension and substandard roadway improvements:
- The W. Lake Dr. substandard roadway improvements between Bishop Rd. and Janes Dr., shall be constructed utilizing the Typical Section standards described within the Design Exception referenced in Condition 23. This shall be constructed by the developer prior to issuance of the 601st residential building permit;
- ii. The W. Lake Dr. Extension within the adjacent PD located north of the Northern Development Area, as well as portions of the extension between the boundary of that PD and Janes Dr., shall be constructed utilizing the Typical Section standards described within the Design Exception referenced in Condition 23. This shall be constructed by the developer prior to issuance of the 601st residential building permit;
- The W. Lake Dr. Extension within the Northern Development Area (both north and south of the proposed internal roundabout) shall be constructed as a 2-lane collector roadway utilizing the Typical Section standards described within the Design Exception referenced in Condition 23. This shall be constructed by the developer with the first increment of development within

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	Sentember 9, 2025	Case Reviewer: Jared F

the Northern Development Area. Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC;

- iv. The W. Lake Dr. Extension within the Southern Development Area shall be constructed as a 2-lane collector roadway utilizing the Typical Section standards described within the Design Exception referenced in Condition 23. This shall be constructed by the developer with the first increment of development within the Southern Development Area. Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC.
- c. With respect to the CR 579 substandard roadway improvements:
 - i. For the first phase of development within the Northern Development Area consisting of 600 dwelling units, the developer shall undertake improvements which include construction of a 10-foot-wide multi-purpose pathway along its CR 579 frontage and which includes a crossing of CR 579 to the Little Manatee Corridor Nature Preserve trailhead entrance road as described in Condition 17.a., concurrent with the construction of the site development improvements associated with this first increment of development;
 - ii. Prior or concurrent with the issuance of the 601st residential building permit within the Northern Development Area, and prior to the issuance of any non-residential building permit in the Southern Development Area, the developer shall make certain improvements within each of the three (3) discrete sections (A, B and C) of the roadway, as described below.
 - iii. Within the Southern Development Area, the developer shall be permitted to obtain building permits for development north of (but not to include) the eastwest roadway nor to include any development south of the east-west roadway, provided the following improvements are in place:
 - The Berry Grove Blvd. Ext. to US 301; and,
 - 2. The W. Lake Dr. improvements between Bishop Rd. and Berry Grove Blvd.; and,
 - 3. The northernmost connection to CR 579 within the Southern Development Area; and,
 - 4. The three (3) easternmost local roadway connections along the northern boundary of the Southern Development Area, shall be completed such that they connect the Northern Development Area and Southern Development Area through adjacent folio 79703.0000; or,
 - 5. The CR 579 improvements within Segments A, B and C have been completed and are open for beneficial use.
 - iv. Notwithstanding the above and solely with respect to development within the Northern Development Area, the developer shall not be required to make improvements identified within Sections A and B, if the W. Lake Dr. improvements between Bishop Rd. and the Berry Grove Blvd. Ext. have been completed and are

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

open for beneficial use (consistent with those improvements referenced in Condition 16.b.i through 16.b.iii.).

- v. Notwithstanding the above and solely with respect to development within the Southern Development Area, the developer shall not be required to make improvements identified within Sections A and B, if the W. Lake Dr. improvements referenced in Condition 16.b.iii.1. through 4. together with a continuous extension of W. Lake Dr. between the southern boundary of the Northern Development Area and the Proposed East-West Road within the Southern Development Area (i.e. through adjacent folio 79703.0000) is constructed and open for beneficial use.
- vi. Specifically, and subject to the clarifications and requirements provided above:
 - Improvements to CR 579 have been broken into three (3) segments.
 Segment A is defined as the section of CR 579 between SR 672 and the
 southern property boundary of folio 79456.0000 (i.e. the southern
 boundary of pending PD 25-0469). Segment B is defined as that portion of
 CR 579 between the southern property boundary of folio 79456.0000 and
 the southern boundary of adjacent PD 18-1048 (i.e. the northern
 boundary of the subject PD). Segment C is defined at that portion of CR
 579 between the northern boundary of the subject PD and the southern
 boundary of the subject PD.
 - 2. Within Segment A, the developer shall:
 - a. Construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway; and,
 - b. Construct a 10-foot-wide sidewalk along the west side of the roadway. The 10-foot-wide sidewalk will transition to a 5-footwide sidewalk north of proposed PD 25-0469, where right-of-way does not exist to permit construction of the wider sidewalk.
 - 3. Within Segment B, the developer shall construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway.
 - 4. Within Segment C, the developer shall:
 - a. Dedicate and convey to Hillsborough County sufficient right-ofway to accommodate proposed improvements (a minimum of 48feet east of the existing centerline). This shall be in addition to any right-of-way necessary to accommodate site access improvements or additional preservation required pursuant to the Hillsborough County Corridor Preservation Plan as further described herein;
 - b. Construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway; and,
 - 5. Construct a 10-foot-wide sidewalk along the west side of the roadway.

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	Sentember 9 2025	Cas

Case Reviewer: Jared Follin

d. With respect to the Saffold Rd. substandard roadway improvements:

- i. Prior to or concurrent with the initial increment of development in the Southern Receiving Area, the developer shall make certain improvements within each of two (2) discreet sections of the roadway. Segment B is defined as that portion of Saffold Rd. along the frontages of folios 79700.0400, 79700.0300, 79700.0350, 79700.0100, 79700.0200, 79700.0250, 79700.0050, and 79700.0150. Segment A is defined as those portions of Saffold Rd. between CR 579 and the western project boundary, excluding the area defined as Segment B. Specifically:
- ii. Within Segment B, the developer shall:
 - 1. Construct 6-foot-wide stabilized shoulders along both sides of the roadway; and,
 - 2. Construct a 5-foot-wide sidewalk along the north side of the roadway.
- iii. Within Segment A, the developer shall:
 - 1. Construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway; and,
 - 2. Construct a 10-foot-wide sidewalk along the north side of the roadway. This will take the place of the 5-foot-wide sidewalk that would normally be constructed along the west side of the roadway.
- The roadway between the western boundary of the Southern Development Area (i.e. the e. boundary with folio 79707.0000) and the W. Lake Dr. Extension shall be constructed as a 2lane urban collector roadway utilizing the Typical Section – 4 (TS-4) standards as found within the 2021 Transportation Technical Manual (TTM). This shall be constructed by the developer with the first increment of development within the Southern Development Area. Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC.
- f. The Proposed East-West Road identified on the PD site plan within the Southern Development Area (i.e. between the W. Lake Dr. Ext. and CR 579) shall be constructed as a 2-lane urban collector roadway utilizing the Typical Section – 4 (TS-4) standards as found within the 2021 Transportation Technical Manual (TTM). Notwithstanding the above, the developer shall have the option of submitting a transportation analysis together with the initial increment of development within the Southern Development Area that demonstrates a collector roadway design is not warranted or otherwise necessary only if connections between the Northern Development Area and Southern Development Area and the W. Lake Dr. Extension through adjacent folio 79703.000 has been completed and are open for beneficial use. Such study will be subject to review and approval by Hillsborough County. If approved, the developer shall be permitted to construct the Proposed East-West Road as a 2-lane urban local roadway utilizing the Typical Section – 3 (TS-3) standards as found within the 2021 Transportation Technical Manual (TTM). If the roadway remains a collector roadway, the developer will be required to

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC.

- g. Other internal project roadways shall be constructed to an appropriate urban typical section as described in the 2021 Hillsborough County TTM. Designation of appropriate typical sections shall occur at the time of plat/site/construction plan review and be based upon anticipated traffic volumes within each segment.
- h. The total right-of-way widths shown in the Design Exception and on the PD site plan are minimum widths. Additionally:
 - i. The developer shall preserve a minimum of +/- 46 feet of right-of-way west of the proposed internal roundabout or as otherwise necessary to accommodate the future expansion of Berry Grove Blvd. as a future 4-lane roadway, expandable to the inside. The intent of these conditions is to require the developer to secure the dedication, conveyance and preservation of certain rights-of-way to the County as described above, both within the project and through adjacent folios 79710.0585 and 79702.0010.
 - ii. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve sufficient right-of-way along the project's CR 579 frontages such that 107 feet of right-of-way is available for future improvements west of the existing eastern right-of-way boundary (i.e. to accommodate a future 2-lane enhanced rural roadway). Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setback shall be calculated from the future right-of-way line.
 - iii. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall dedicate and convey to Hillsborough County sufficient right-of-way as necessary to accommodate the proposed/required project traffic signals and/or roundabouts, as well as required site access improvements and associated drainage, both within and external to the project. Where necessary, such right-ofway shall be dedicated and conveyed in addition to right-of-way dedication or preservation requirements listed herein these conditions.
 - iv. The amount and location of right-of-way dedication for roundabouts shall be based upon Transportation Technical Manual and roundabout design requirements, as applicable, and shall be reviewed and approved by the appropriate agencies including Hillsborough County Development Services and/or Public Works.
- 17. With respect to other site access and required improvements:
 - a. Prior to or concurrent with the initial increment of development within the Northern Development Area, the developer shall construct the roundabout with MUT connection to the Little Manatee Corridor Nature Preserve Trailhead.

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

b. Prior to or concurrent with the initial increment of development within the Southern Development Area, the developer shall:

- Provide a trip generation and site access analysis to determine whether construct of a westbound to northbound right turn lane on Saffold Rd. into the project's access is warranted (if warranted the developer shall construct the improvement);
- ii. Construct an eastbound to northbound left turn lane on Saffold Rd. into the project's access;
- iii. Construct southbound to westbound right turn lanes on CR 579 at each project access serving the Southern Development Area;
- iv. Construct northbound to westbound left turn lanes on CR 579 at each project access serving the Southern Development Area; and,
- v. The developer shall perform a signal warrant analysis at the intersection of the southernmost project access along CR 579, which shall be reviewed by and subject to the approval of Hillsborough County Public Works. If such signal is found not to be warranted the developer shall have no further obligation with respect to the signal. If such signal is found to be warranted, the developer shall install the signal. Alternatively, at the developer's option, the developer may construct a roundabout at the access. If the developer constructs a roundabout, the traffic signal and turn lanes serving such access (i.e. as described in Condition 17.iii. and 17.iv.), above, shall not be required.
- 18. Notwithstanding anything shown on the PD site plan to the contrary, the number and spacing of access points along collector and arterial roadways (whether internal or external to the PD) shall be governed by LDC Sec. 6.04.03.I and 6.04.07, unless otherwise varied through the Sec. 6.04.02.B. Administrative Variance process at the time of plat/site/construction plan review.
- 19. The project shall provide a Multi-Use Trail (MUT) where depicted on the general site plan. With respect to Multi-Use Trail (MUT):
 - a. That portion of the MUT running alongside the Berry Grove Blvd. extension. shall be constructed utilizing the Typical Section standards depicted on the PD site plan together with the initial increment of development.
 - b. Those portions of MUT running through the internal roundabout and the roundabout to be constructed at the intersection of the Berry Grove Blvd. extension. and CR 579 and along the east side of CR 579, and terminating at the trailhead entrance road located on the east side of CR 579, shall be constructed with a minimum width of 12-feet; however other features of the typical section shall be dictated by roundabout design requirements, which are subject to the review and approval of Hillsborough County Public Works at the time of plat/site/construction plan review. These portions of the trail shall be constructed concurrently with the roundabout.

APPLICATION NUMBER:	PD 25-0371
ZHM HEARING DATE:	July 21, 2025

BOCC PUBLIC HEARING DATE: September 9, 2025 Case Reviewer: Jared Follin

c. The developer shall design and construct slip ramps as necessary to transition between the use of MUTs/wide sidewalks and roadways with on-street bicycle facilities and roadways with no on-street bicycle facilities, as applicable.

- 20. In addition to any temporary end of roadway signage required by the MUTCD, the developer shall install signage at all roadway/MUT access stubouts not connecting to an existing roadway which identifies the stubout as a "Future Roadway Connection" as applicable.
- 21. If PD 25-0371 is approved, the County Engineer will approve a Design Exception (dated July 9, 2025) which was approved by the County Engineer (on July 11, 2025) for the CR 579 substandard roadway improvements. As CR 579 is a substandard collector roadway, the developer will be required to make certain improvements to CR 579 consistent with the Design Exception (DE) and these conditions of approval. Specific improvements are outlined in Condition 16.c., above.
- 22. If PD 25-0371 is approved, the County Engineer will approve a Design Exception (dated June 12, 2025) which was approved by the County Engineer (on July 11, 2025) for the Saffold Rd. substandard roadway improvements. As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd. consistent with the Design Exception (DE) and these conditions of approval. Specific improvements are outlined in Condition 16.d., above.
- 23. If PD 25-0371 is approved, the County Engineer will approve a Design Exception (dated June 13, 2025) which was found approvable by the County Engineer (on July 11, 2025) for the W. Lake Dr. improvements. Improvements to W. Lake Dr. have been broken into three (3) segments. Segments A is defined as the section of W. Lake Dr. between Bishop Rd. and the northern property boundary of the Cypress Ridge Development (i.e. adjacent PRS 24-1033). Segment B is defined as that portion of W. Lake Dr. between the southern property boundary of the Cypress Ridge Development (i.e. the northern boundary of the subject PD) and Berry Grove Blvd. Segment C is defined at that portion of W. Lake Dr. between Berry Grove Blvd. and Saffold Rd.

The Design Exception authorizes deviations from the TS-4 Typical Section (for 2-lane, Undivided, Urban Collector Roadways) as found in the 2021 Hillsborough County Transportation Technical Manual (TTM). Specifically:

- a. Within Segment A, the developer shall widen/construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide asphalt paths along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required asphalt path separation as outlined below. The developer has proposed two typical sections for this segment (A-1 and A-2). Typical Section A-2 is the section where right-of-way is limited and/or there are design constraints. Use of Typical Section A-2 shall be minimized to the greatest extent feasible. The developer shall be permitted to reduce the required asphalt path separation between the closest edge of the asphalt path and the travel lane from 14-feet to 7-feet (for Typical Section A-1) and from 14-feet to 2-feet (for Typical Section A-2).
- b. Within Segment B, the developer shall construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide sidewalks along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required sidewalk separation between the closest edge of the sidewalk and the travel lane from 14-feet to 6-feet. The developer shall also be

APPLICATION NUMBER:	PD 25-0371	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

permitted to eliminate the required 2-foot pedestrian clearance area between the back of sidewalk and edge of right-of-way.

- c. Within Segment C, the developer shall construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide asphalt paths along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required asphalt path separation between the closest edge of the sidewalk and the travel lane from 14-feet to 7-feet.
 - If PD 25-0371 is approved by the BOCC, the County Engineer will approve the above referenced Design Exception request.
- 24. If the notes and/or graphics on the site plan 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.
- 25. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:

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

J. Brian Grady

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.

B. HEARING SUMMARY

This case was heard by the Hillsborough County Zoning Hearing Master on July 21, 2025. Ms. Michelle Heinrich of the Hillsborough County Development Services Department introduced the petition.

Applicant

Ms. Kami Corbett spoke on behalf of the applicant. Ms. Corbett presented the rezoning request and provided testimony as reflected in the hearing transcript.

Development Services Department

Mr. Jared Follin, Hillsborough County Development Services Department, presented a summary of the findings and analysis as detailed in the staff report previously submitted to the record and provided testimony as reflected in the hearing transcript.

Planning Commission

Mr. Tyreck Royal, Hillsborough County City-County Planning Commission, presented a summary of the findings and analysis as detailed in the Planning Commission report previously submitted into the record.

Proponents

The Zoning Hearing Master asked whether there was anyone at the hearing in person or online to speak in support of the application. There were none.

Opponents

The Zoning Hearing Master asked whether there was anyone at the hearing in person or online to speak in opposition to the application.

Mr. John Regan spoke in opposition to the rezoning and provided testimony as reflected in the hearing transcript. Mr. Regan stated he is a member of the Wimauma Community Plan Development Council. He raised concerns related to community benefits and requested the rezoning case be postponed 90 to 120 days to allow the council to negotiate with the applicant for community benefits.

Mr. Augie Grace spoke in opposition to the rezoning and provided testimony as reflected in the hearing transcript. Mr. Grace stated he is a member of the Wimauma Community Plan Development Council. He raised concerns related to community benefits and submitted documents to the record from PD 23-0041 that included community benefit commitments made by the developer. Mr. Grace also raised concerns about flooding and he submitted photographs of flooding that occurred in the area over the past year. Mr. Grace also submitted a statement in opposition by a community member who has concerns related to environmental impacts and infrastructure. Mr. Grace also submitted a proposed condition requiring the developer to meet with the Wimauma Community Plan Advisory Council and county departments related to stormwater management and environmental mitigation. Mr. Grace raised concerns about firearms being discharged from properties in the surrounding area and bullets hitting homes, and he requested a

condition of approval addressing this issue. Mr. Grace raised concerns about recent approvals for large residential developments in the area and asked for a postponement to address growth issues.

Development Services Department

Ms. Heinrich stated the Development Services Department had nothing further.

Applicant Rebuttal

Ms. Corbett provided rebuttal testimony as reflected in the hearing transcript, and addressed the concerns raised by the opposition speakers.

Mr. Chris O'Kelley, Clearview Land Design, addressed concerns related to flooding and stormwater management, and provided testimony as reflected in the hearing transcript. Mr. O'Kelley stated he is engineer of record. He stated there will be a reduction in stormwater runoff, nutrient loading, or pollutants leaving the Subject Property if it is developed.

Ms. Corbett stated she would place into the record minutes and sign-in sheets from the community meeting.

The zoning master closed the hearing on RZ-PD 25-0371.

C. EVIDENCE SUMBITTED

Ms. Corbett submitted to the record at the hearing a copy of the applicant's presentation packet, a community meeting summary, sign-in sheets, and other documents from a July 17, 2025 community meeting with the applicant.

Mr. Regan submitted to the record at the hearing a statement in opposition to the proposed rezoning.

Mr. Grace submitted to the record at the hearing documents from RZ-PD 23-0041 rezoning, a statement of Wimauma Community Plan Advisory Council related to RZ-PD 23-0041, photographs showing area flooding, a statement of Sean Dass for Wimauma CPAC in opposition to the proposed rezoning, a proposed Environmental Condition, and a proposed Safety Condition.

D. FINDINGS OF FACT

- 1. The Subject Property consists of twelve folio parcels with a total of approximately 635.7 acres located at the northwest corner of Saffold Road and South County Road 579 in Wimauma.
- 2. The Subject Property is designated Res-4 on the Future Land Use Map and is zoned PD 23-0041.
- 3. The Subject Property is in the Urban Services Area and is located within the boundaries of the Southshore Areawide Systems Plan.

- 4. The general area surrounding the Subject Property consists of residential single-family and agricultural uses. Adjacent properties include single-family residential, agricultural, and undeveloped parcels to the north, west, and south; and Southwest Florida Water Management District lands to the south and to the east across South County Road 579.
- 5. The Subject Property's existing PD 23-0041 zoning allows a mixed-use development with up to 1,816 dwelling units, a school, neighborhood serving support uses, and limited commercial uses.
- 6. The applicant is requesting to rezone the Subject Property to a Planned Development to allow up to 2,300 dwelling units, including 2,000 single-family detached lots and 300 townhome lots, and a 1,000-student K-5 public elementary school; or up to 2,492 dwelling units, including 2,192 single-family detached lots and 300 townhome lots, without a school.
- 7. The applicant requested Design Exceptions related to substandard roadway improvements on County Road 579, West Lake Drive, and Saffold Road, and new roadway improvements on West Lake Drive. The County Engineer found the Design Exceptions approvable. If RZ-PD 25-0371 is approved the developer will be required to construct roadway improvements consistent with the Design Exceptions.
- 8. Citizens in proximity to the Subject Property spoke individually and as representatives of the Wimauma Community Plan Advisory Council in opposition to the rezoning request. Opposition speakers raised concerns related to community benefits commitments that were made under PD 23-0041, flooding, and environmental impacts.
- 9. The Planning Commission staff report in this case shows the Board of County Commissioners, in January 2025, adopted comprehensive plan map and text amendments in HC/CPA 24-08 and HC/CPA 24-09 expanding the Urban Service Area to include the Subject Property and changing the Future Land Use designation for the Subject Property from WVR-2 to Res-4. The applicant's representative, Kami Corbett, testified at the July 21, 2025 hearing that the main purpose of RZ-PD 25-0371 is to remove the Wimauma Village 2 development standards. Ms. Corbett stated the developer is providing some community benefits, including a trail and potentially a school. However, she stated these components are not included under the regulatory scheme of community benefits that were required under the previous WVR-2 designation. She stated it is not appropriate to impose such standards since it would hold the applicant to a higher standard for the proposed development than for other developments under the same Res-4 designation.
- 10. Development Services Department staff found the proposed Planned Development is compatible with and appropriate for the surrounding area, and will

not pose any negative impacts to the area. Staff concluded the proposed Planned Development is approvable with conditions based on the applicant's general site plan submitted July 1, 2025.

- 11. Hillsborough County Transportation Review staff stated no objections, subject to the conditions set out in the Transportation Review Comment Sheet and Development Services Department staff report.
- 12. Planning Commission staff found the proposed planned development is compatible with the existing development pattern of the surrounding area and supports the vision of the Southshore Areawide Systems Plan. Staff concluded the proposed rezoning is consistent with the *Unincorporated Hillsborough County Comprehensive Plan*.

E. FINDINGS OF COMPLIANCE OR NON-COMPLIANCE WITH COMPREHENSIVE PLAN

The record evidence demonstrates the proposed rezoning request is in compliance with and does further the intent of the Goals, Objectives, and Policies of *Unincorporated Hillsborough County Comprehensive Plan*.

F. CONCLUSIONS OF LAW

A development order is consistent with the comprehensive plan if "the land uses, densities or intensities, and other aspects of development permitted by such order...are compatible with and further the objectives, policies, land uses, and densities or intensities in the comprehensive plan and if it meets all other criteria enumerated by the local government." § 163.3194(3)(a), Fla. Stat. (2024). Based on the evidence and testimony submitted in the record and at the hearing, including reports and testimony of Development Services Staff and Planning Commission staff, applicant's testimony and evidence, and citizen testimony, there is substantial competent evidence demonstrating the requested rezoning is consistent with the *Unincorporated Hillsborough County Comprehensive Plan* and does comply with the applicable requirements of the Hillsborough County Land Development Code.

G. SUMMARY

The applicant is requesting to rezone the Subject Property to a Planned Development to allow up to 2,300 dwelling units, including 2,000 single-family detached lots and 300 townhome lots, and a 1,000 student K-5 public elementary school; or up to 2,492 dwelling units, including 2,192 single-family detached lots and 300 townhome lots, without a school.

The applicant requested Design Exceptions related to substandard roadway improvements on County Road 579, West Lake Drive, and Saffold Road, and new roadway improvements on West Lake Drive. The County Engineer found the Design Exceptions approvable. If RZ-PD 25-0371 is approved the developer will be required to construct roadway improvements consistent with the Design Exceptions.

H. RECOMMENDATION

Based on the foregoing Findings of Fact and Conclusions of Law, this recommendation is for **APPROVAL** of request to rezone the Subject Property to Planned Development, subject to the certification requirements and proposed conditions set out in the Development Services Department staff report based on the applicant's general site plan submitted July 1, 2025.

Pamela Jo Hatley August 11, 2025
Pamela Jo Hatley PhD JD Date:

Land Use Hearing Officer



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

Unincorporated Hillsborough County Rezoning Consistency Review		
Hearing Date: July 21, 2025	Case Number: PD 25-0371	
Report Prepared: July 10, 2025	Folio(s): 79702.0000, 79691.0000, 79692.0000, 79693.0000, 79698.0000, 79698.0010, 79699.0000, 79700.0000, 79852.0000 & 79852.0010 General Location: North of Saffold Road and west of County Road 579	
Comprehensive Plan Finding	CONSISTENT	
Adopted Future Land Use	Residential-4 (4 du/ga; 0.25 FAR)	
Service Area	Urban	
Community Plan(s)	SouthShore Areawide Systems	
Rezoning Request	Planned Development (PD) to allow development of a mixed use community	
Parcel Size	635.7 ± acres	
Street Functional Classification	Saffold Road – County Collector County Road 579 – County Collector	
Commercial Locational Criteria	N/A	
Evacuation Area	None	

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	PD	Single Family Residential + Agriculture
North	Residential-4	PD + AR	Vacant + Agriculture
South	Agricultural Rural-1/5 + Natural Preservation	AR	Single Family Residential + HOA Property + Public/Quasi- Public/Institutions
East	Natural Preservation + Agricultural/Mining-1/20 + Agricultural-1/10	AR + AM + A	Public/Quasi- Public/Institutions + Agriculture
West	Residential-4 + Natural Preservation	AR + PD	Single Family Residential + HOA Property + Agriculture + Public/Quasi- Public/Institutions

Staff Analysis of Goals, Objectives and Policies:

The 635.7 \pm acre subject site is located north of Saffold Road and west of County Road 579. The subject site is in the Urban Service Area and is within the limits of the SouthShore Areawide Systems Community Plan. The applicant requests a Planned Development (PD) to allow development of a mixed use community. The applicant is proposing a mixed use development that would include the following entitlements: 2,000 single-family detached homes, 300 single-family attached townhomes and a K-5 school.

On November 7, 2024, the Hillsborough County Board of County Commissioners (BOCC) approved the map and text amendments, HC/CPA 24-08 and HC/CPA 24-09, a request to expand the Urban Service Area and change the Future Land Use designation from Wimauma Village Residential-2 (WVR-2) to Residential-4 (RES-4), to the Hillsborough Comprehensive Plan include PD-23-0041 land areas in the Urban Service Area (USA) and Residential-4 Future Land Use Category (RES-4). Hillsborough County has transmitted this information to the State Land Planning Agency and other state review agencies in accordance with Florida Statues. The BOCC final adoption hearing was January 9, 2025. The applicant acknowledges the approval of this zoning application is contingent upon BOCC adoption hearing for the pending comprehensive plan amendments.

The subject site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county's growth is to be directed. Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that "compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The subject site consists of agriculture and single-family uses. There are single-family uses and agriculture to the west, northwest, and southwest. To the east, northeast and southeast are Public/Quasi-Public/Institution uses and agriculture. The proposal meets the intent of FLUS Objective 1.1 and FLUS Policy 3.1.3.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density and range of permitted land uses allowed in each category. Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The subject site is in the Residential-4 (RES-4) Future Land Use category. RES-4 allows for the consideration of residential, suburban scale neighborhood commercial, office uses and multi-purpose projects.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2). However, at the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The proposal does meet the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1 that require new development to be compatible to the surrounding neighborhood. In this case, the surrounding land use pattern is comprised mostly of agriculture, public/quasi-public/institution and single-family uses. FLUS Policy 4.4.1 states that any density or intensity increases shall be compatible with existing, proposed or planned surrounding development. Development and redevelopment shall be integrated with the adjacent land uses through the creation of like uses, the creation of complementary uses, mitigation of adverse impacts, transportation/pedestrian connections and gradual transition of intensity. The proposed mixed use community would complement the surrounding area and meets the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1.

The site is located within the limits of the SouthShore Areawide Systems Community Plan. Goal 1.a. under the Economic Objective within the SouthShore Areawide Systems Plan is to analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.) As Goal 1.b. is to recognize preferred development patterns as described in individual community plans, and implement the communities' desires to the greatest extent possible (including codification into the Land Development Code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity. The proposed mixed use community would bring an economic component to the surrounding area that is consistent with the goals of the SouthShore Areawide Systems Community Plan in the Livable Communities Element of the Comprehensive Plan.

Overall, staff finds that the proposed Planned Development is compatible with the existing development pattern found within the surrounding area and does support the vision of the SouthShore Areawide Systems Community Plan. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

FUTURE LAND USE SECTION

Urban Service Area

Objective 1.1: Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.

Compatibility

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

Land Use Categories

Objective 2.2: The Future Land Use Map (FLUM) shall identify Land Use Categories summarized in the table below, that establish permitted land uses and maximum densities and intensities.

Policy 2.2.1: The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.

Relationship to Land Development Regulations

Objective 4.1: All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and

consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.

Policy 4.1.1: Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.

Policy 4.1.2: Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.

Neighborhood/Community Development

Objective 4.4: Neighborhood Protection – The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.

Policy 4.4.1: Development and redevelopment shall be integrated with the adjacent land uses through:

- a) the creation of like uses; or
- b) creation of complementary uses; or
- c) mitigation of adverse impacts; and
- d) transportation/pedestrian connections

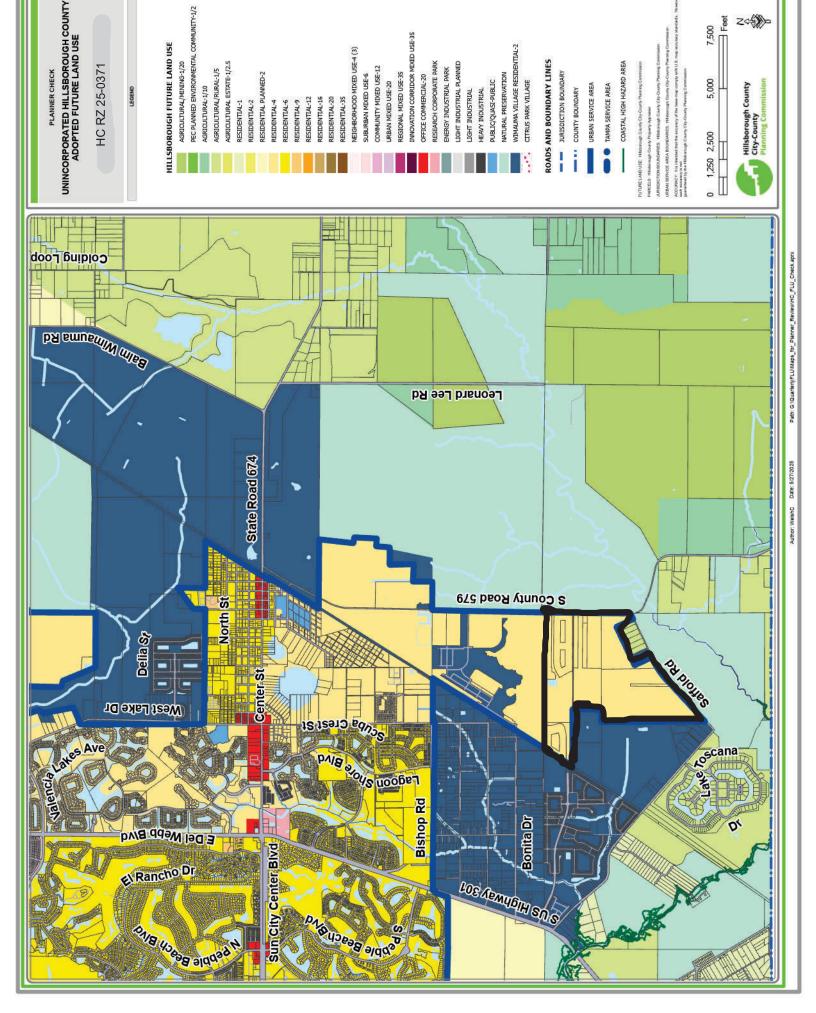
LIVABLE COMMUNITIES ELEMENT: SOUTHSHORE AREAWIDE SYSTEMS PLAN

Economic Development Objective

The SouthShore community encourages activities that benefit residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life.

The community desires to pursue economic development activities in the following areas:

- 1. Land Use/Transportation
 - a. Analyze, identify and market lands that are available for economic development, including: residential commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)
 - b. Recognize preferred development patterns as described in individual community plans, and implement the communities' desires to the greatest extent possible (including codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.



GENERAL SITE PLAN FOR CERTIFICATION



DEVELOPMENT SERVICES

PO Box 1110, Tampa, FL 33601-1110 (813) 272-5600

HILLSBOROUGH COUNTY **DEVELOPMENT SERVICES DEPARTMENT**

GENERAL SITE PLAN REVIEW/CERTIFICATION

BOARD OF COUNTY COMMISSIONERS

Harry Cohen Ken Hagan Pat Kemp Gwendolyn "Gwen" Myers Kimberly Overman Mariella Smith Stacy R. White

COUNTY ADMINISTRATOR

Bonnie M. Wise **COUNTY ATTORNEY** Christine M. Beck

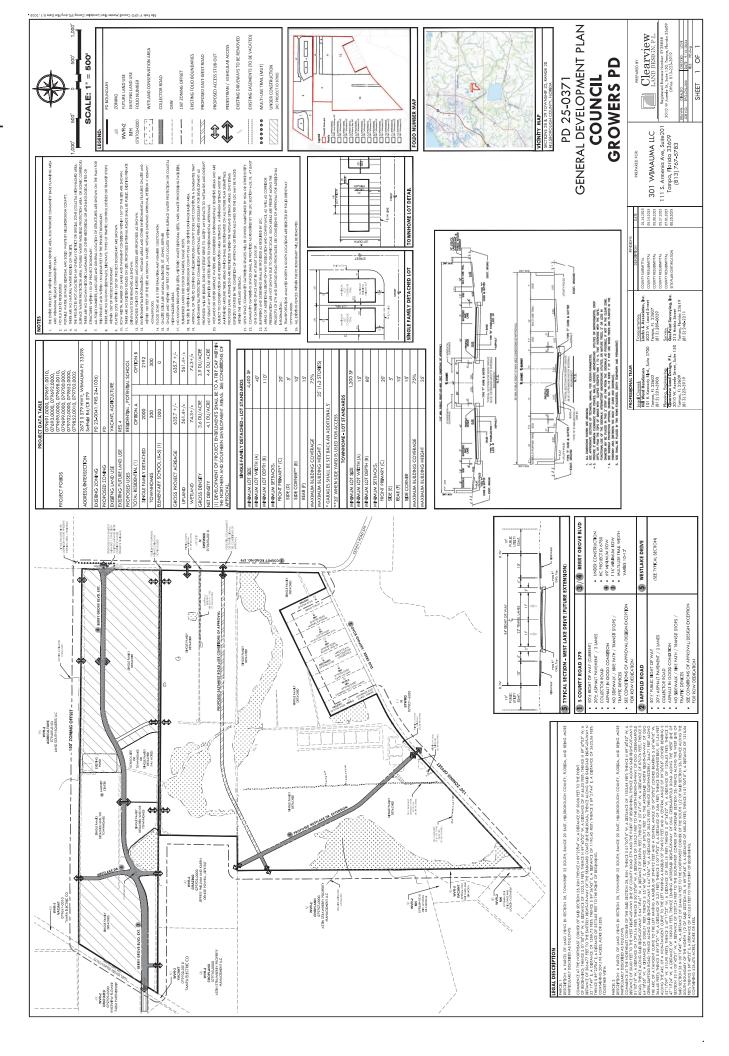
INTERNAL AUDITOR

Peggy Caskey

DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Project Name: Council Growe	ers	
Zoning File: PD 25-0371	Modification: None	
Atlas Page: None	Submitted: 08/20/25	
To Planner for Review: 08/20/25	Date Due: ASAP	
Contact Person: Kelly Love	Phone: 813-223-3919	
Right-Of-Way or Land Required for I	Dedication: Yes 🗸 No	
The Development Services Departm	ent HAS NO OBJECTION to this General Site Plan.	
The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:		
Reviewed by: Jared Follin Date: 08/21/2025		
Date Agent/Owner notified of Disapp	roval:	



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department DATE: 7/15/2025		
REVIEWER: James Ratliff, AICP, PTP, Principal Planner AGENCY/DEPT: Transportation		
PLANNING AREA/SECTOR: WM/ South	PETITION NO: PD 25-0371	
This agency has no comments.		
This agency has no objection.		
X This agency has no objection, subject to listed or attached conditions.		
This agency objects for the reasons outlined below.		

CONDITIONS OF APPROVAL

- 1. For the purposes of these zoning conditions:
 - a. The portion of the PD lying north of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as "Northern Development Area".
 - b. The portion of the PD lying south of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as "Southern Development Area".
- 2. Development shall be limited as follows:
 - a. Under Development Option A, development shall be to a maximum of 2,300 single-family detached dwelling units, 300 townhomes, and a 1,000-student maximum non-charter public school with grade levels K-5 as further described in Condition 3.
 - b. Under Development Option B, development shall be to a maximum of 2,192 single-family detached dwelling units, and 300 townhomes.
 - c. Irrespective of which option is chosen:
 - i. Townhomes shall be constructed in buildings with 3 or more attached dwelling units within each building; and,
 - ii. The above development maximums shall be further restricted by the additional maximum trip generation thresholds within the Northern Development Area and Southern Development Area, as further detailed below.
 - d. Notwithstanding anything herein these conditions to the contrary, no development shall be permitted that causes cumulative development to exceed the following thresholds:
 - i. Within the Northern Development Area, no development shall be permitted that causes cumulative development to exceed 8,436 gross average daily trips, 1,171 gross a.m. peak hour trips, or 747 gross p.m. peak hour trips, nor shall development be permitted which exceeds 7,183 net average daily trips, 762 net a.m. peak hour trips, or 659 net p.m. peak hour trips.

- ii. Within the Southern Development Area, no development shall be permitted that causes cumulative development to exceed 11,950 gross average daily trips, 857 gross a.m. peak hour trips, or 1,249 gross p.m. peak hour trips, nor shall development be permitted which exceeds 11,287 net average daily trips, 640 net a.m. peak hour trips, or 1,203 net p.m. peak hour trips.
- iii. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of students, type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official refence number), calculations detailing individual and cumulative gross and net trip generation impacts for that increment of development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. averaged daily, a.m. peak and p.m. peak) shall also be provided).
- 3. The Option A school shall be limited to a non-charter public facility serving grade levels K through 5, and with a maximum of 1,000 students. Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queueing and take other actions to limit off-site impacts as further described herein. Additionally, the school shall provide for onsite vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Non-Bussed Students"). Specifically:
 - a. The queue shall provide for the uninterrupted stacking of vehicles within the subject site;
 - b. The minimum length of queue for the school shall be determined by multiplying the number of Non-Bussed Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25; and,
 - c. The school shall take all actions necessary to ensure that students are not dropped off or picked up outside of school property (i.e. within adjacent parcels or along roadways along the school frontage or proximate to the school).
- 4. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access, or access connections to continue/extend the Multi-Use Trail (MUT), may be permitted anywhere along the PD boundaries.
- 5. The project shall be served by and limited to the following vehicular access connections:
 - a. Within the Northern Development Area:
 - i. One (1) connection to CR 579;
 - ii. One (1) connection to US 301 via an extension of Berry Grove Blvd.;
 - iii. Three (3) stubouts along the northern boundary of the Northern Development Area; and,
 - iv. Five (5) stubouts along the southern boundary of the Northern Development Area.
 - c. Within the Southern Development Area:
 - i. Two (2) connections to CR 579;
 - ii. One (1) connection to Saffold Rd.;
 - iii. One (1) stubouts along the western boundary of the Southern Development Area; and,
 - iv. Four (4) stubouts along the northern boundary of the Southern Development Area, the westernmost of which is shown on the site plan as the W. Lake Dr. Extension.

- 6. With respect to project roadways:
 - a. The developer shall construct the extension of Berry Grove Blvd. (i.e. the east-west collector roadway within the Northern Development Area between US 301 and CR 579) as a 2-lane, collector roadway utilizing the Typical Section standards shown on the PD site plan. The roadway shall be constructed as a divided facility, expandable to 4-lanes west of the internal roundabout, and as an undivided 2-lane facility east of the internal roundabout. The roadway shall be constructed prior to or concurrent with the initial increment of development. Additionally:
 - i. Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC; and,
 - ii. The developer shall dedicate and convey to Hillsborough County sufficient right-ofway necessary to accommodate construction of eastbound right and westbound left turn lanes (by others) at the westernmost access connection along Berry Grove Blvd. (within the PD).
 - b. With respect to the W. Lake Dr. Extension and substandard roadway improvements:
 - i. The W. Lake Dr. substandard roadway improvements between Bishop Rd. and Janes Dr., shall be constructed utilizing the Typical Section standards described within the Design Exception referenced in Condition 13. This shall be constructed by the developer prior to issuance of the 601st residential building permit;
 - ii. The W. Lake Dr. Extension within the adjacent PD located north of the Northern Development Area, as well as portions of the extension between the boundary of that PD and Janes Dr., shall be constructed utilizing the Typical Section standards described within the Design Exception referenced in Condition 13. This shall be constructed by the developer prior to issuance of the 601st residential building permit;
 - iii. The W. Lake Dr. Extension within the Northern Development Area (both north and south of the proposed internal roundabout) shall be constructed as a 2-lane collector roadway utilizing the Typical Section standards described within the Design Exception referenced in Condition 13. This shall be constructed by the developer with the first increment of development within the Northern Development Area. Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC;
 - iv. The W. Lake Dr. Extension within the Southern Development Area shall be constructed as a 2-lane collector roadway utilizing the Typical Section standards described within the Design Exception referenced in Condition 13. This shall be constructed by the developer with the first increment of development within the Southern Development Area. Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC.
 - c. With respect to the CR 579 substandard roadway improvements:
 - i. For the first phase of development within the Northern Development Area consisting of 600 dwelling units, the developer shall undertake improvements which include construction of a 10-foot-wide multi-purpose pathway along its CR 579 frontage and which includes a crossing of CR 579 to the Little Manatee Corridor Nature Preserve trailhead entrance road as described in Condition 7.a., concurrent with the construction of the site development improvements associated with this first increment of development;
 - ii. Prior or concurrent with the issuance of the 601st residential building permit within the Northern Development Area, and prior to the issuance of any non-residential building permit in the Southern Development Area, the developer shall make certain

improvements within each of the three (3) discrete sections (A, B and C) of the roadway, as described below.

- iii. Within the Southern Development Area, the developer shall be permitted to obtain building permits for development north of (but not to include) the east-west roadway nor to include any development south of the east-west roadway, provided the following improvements are in place:
 - 1. The Berry Grove Blvd. Ext. to US 301; and,
 - 2. The W. Lake Dr. improvements between Bishop Rd. and Berry Grove Blvd.; and,
 - 3. The northernmost connection to CR 579 within the Southern Development Area; and,
 - 4. The three (3) easternmost local roadway connections along the northern boundary of the Southern Development Area, shall be completed such that they connect the Northern Development Area and Southern Development Area through adjacent folio 79703.0000; or,
 - 5. The CR 579 improvements within Segments A, B and C have been completed and are open for beneficial use.
- iv. Notwithstanding the above and solely with respect to development within the Northern Development Area, the developer shall not be required to make improvements identified within Sections A and B, if the W. Lake Dr. improvements between Bishop Rd. and the Berry Grove Blvd. Ext. have been completed and are open for beneficial use (consistent with those improvements referenced in Condition 6.b.i through 6.b.iii.).
- v. Notwithstanding the above and solely with respect to development within the Southern Development Area, the developer shall not be required to make improvements identified within Sections A and B, if the W. Lake Dr. improvements referenced in Condition 6.b.iii.1. through 4. together with a continuous extension of W. Lake Dr. between the southern boundary of the Northern Development Area and the Proposed East-West Road within the Southern Development Area (i.e. through adjacent folio 79703.0000) is constructed and open for beneficial use.
- vi. Specifically, and subject to the clarifications and requirements provided above:
 - 1. Improvements to CR 579 have been broken into three (3) segments. Segment A is defined as the section of CR 579 between SR 672 and the southern property boundary of folio 79456.0000 (i.e. the southern boundary of pending PD 25-0469). Segment B is defined as that portion of CR 579 between the southern property boundary of folio 79456.0000 and the southern boundary of adjacent PD 18-1048 (i.e. the northern boundary of the subject PD). Segment C is defined at that portion of CR 579 between the northern boundary of the subject PD and the southern boundary of the subject PD.
 - 2. Within Segment A, the developer shall:
 - a. Construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway; and,
 - b. Construct a 10-foot-wide sidewalk along the west side of the roadway. The 10-foot-wide sidewalk will transition to a 5-foot-wide sidewalk north of proposed PD 25-0469, where right-of-way does not exist to permit construction of the wider sidewalk.
 - 3. Within Segment B, the developer shall construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway.
 - 4. Within Segment C, the developer shall:

- a. Dedicate and convey to Hillsborough County sufficient right-of-way to accommodate proposed improvements (a minimum of 48-feet east of the existing centerline). This shall be in addition to any right-of-way necessary to accommodate site access improvements or additional preservation required pursuant to the Hillsborough County Corridor Preservation Plan as further described herein:
- b. Construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway; and,
- 5. Construct a 10-foot-wide sidewalk along the west side of the roadway.
- d. With respect to the Saffold Rd. substandard roadway improvements:
 - i. Prior to or concurrent with the initial increment of development in the Southern Receiving Area, the developer shall make certain improvements within each of two (2) discreet sections of the roadway. Segment B is defined as that portion of Saffold Rd. along the frontages of folios 79700.0400, 79700.0300, 79700.0350, 79700.0100, 79700.0200, 79700.0250, 79700.0050, and 79700.0150. Segment A is defined as those portions of Saffold Rd. between CR 579 and the western project boundary, excluding the area defined as Segment B. Specifically:
 - ii. Within Segment B, the developer shall:
 - Construct 6-foot-wide stabilized shoulders along both sides of the roadway; and,
 - 2. Construct a 5-foot-wide sidewalk along the north side of the roadway.
 - iii. Within Segment A, the developer shall:
 - 1. Construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway; and,
 - 2. Construct a 10-foot-wide sidewalk along the north side of the roadway. This will take the place of the 5-foot-wide sidewalk that would normally be constructed along the west side of the roadway.
- e. The roadway between the western boundary of the Southern Development Area (i.e. the boundary with folio 79707.0000) and the W. Lake Dr. Extension shall be constructed as a 2-lane urban collector roadway utilizing the Typical Section 4 (TS-4) standards as found within the 2021 Transportation Technical Manual (TTM). This shall be constructed by the developer with the first increment of development within the Southern Development Area. Additionally, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC.
- f. The Proposed East-West Road identified on the PD site plan within the Southern Development Area (i.e. between the W. Lake Dr. Ext. and CR 579) shall be constructed as a 2-lane urban collector roadway utilizing the Typical Section 4 (TS-4) standards as found within the 2021 Transportation Technical Manual (TTM). Notwithstanding the above, the developer shall have the option of submitting a transportation analysis together with the initial increment of development within the Southern Development Area that demonstrates a collector roadway design is not warranted or otherwise necessary only if connections between the Northern Development Area and Southern Development Area and the W. Lake Dr. Extension through adjacent folio 79703.000 has been completed and are open for beneficial use. Such study will be subject to review and approval by Hillsborough County. If approved, the developer shall be permitted to construct the Proposed East-West Road as a 2-lane urban local roadway utilizing the Typical Section 3 (TS-3) standards as found within the 2021 Transportation Technical Manual (TTM). If the roadway remains a collector

- roadway, the developer will be required to construct any auxiliary turn lanes which may be warranted along this section pursuant to Sec. 6.04.04.D. of the LDC.
- g. Other internal project roadways shall be constructed to an appropriate urban typical section as described in the 2021 Hillsborough County TTM. Designation of appropriate typical sections shall occur at the time of plat/site/construction plan review and be based upon anticipated traffic volumes within each segment.
- h. The total right-of-way widths shown in the Design Exception and on the PD site plan are minimum widths. Additionally:
 - i. The developer shall preserve a minimum of +/- 46 feet of right-of-way west of the proposed internal roundabout or as otherwise necessary to accommodate the future expansion of Berry Grove Blvd. as a future 4-lane roadway, expandable to the inside. The intent of these conditions is to require the developer to secure the dedication, conveyance and preservation of certain rights-of-way to the County as described above, both within the project and through adjacent folios 79710.0585 and 79702.0010.
 - ii. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve sufficient right-of-way along the project's CR 579 frontages such that 107 feet of right-of-way is available for future improvements west of the existing eastern right-of-way boundary (i.e. to accommodate a future 2-lane enhanced rural roadway). Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setback shall be calculated from the future right-of-way line.
 - iii. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall dedicate and convey to Hillsborough County sufficient right-of-way as necessary to accommodate the proposed/required project traffic signals and/or roundabouts, as well as required site access improvements and associated drainage, both within and external to the project. Where necessary, such right-of-way shall be dedicated and conveyed in addition to right-of-way dedication or preservation requirements listed herein these conditions.
 - iv. The amount and location of right-of-way dedication for roundabouts shall be based upon Transportation Technical Manual and roundabout design requirements, as applicable, and shall be reviewed and approved by the appropriate agencies including Hillsborough County Development Services and/or Public Works.
- 7. With respect to other site access and required improvements:
 - a. Prior to or concurrent with the initial increment of development within the Northern Development Area, the developer shall construct the roundabout with MUT connection to the Little Manatee Corridor Nature Preserve Trailhead.
 - b. Prior to or concurrent with the initial increment of development within the Southern Development Area, the developer shall:
 - i. Provide a trip generation and site access analysis to determine whether construct of a westbound to northbound right turn lane on Saffold Rd. into the project's access is warranted (if warranted the developer shall construct the improvement);
 - ii. Construct an eastbound to northbound left turn lane on Saffold Rd. into the project's access;
 - iii. Construct southbound to westbound right turn lanes on CR 579 at each project access serving the Southern Development Area;

- iv. Construct northbound to westbound left turn lanes on CR 579 at each project access serving the Southern Development Area; and,
- v. The developer shall perform a signal warrant analysis at the intersection of the southernmost project access along CR 579, which shall be reviewed by and subject to the approval of Hillsborough County Public Works. If such signal is found not to be warranted the developer shall have no further obligation with respect to the signal. If such signal is found to be warranted, the developer shall install the signal. Alternatively, at the developer's option, the developer may construct a roundabout at the access. If the developer constructs a roundabout, the traffic signal and turn lanes serving such access (i.e. as described in Condition 7.iii. and 7.iv.), above, shall not be required.
- 8. Notwithstanding anything shown on the PD site plan to the contrary, the number and spacing of access points along collector and arterial roadways (whether internal or external to the PD) shall be governed by LDC Sec. 6.04.03.I and 6.04.07, unless otherwise varied through the Sec. 6.04.02.B. Administrative Variance process at the time of plat/site/construction plan review.
- 9. The project shall provide a Multi-Use Trail (MUT) where depicted on the general site plan. With respect to Multi-Use Trail (MUT):
 - a. That portion of the MUT running alongside the Berry Grove Blvd. extension. shall be constructed utilizing the Typical Section standards depicted on the PD site plan together with the initial increment of development.
 - b. Those portions of MUT running through the internal roundabout and the roundabout to be constructed at the intersection of the Berry Grove Blvd. extension. and CR 579 and along the east side of CR 579, and terminating at the trailhead entrance road located on the east side of CR 579, shall be constructed with a minimum width of 12-feet; however other features of the typical section shall be dictated by roundabout design requirements, which are subject to the review and approval of Hillsborough County Public Works at the time of plat/site/construction plan review. These portions of the trail shall be constructed concurrently with the roundabout.
 - c. The developer shall design and construct slip ramps as necessary to transition between the use of MUTs/wide sidewalks and roadways with on-street bicycle facilities and roadways with no on-street bicycle facilities, as applicable.
- 10. In addition to any temporary end of roadway signage required by the MUTCD, the developer shall install signage at all roadway/MUT access stubouts not connecting to an existing roadway which identifies the stubout as a "Future Roadway Connection" as applicable.
- 11. If PD 25-0371 is approved, the County Engineer will approve a Design Exception (dated July 9, 2025) which was approved by the County Engineer (on July 11, 2025) for the CR 579 substandard roadway improvements. As CR 579 is a substandard collector roadway, the developer will be required to make certain improvements to CR 579 consistent with the Design Exception (DE) and these conditions of approval. Specific improvements are outlined in Condition 6.c., above.
- 12. If PD 25-0371 is approved, the County Engineer will approve a Design Exception (dated June 12, 2025) which was approved by the County Engineer (on July 11, 2025) for the Saffold Rd. substandard roadway improvements. As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd. consistent with the Design Exception (DE) and these conditions of approval. Specific improvements are outlined in Condition 6.d., above.
- 13. If PD 25-0371 is approved, the County Engineer will approve a Design Exception (dated June 13, 2025) which was found approvable by the County Engineer (on July 11, 2025) for the W. Lake Dr. improvements. Improvements to W. Lake Dr. have been broken into three (3) segments. Segments A is defined as the section of W. Lake Dr. between Bishop Rd. and the northern property boundary of the Cypress Ridge Development (i.e. adjacent PRS 24-1033). Segment B is defined as that portion of W. Lake Dr. between the southern property boundary of the Cypress Ridge Development (i.e. the northern boundary of the subject PD) and Berry Grove Blvd. Segment C is defined at that portion of W. Lake Dr. between Berry Grove Blvd. and Saffold Rd.

The Design Exception authorizes deviations from the TS-4 Typical Section (for 2-lane, Undivided, Urban Collector Roadways) as found in the 2021 Hillsborough County Transportation Technical Manual (TTM). Specifically:

- a. Within Segment A, the developer shall widen/construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide asphalt paths along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required asphalt path separation as outlined below. The developer has proposed two typical sections for this segment (A-1 and A-2). Typical Section A-2 is the section where right-of-way is limited and/or there are design constraints. Use of Typical Section A-2 shall be minimized to the greatest extent feasible. The developer shall be permitted to reduce the required asphalt path separation between the closest edge of the asphalt path and the travel lane from 14-feet to 7-feet (for Typical Section A-1) and from 14-feet to 2-feet (for Typical Section A-2).
- b. Within Segment B, the developer shall construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide sidewalks along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required sidewalk separation between the closest edge of the sidewalk and the travel lane from 14-feet to 6-feet. The developer shall also be permitted to eliminate the required 2-foot pedestrian clearance area between the back of sidewalk and edge of right-of-way.
- c. Within Segment C, the developer shall construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide asphalt paths along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required asphalt path separation between the closest edge of the sidewalk and the travel lane from 14-feet to 7-feet.

If PD 25-0371 is approved by the BOCC, the County Engineer will approve the above referenced Design Exception request.

Other Conditions

- Prior to certification of the General Development Plan (GDP), the applicant shall revise the PD site plan to:
 - Within the Project Data Table, add footnote "(1)" to "Elementary School K-5" such that it is apparent the trip cap applies to all development within the project, not just total residential.
 - Within the Project Data table, correct the number of Elementary School students from "10000" to instead state "1000 students max."
 - O Within the Project Data table, revise "Proposed Uses" line from "Residential" to instead state "Residential and Potential School".
 - o Revise the Berry Grove Blvd. Typical Sections to remove any references to "Tier 1-1".

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone multiple parcels, totaling +/- 635.7 ac. from Planned Development (PD) zoning 24-1036 to a new PD. A portion of the land contained within the 24-1036 PD is also being rezoned to a new PD via case file 25-0469. The portion of the PD which is the subject of this request is approved for up to 1,816 dwelling units, as well as 12.5 ac. of publicly accessible park uses, a 1,000 student maximum non-charter public elementary school, and certain non-residential uses to be located

within three Neighborhood Centers, including church or churches with a combined maximum of 300 seats, child care center(s) with a combined maximum of 300 attendees, a flexible market space, and certain government/public service uses. There are two Neighborhood Centers in the "Northern Receiving Area" and one Neighborhood Center in the "Southern Receiving Area".

The applicant is proposing to modify PD to reflect the fact that the Future Land Use on the subject parcels was recently changed from WVR-2 to RES-4, thereby having the effect of increasing allowable project density, adding the lands to the urban service area, and removing the lands from the Wimauma Village Residential Neighborhood (WVRN), which in turn means that development on these lands are no longer requirement to comply with the WVRN requirements contained within Part 3.24.00 of the Hillsborough County LDC. Specifically, the new PD is not seeking to retain previously approved non-residential entitlements (except for the potential school), and compared to the existing PD is seeking to increase maximum allowable number of residential units from 1,816 to 2,390, and is also proposing modified project access as further described below (as compared to the existing PD). The PD has two development options, such that if the school is not constructed (Option B), the maximum number of residential units which could be constructed is 2,390. If the school is constructed (Option A), then the maximum number of residential units would be 2,300.

The existing PD defers required substandard road improvements along CR 579 such that they will be required to be completed prior to issuance of building permits for the 601st residential unit, or prior to issuance of any building permits for non-residential uses.

The applicant is proposing to defer a final determination of whether a portion of the east-west road within the Southern Development Area shall be built as a collector roadway. Staff notes that the applicant is still committed to construct site access improvements at the northernmost CR 579 entrances (i.e. a roundabout), as well as the multi-purpose pathways along its CR 579 project boundaries, and the trail connections between the internal trail system and the Little Manatee Corridor Nature Preserve located east of CR 579. The southernmost project access to CR 579 (i.e. the primary access serving that area) may or may meet signal warrants depending upon final design and whether certain connections between the Southern Development Area and Northern Development Area (i.e. through lands outside of this PD) have been constructed. If required to be signalized, the developer may opt to construct a roundabout in this location instead.

Consistent with the Development Review Procedures Manual (DRPM), the developer submitted a trip generation and site access analysis. A comparison of the number of trips potentially generated under the existing and proposed zoning designations is presented below, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's (ITE) <u>Trip Generation Manual</u>, 11th Edition/ was taken from the 24-1036 transportation staff report for purposes of demonstrating existing trip impacts.

Existing Zoning:

Land Use/Size	24 Hour Two- Total Peak Hour Trips		Hour Trips
Land Ose/Size	Way Volume	AM	PM
Residential Development within the Northern Receiving Area (Multiple LUCs)	5,585	395	545
1,000 Student Non-Charter Public Elementary School (LUC 520)	2,270	740	160
Northern Neighborhood Centers Uses (Multiple LUCs)	2,308	249	359
Northern Receiving Area Subtotal:	10,163	1,384	1,064
Residential Development within the Southern Receiving Area (Multiple LUCs)	8,740	599	814

12.5 Acres of Park Uses (LUC 411)	96	0	1
Southern Neighborhood Center Uses (Multiple Potential LUCs)	270	21	30
Southern Receiving Area Subtotal:	9,106	620	845
Project Totals:	19,269	2,004	1,909

^{*}To avoid double counting, density from the Sending Area within the approved (existing) PD was not included, since those are instead included as existing entitlements within related PD 25-0469.

Proposed Zoning:

Land Use/Size	24 Hour Two-	Total Peak	Hour Trips
Land Use/Size	Way Volume	AM	PM
Residential Development within the			
Northern Development Area/ 495 SFDUs	6,166	431	587
and 300 Townhomes (LUC 210/215)			
1,000 Student Non-Charter Public	2,270	740	160
Elementary School (LUC 520)	2,270	740	100
Northern Development Area Subtotal:	8,436	1,171	747
Residential Development within the			
Southern Development Area/ 1,505 SFDUs	11,950	857	1,249
(LUC 210)			
Southern Development Area Subtotal:	11,950	857	1,249
Project Totals:	20,386	2,028	1,996

Trip Generation Difference:

Land Use/Size	24 Hour Two-	Total Net Pea	ak Hour Trips
Land Ose/Size	Way Volume	AM	PM
Difference	(+) 1,117	(+) 24	(+) 87

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Berry Grove Blvd. is a 2-lane, divided, collector roadway characterized by 11-foot-wide travel lanes in good condition. There are 7-foot-wide buffered bicycle lanes present along both sides of the facility. There are 5-foot-wide sidewalks present along both sides of the roadway. The roadway has been constructed approximately 300 feet west of the easternmost project boundary of PD 24-0044, as most recently modified via PRS 25-0573. Responsibility to construct the roadway to the eastern PD boundary is a condition of that zoning's approval. The developer of that project is also required to preserve +/- 46-feet of additional right of way in order to facilitate the future potential 4-laning of Berry Grove Blvd.

CR 579 is a 2-lane, undivided, substandard, collector roadway characterized by +/- 10-foot-wide travel lanes in average condition. The roadway lies within a variable width right-of-way (between +/- 51 and +/- 74 feet in width). There are no existing sidewalks along CR 579 in the vicinity of the proposed project. There are no existing bicycle facilities on CR 579 in the vicinity of the proposed project.

Saffold Rd. is a 2-lane, undivided, substandard, collector roadway characterized by +/- 10-11-foot-wide travel lanes in average condition. The roadway lies within a variable width right-of-way (between +/- 57 and +/- 89 feet in width). There are no existing sidewalks or bicycle facilities along Saffold Rd. in the vicinity of the proposed project; however, there is a 10-foot-wide multi-purpose pathway along the portions of the northern side of Saffold Rd. west of the proposed project (which were constructed by the

developer of the above referenced adjacent PD). Additional facilities will be constructed as development progresses by that developer.

CR 579 is shown on the Hillsborough County Corridor Preservation Plan (HCCPP) as a future 2-lane enhanced roadway. In a rural context, 2-lane collector roadways require a minimum of 96 feet pursuant to Typical Section – 7 (TS-7) of the Hillsborough County Transportation Technical Manual, to which we add an additional 11 feet to accommodate future enhancements. As such, the total future right-of-way needed is a minimum of 107 feet. Staff notes that due to the roundabout(s) proposed on CR 579 by the applicant, additional right-of-way will be needed for the roundabout. Since roundabouts are not constructed with additional auxiliary turning lanes, no additional right-of-way to accommodate left or right turning movements will be needed.

The W. Lake Dr. Extension north of the project has not yet been constructed. The developer of adjacent PD 18-1048 (most recently modified via PRS 24-1033) is required to construct an extension of W. Lake Dr. between its southern project boundary and the existing terminus of W. Lake Dr. (in the vicinity of Janes Dr.), as well as certain substandard road improvements along W. Lake Dr. (between Bishop Rd. and the existing terminus). This developer (i.e. the developer of the subject PD) also has certain development thresholds which requires construction to occur by this developer (if the other project does not move forward) of segments of W. Lake Dr. south of Bishop (up to a full continuous road between Bishop Rd. and a point within the Southern Development Area before issuance of building permits). This is further discussed in the Design Exception requests section hereinbelow.

SITE ACCESS AND CONNECTIVITY

Access shall be as follows:

- 1. One (1) access connection along the western project boundary within the Northern Development Area (NDA), representing the extension of Berry Grove Blvd. This roadway will be designed a 4-lane roadway and constructed as a 2-lane roadway, expandable to the inside. The 4-lane segment will extend to W. Lake Dr. where the extra lanes will convert to drop/turn/specialized lanes.
- 2. Three (3) access connections along the northern property boundary within the NDA, the westernmost representing the extension of W. Lake Dr. and the other two local roadway connections.
- 3. One (1) access connection along the eastern boundary of the NDA, representing the terminus of the Berry Grove Blvd. Ext. with CR 579.
- 4. Five (5) access connections along the southern boundary of the NDA, with one representing a stubout for the future extension of W. Lake Dr., and the other four representing local roadways connections.
- 5. One (1) access connection along the western boundary of the Southern Development Area (SDA) representing a collector road stubout to provide future access to large undeveloped properties to the w. of the subject PD.
- 6. Four (4) access connections along the northern boundary of the SDA, with the westernmost connection representing the extension of W. Lake Dr. and the other three representing local road connections.
- 7. Two (2) access connections along the eastern boundary of the SDA, with the southernmost connection representing the point of connection for the potential east-west collector roadway as shown on the site plan and further described in the conditions.

8. One (1) access connection along the southern boundary of the SDA, representing the southern terminus of the W. Lake Dr. Ext. to Saffold Rd.

While some site access improvements have been identified in the conditions, given the large scale of the project, lack of detail regarding internal lotting patterns/design, whether the NDA and SDA will be connected, and given other factors, it will be necessary to defer to the plat/site/construction plan review stage the final determination of any improvements, including whether turn lanes are required on external and internal roadways and intersections, and whether roundabouts or traffic signals are warranted to serve the project. Similarly, additional internal road design decisions will be deferred to the plat/site/construction plan review stage.

A graphic has been provided below which demonstrates connectivity in the greater Wimauma Area. The subject project is just outside the southern boundary of the graphic.

REQUESTED DESIGN EXCEPTION – W. LAKE DR. (SUBSTANDARD ROAD AND NEW ROAD)

As W. Lake Dr. is a substandard collector roadway between Bishop Rd. and Janes Dr., and that the developer is proposing to extend W. Lake Dr. south of Janes Rd. to the proposed access within adjacent PD 24-1033, along that PD's southern project boundary), the applicant is required to make certain improvements within those areas. Also, the developer is proposing to extend W. Lake Dr. south of adjacent PD 24-1033, continuing through the internal roundabout within the subject PD, and stubbing out at the southern project boundary.

Improvements to W. Lake Dr. have been broken into three (3) segments. Segments A is defined as the section of W. Lake Dr. between Bishop Rd. and the northern property boundary of the Cypress Ridge Development (i.e. adjacent PRS 24-1033). Segment B is defined as that portion of W. Lake Dr. between the southern property boundary of the Cypress Ridge Development (i.e. the northern boundary of the subject PD) and Berry Grove Blvd. Segment C is defined at that portion of W. Lake Dr. between Berry Grove Blvd. and Saffold Rd.

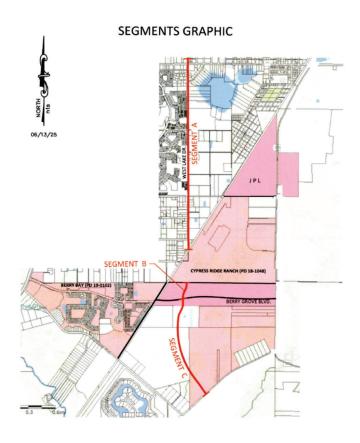
Given the above, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated June 13, 2025) for W. Lake Dr. to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on July 11, 2025).

The Design Exception would authorize deviations from the TS-4 Typical Section (for 2-lane, Undivided, Urban Collector Roadways) as found in the 2021 Hillsborough County Transportation Technical Manual (TTM). Specifically:

1. Within Segment A, the developer shall widen/construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide asphalt paths along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required asphalt path separation as outlined below. The developer has proposed two typical sections for this segment (A-1 and A-2). Typical Section A-2 is the section where right-of-way is limited and/or there are design constraints. Use of Typical Section A-2 shall be minimized to the greatest extent feasible. The developer shall be permitted to reduce the required asphalt path separation between the closest edge of the asphalt path and the travel lane from 14-feet to 7-feet (for Typical Section A-1) and from 14-feet to 2-feet (for Typical Section A-2).

- 2. Within Segment B, the developer shall construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide sidewalks along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required sidewalk separation between the closest edge of the sidewalk and the travel lane from 14-feet to 6-feet. The developer shall also be permitted to eliminate the required 2-foot pedestrian clearance area between the back of sidewalk and edge of right-of-way.
- 3. Within Segment C, the developer shall construct the roadway consistent with the TS-4 Typical Section, except that instead of the of 5-foot sidewalks and 7-foot buffered bicycle lanes required per TS-4 the developer shall be permitted to install 10-foot-wide asphalt paths along both sides of the roadway. Additionally, the developer shall be permitted to reduce the required asphalt path separation between the closest edge of the sidewalk and the travel lane from 14-feet to 7-feet.

If PD 25-0371 is approved by the BOCC, the County Engineer will approve the above referenced Design Exception request.



REQUESTED DESIGN EXCEPTION – CR 579 SUBSTANDARD ROAD

As CR 579 is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated July 9, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on July 11, 2025).

Improvements to CR 579 have been broken into three (3) segments. Segment A is defined as the section of CR 579 between SR 672 and the southern property boundary of folio 79456.0000 (i.e. the southern

boundary of pending PD 25-0469). Segment B is defined as that portion of CR 579 between the southern property boundary of folio 79456.0000 and the southern boundary of adjacent PD 18-1048 (i.e. the northern boundary of the subject PD). Segment C is defined at that portion of CR 579 between the northern boundary of the subject PD and the southern boundary of the subject PD.

Given the above, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated July 9, 2025) for CR 579 to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on July 11, 2025).

The Design Exception would authorize deviations from the 2021 Transportation Technical Manual (TTM) Typical Section – 7 (TS-7) (for 2-Lane, Rural Local and Collector Roadways). Specifically:

1. Within Segment A:

- a. The developer will be permitted to maintain the 10 to 11-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section 7 (TS-7) of the Transportation Technical Manual (TTM);
- b. The developer will be permitted to construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway as required pursuant to TS-7 of the TTM; and,
- c. The developer will be required to construct a 10-foot-wide sidewalk along the west side of the roadway. This will take the place of the 5-foot-wide sidewalk that would normally be constructed along the west side of the roadway within this segment per TS-7, but will not be in lieu of the required bicycle facilities, which are being provided on the paved 5-foot shoulders consistent with TS-7. Also, staff notes that the 10-foot-wide sidewalk will transition to a 5-foot-wide sidewalk north of proposed PD 25-0469, where right-of-way does not exist to permit construction of the wider sidewalk.

2. Within Segment B:

- a. The developer will be permitted to maintain the 10-foot-wide to 11-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section 7 (TS-7) of the Transportation Technical Manual (TTM); and,
- b. The developer will be permitted to construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway as required pursuant to TS-7 of the TTM.

3. Within Segment C:

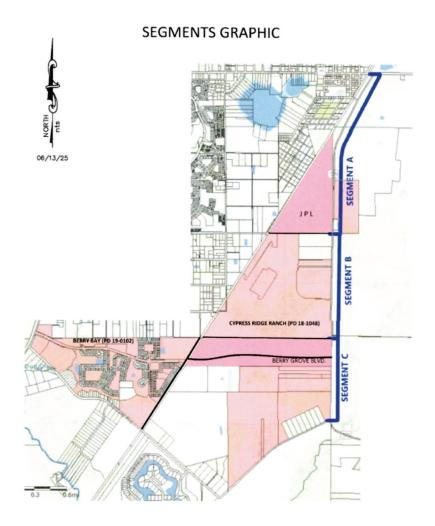
- a. The developer will be permitted to maintain the 10-foot-wide lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section 7 (TS-7) of the Transportation Technical Manual (TTM);
- b. The developer shall dedicate and convey to Hillsborough County sufficient right-ofway to accommodate proposed improvements (a minimum of 48-feet east of the

- existing centerline). Staff notes this is in addition to any right-of-way necessary to accommodate site access improvements or additional preservation required pursuant to the Hillsborough County Corridor Preservation Plan as further described herein;
- c. The developer will be permitted to construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway as required pursuant to TS-7 of the TTM; and,
- d. The developer will be required to construct a 10-foot-wide sidewalk along the west side of the roadway. This will take the place of the 5-foot-wide sidewalk that would normally be constructed along the west side of the roadway within this segment per TS-7, but will not be in lieu of the required bicycle facilities, which are being provided on the paved 5-foot shoulders consistent with TS-7.

The developer of the subject PD noted that the developer of pending PD 25-0469 is required to make the same improvements within Segments A and B (in addition to 5-foot-wide sidewalks/asphalt paths along their frontages except where replaced by a wider facility); however, in the event that development does not move forward, this developer will be required to make those improvements in certain circumstances. Although the Design Exception doesn't specifically mention the Southern Development Area, staff and the applicant's team discussed that certain connections between the Southern Development Area and Northern Development Area needed to be in place before improvements within Segments A and B are waived for any development within the Southern Development Area. Specifically, except for the first phase of development within the Northern Development Area, development within the Northern Development Area of the PD shall be required to complete improvements within Segments A and B until such time that the W. Lake Dr. improvements north of Berry Grove Blvd. are constructed. With regards to the Southern Development Area, the following improvements are required to unlock development within the area north of (but not to include) the east-west road:

- 1. Specifically, The Berry Grove Blvd. Ext. to US 301; and,
- 2. The W. Lake Dr. improvements between Bishop Rd. and Berry Grove Blvd.; and,
- 3. The northernmost connection to CR 579 within the Southern Development Area; and,
- 4. The three (3) easternmost local roadway connections along the northern boundary of the Southern Development Area, shall be completed such that they connect the Northern Development Area and Southern Development Area through adjacent folio 79703.0000; or,
- 5. The CR 579 improvements within Segments A, B and C have been completed and are open for beneficial use.

If PD 25-0371 is approved by the BOCC, the County Engineer will approve the above referenced Design Exception request.



REQUESTED DESIGN EXCEPTION – SAFFOLD RD. SUBSTANDARD ROAD

As Saffold Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated June 12, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on July 11, 2025).

Improvements to Saffold Rd. have been broken into two (2) segments. Segment B is defined as that portion of Saffold Rd. along the frontages of folios 79700.0400, 79700.0300, 79700.0350, 79700.0100, 79700.0200, 79700.0250, 79700.0050, and 79700.0150. Segment A is defined as those portions of Saffold Rd. between CR 579 and the western project boundary, excluding the area defined as Segment B.

The Design Exception would authorize deviations from the 2021 Transportation Technical Manual (TTM) Typical Section – 7 (TS-7) (for 2-Lane, Rural Local and Collector Roadways). Specifically:

1. Within Segment B:

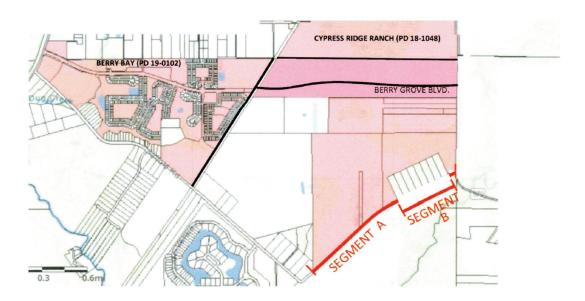
a. The developer will be permitted to maintain the 10-foot-wide lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section – 7 (TS-7) of the Transportation Technical Manual (TTM);

- b. The developer will be permitted to construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway as required pursuant to TS-7 of the TTM, thereby eliminating required bicycle facilities within this segment; and,
- c. The developer will be required to construct a 5-foot-wide sidewalk along the north side of the roadway.

2. Within Segment A:

- a. The developer will be permitted to maintain the 10-foot-wide lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section 7 (TS-7) of the Transportation Technical Manual (TTM);
- b. The developer shall dedicate and convey to Hillsborough County sufficient right-ofway to accommodate proposed improvements (a minimum of 48-feet north of the existing centerline). Staff notes this is in addition to any right-of-way necessary to accommodate site access improvements or additional preservation required pursuant to the Hillsborough County Corridor Preservation Plan as further described herein;
- c. The developer will be permitted to construct 6-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders of which 5-feet is paved along both sides of the roadway as required pursuant to TS-7 of the TTM; and,
- d. The developer will be required to construct a 10-foot-wide sidewalk along the north side of the roadway. This will take the place of the 5-foot-wide sidewalk that would normally be constructed along the west side of the roadway within this segment per TS-7, but will not be in lieu of the required bicycle facilities, which are being provided on the paved 5-foot shoulders consistent with TS-7.

Staff noes that the graphic shown in the Design Exception request incorrectly depicts Segment A as inclusive of the area covered by Segment B. Staff has updated the graphic to reflect the correct summary and segmentation described hereinabove.



ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Information for pertinent roadways is included below. Saffold Rd., Berry Grove Blvd. and W. Lake Dr. were not included in the 2020 LOS report. As such, information for these facilities cannot be provided.

Roadway	From	То	LOS Standard	Peak Hour Directional LOS
US 301	Manatee County Line	SR 674	D	С
CR 579	Manatee County Line	SR 674	С	В

Source: Hillsborough County 2020 Level of Service Report.

Page 19 of 19

Ratliff, James

From: Williams, Michael

Sent: Friday, July 11, 2025 2:42 PM

To: Steven Henry

Cc: Kami Corbett; kelly.love@clearviewland.com; Follin, Jared; Ratliff, James; Drapach, Alan; Tirado,

Sheida; De Leon, Eleonor; PW-CEIntake

Subject: FW: RZ-PD 25-0371 - Design Exception Review (1 of 2)

Attachments: 25-0371 Rev DEReq 06-13-25.pdf; 25-0371 DEAd 07-10-25_3.pdf

Steve,

I have found the attached three Design Exceptions (DE) for PD 25-0371 APPROVABLE. Please note these are being sent over two emails due to file size.

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review County Engineer

Development Services Department

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

L. Williamsmerici L.go

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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shenry@lincks.com kami.corbett@hwhlaw.com kelly.love@clearviewland.com follinj@hcfl.gov ratliffja@hcfl.gov drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services Department

E: TiradoS@HCFL.gov

P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602

HCFL.gov

Facebook | X | YouTube | LinkedIn | Instagram | HCFL Stay Safe

Hillsborough County Florida

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Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at <u>deleone@HCFL.gov</u> or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	 Section 6.04.02.B. Administrative Variance ★ Technical Manual Design Exception Request Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) 		
Submittal Type (check one)	☐ New Request ☐ Revised Request ☐ Additional Information		
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	x 1. West Lake Drive - Substandard Road		
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.			
Project Name/ Phase Council Growers	s		
Important: The name selected must be used on all full frequest is specific to a discrete phase, please also	uture communications and submittals of additional/revised information relating to this variance. list that phase.		
Folio Number(s)	➤ Check This Box If There Are More Than Five Folio Numbers		
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").			
Name of Person Submitting Request	Steven J. Henry, P.E.		
Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.			
Current Property Zoning Designation			
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.			
Pending Zoning Application Number	MM 25-0371		
	nter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not MM for major modifications, PRS for minor modifications/personal appearances.		
Related Project Identification Number	N/A		

Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision

Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".

1 of 1 03/2025



June 13, 2025

Mr. Mike Williams Hillsborough County Government 601 East Kennedy Blvd., 22nd Floors Tampa, FL 33602

Re: Council Growers

MM 25-0371

Folio Numbers: 079702.0002, 079702.0000, 279691.0000, 079691.0010,

279693.0000, 079692.0000, 079698.0010, 079698.0000,

079699.0000, 079852.0000, 079852.0010, 079700.0000

Lincks Project No. 19119

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for West Lake Drive from Bishop Road to Saffold Road. Figure 1 illustrates the segments of West Lake Drive that are the subject of this Design Exception. The existing Planned Development for the property is proposed to be amended to allow the following land uses:

- 2,000 Single Family Homes
- 300 Townhomes
- 1,000 Student Elementary School

Tables 1, 2, and 3 provide the trip generation for the proposed Planned Development.

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

- Two (2) full accesses to CR 579
- The extension of the Berry Grove Boulevard from its current terminus to CR 579 (Roundabout)
- One (1) full access to Saffold Road
- Extension of West Lake Drive north to tie into West Lake Drive north of the TECO easement

According to the Hillsborough County Roadways Functional Classification Map, West Lake Drive is classified as a collector roadway.

The developer of the subject PD is working with the developer of Cypress Ridge Ranch to the north to extend/improve West Lake Drive through the Cypress Ridge Development. This will then provide a collector road connection from SR 674 to Saffold Road.

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

Segment A

This section is from Bishop Road to the northern property line of the Cypress Ridge Development See Typical Sections A-1 and A-2 for the sections proposed along this segment.

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for West Lake Drive. This segment of West Lake Drive is currently a two (2) lane roadway. The following exceptions are requested to accommodate the proposed project:

- 1) Bike Lanes TS-4 has 7 foot buffered bike lanes. The existing roadway is a rural roadway with no bike lanes.
- 2) Sidewalk TS-4 has sidewalk on both sides of the roadway. There is currently some sidewalks along portions of the roadway.

The justification for the Design Exception is as follows:

The developer proposes two (2) alternative sections. The first is where there is sufficient right of way to provide the proposed section which is shown in Typical Section A-1. Typical Section A-2 illustrates the proposed section where right of way is limited and/or there are design constraints. The primary difference in these sections is the distance from the back of the curb to the sidewalk. It should be noted that the distance between the back of the curb and sidewalk can vary depending on the right of way and roadway constraints. This section will be minimized to the greatest extent feasible. The sections include the following:

- 1. Bike Lanes Due to the three (3) schools that are proposed along West Lake Drive, 10 foot sidewalks are proposed on each side of West Lake Drive in lieu of the bike lanes. From a safety standpoint, the 10 foot sidewalks provide a better option for students walking and riding bikes to school than students riding bikes within West Lake Drive or pedestrian and bikes on a 5 foot sidewalk. Due to right of way constraints along the roadway, it is not feasible to provide the bike lanes and the 10 foot sidewalks.
- 2. Sidewalk 10 foot sidewalk on both sides of the roadway are proposed instead of the bike lanes. As stated above, given the roadway will serve the three (3) schools, the 10 foot sidewalks provide a better option for the school students.

Segment B

This segment is from the southern property line of the Cypress Ridge Development to Berry Grove Boulevard. See Typical Section B for the section proposed along this

segment of the roadway.

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for West Lake Drive. The following exceptions are requested to accommodate the proposed project:

- 1) Bike Lanes TS-4 has 7 foot buffered bike lanes. The designed roadway does not have bike lanes.
- 2) Sidewalk TS-4 has sidewalk on both sides of the roadway. The roadway is designed with five (5) foot sidewalks.

The justification for the Design Exception is as follows:

The existing right of way along this segment of the roadway is 54 feet, with 10 feet public utility easement on both sides of the right of way. The proposed typical section is shown in Section B. This section includes the following:

- 1. Bike Lanes To match the typical section north of Bishop Road, 10 foot sidewalks are proposed on each side of West Lake Drive in lieu of the bike lanes. From a safety standpoint, the 10 foot sidewalks provide a better option for students walking and riding bikes to school than students riding bikes within West Lake Drive or pedestrian and bikes on a 5 foot sidewalk. Due to right of way constraints along the roadway, it is not feasible to provide the bike lanes and the 10 foot sidewalks.
- 2. Sidewalk 10 foot sidewalk on both sides of the roadway are proposed instead of the bike lanes. As stated above, given the roadway will serve the three (3) schools, the 10 foot sidewalks provide a better option for the school students.

Segment C

This segment is from Berry Grove Boulevard to Saffold Road, see Typical Section C for the section along this segment.

The justification for the Design Exception is as follows:

The proposed typical section is shown in Section C. This section includes the following:

 Bike Lanes – To match the typical section north of Bishop Road, 10 foot sidewalks are proposed on each side of West Lake Drive in lieu of the bike lanes. From a safety standpoint, the 10 foot sidewalks provide a better option for students walking and riding bikes to school than students riding bikes within West Lake Drive or

- 2. pedestrian and bikes on a 5 foot sidewalk. Due to right of way constraints along the roadway, it is not feasible to provide the bike lanes and the 10 foot sidewalks.
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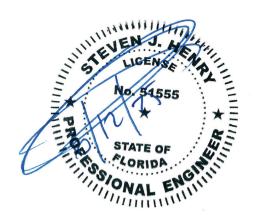
Based on the above, it is our opinion, the proposed improvements to West Lake Drive will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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

Mr. Mike Williams June 13, 2025 Page 5

Best Regards,

Steven J Henry President Lincks & Associates, LLC A TMC Company P.E. #51555



Michael J. Williams

Hillsborough County Engineer

Based on the infor	mation provided by the applicant, this request is:
	_ Disapproved
	_ Approved
	_ Approved with Conditions
lf there are any fui L. Tirado, P.E.	ther questions or you need clarification, please contact Sheida
	Sincerely,

TABLE 1

ESTIMATED DAILY TRIP ENDS

External Trip Ends	3,712	2,159	1,312	7,183	11287	18,470
Internal Trip Ends	218	77	958	1,253	<u>663</u>	1,916
Daily Trip Ends	3,930	2,236	2,270	8,436	11,950	20,386
Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's	Total
Code	210	215	520		210	
Land Use	Single Family	Townhomes	Elementary		Single Family	
Location	North				South	

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition, 2021.
(2) Internal Capture
School Internal
422/1,000 x 2,270 = 958

TABLE 2

ESTIMATED AM PEAK HOUR PROJECT TRIP ENDS

a	our		Total	211	124	427	762	<u>640</u>	1,402
New External	AM Peak Hour	Trip Ends	Ont	173	86	196	467	525	992
ž	AM P Trip	•	듸	38	26	231	295	115	410
			Total	20	26	313	409	217	929
	Internal	Trip Ends	Ont	38	41	144	196	117	313
			듸	32	12	169	213	100	313
	'n		Total	281	150	740	1,171	857	2,028
	AM Peak Hour	rip Ends (1	Off	211	112	340	663	642	1,305
	A		듸	70	38	400	508	215	723
			Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's	Total
	빝	Land Use	Code	210	215	520		210	
			<u>Land Use</u>	Single Family	Townhomes	Elementary		Single Family	
			Location	North				South	

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition.
(2) Internal Capture
• School Internal
In - 422/1000 x 400 = 169
Out - 422/1000 x 340 = 144

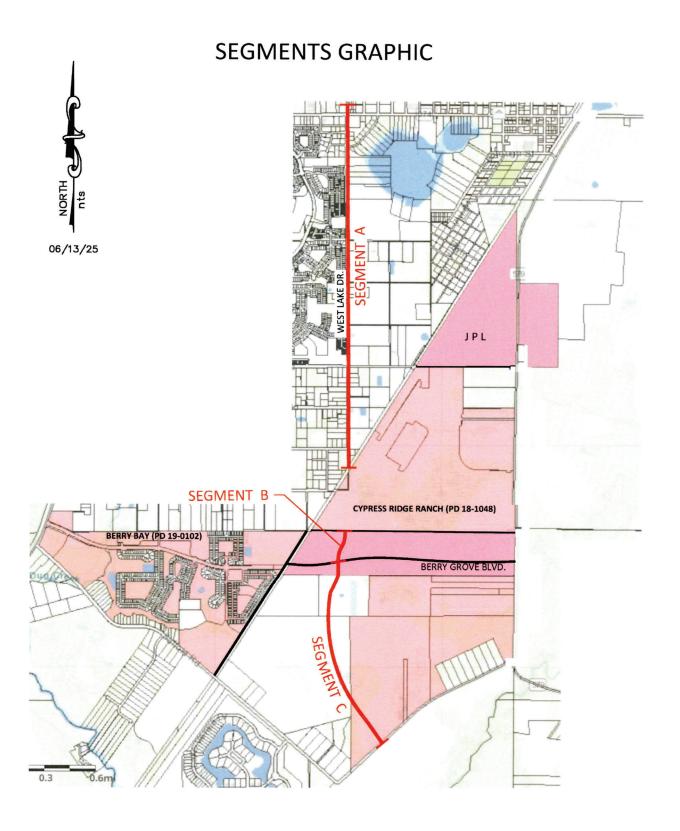
TABLE 3

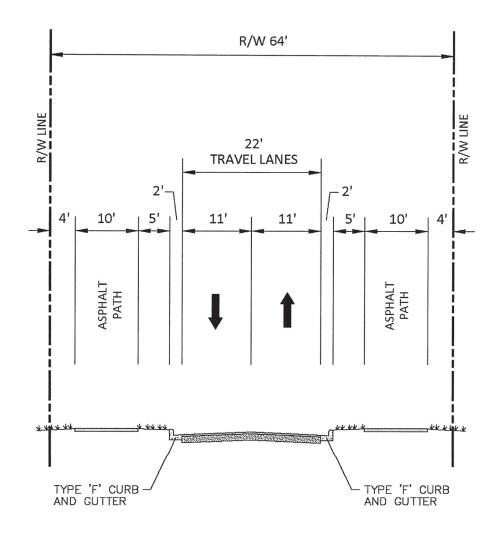
ESTIMATED PM PEAK HOUR PROJECT TRIP ENDS

a	our		Total	396	170	93	629	1,203	1,862
ew Extern	PM Peak Hour	Inp Ends	Ont	145	69	20	264	441	202
ž	A.		듸	251	101	43	395	762	1,157
			Total	15	9	<u>79</u>	88	46	134
	Internal	IIID EIIUS	Ont	7	က	36	46	21	29
			듸	_∞	ო	31	42	25	29
	בַּ		Total	411	176	160	747	1,249	1,996
	PM Peak Hour	IP EIMS	Ort	152 411	72	86	310	462	772
	P F		듸	259	104	74	437	787	1,224
			Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's	Total
	I and I lea	Lain Osc	Code	210	215	520		210	
			<u>Land Use</u>	Single Family	Townhomes	Elementary		Single Family	
			Location	North				South	

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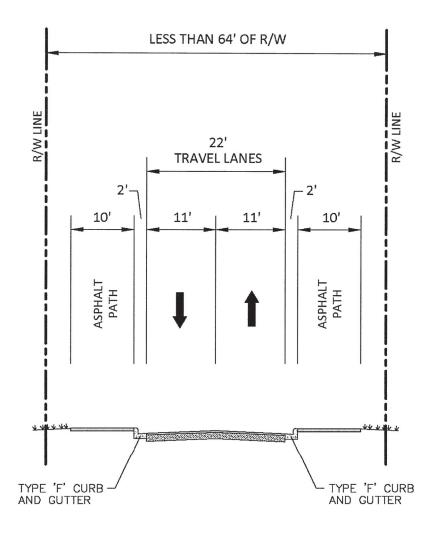
• School Internal In - 422/1000 x 74 = 31 Out - 422/1000 x 86 = 36





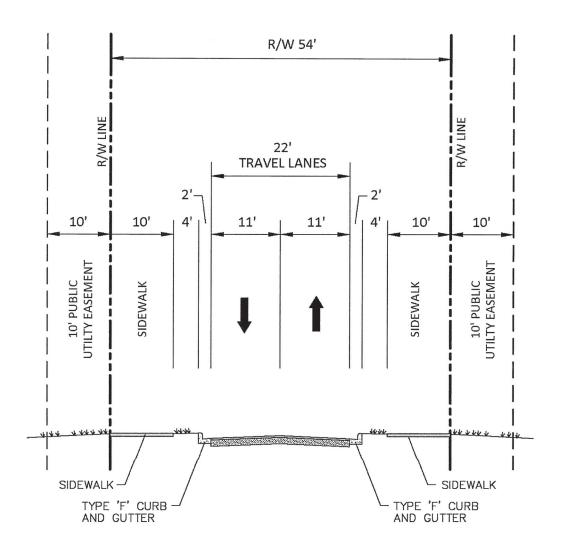
TYPICAL SECTION WEST LAKE DRIVE

SECTION A-1



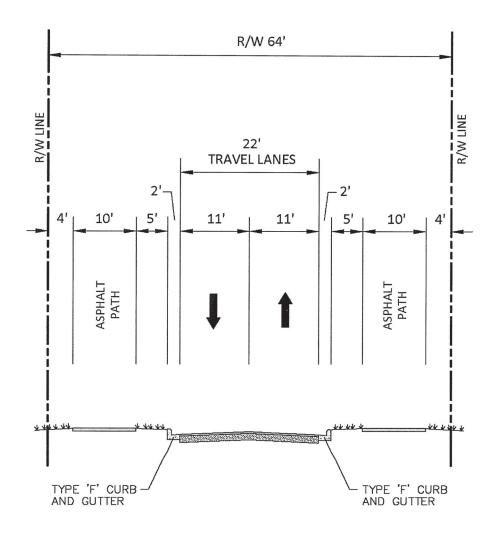
TYPICAL SECTION
WEST LAKE DRIVE

SECTION A-2



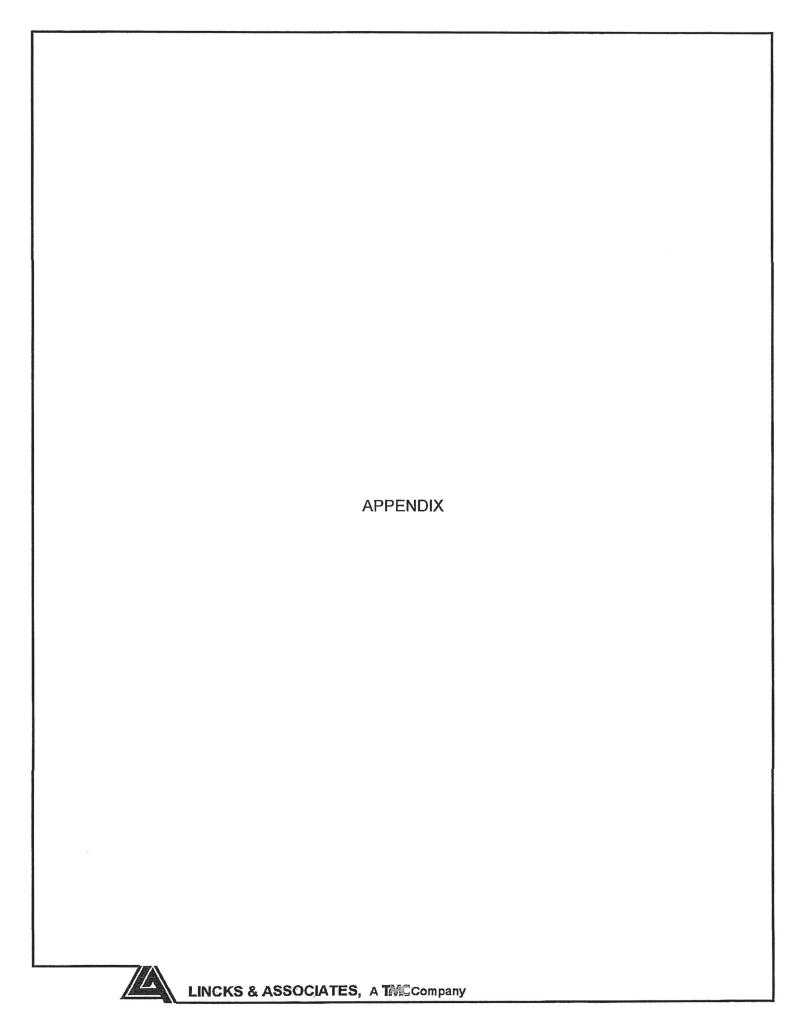
TYPICAL SECTION WEST LAKE DRIVE

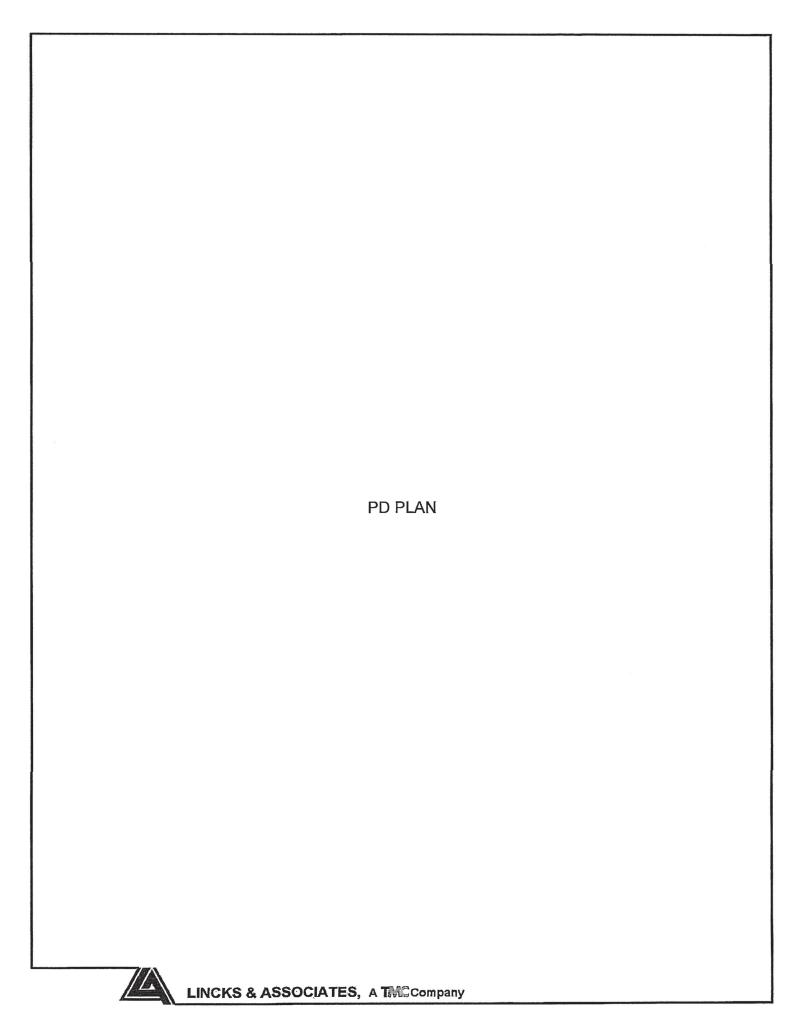
SECTION B

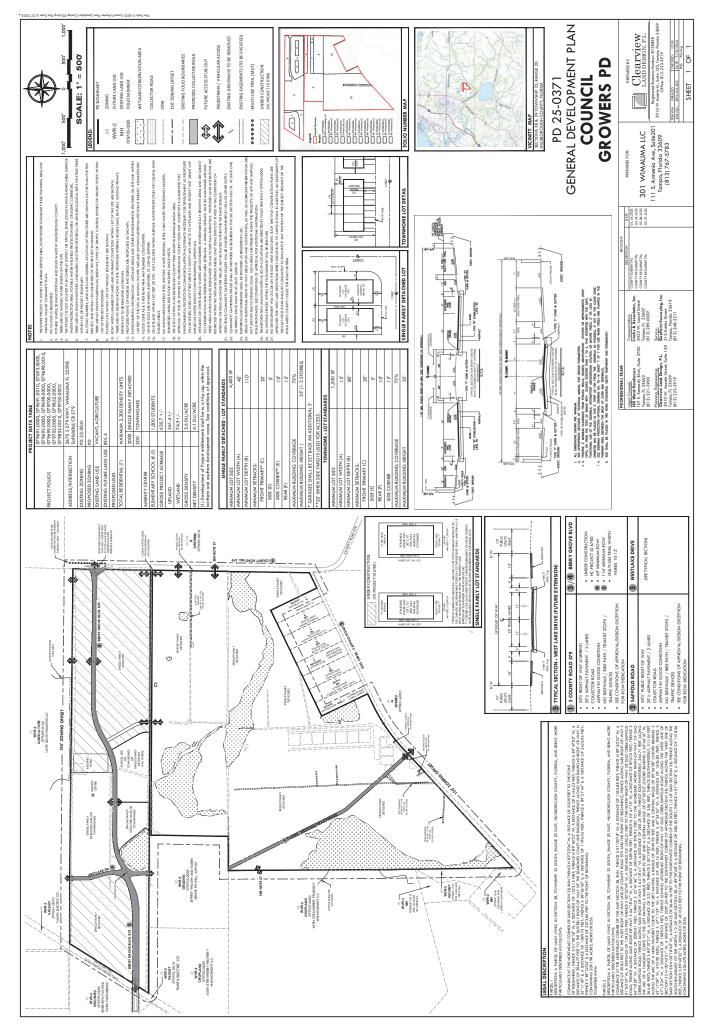


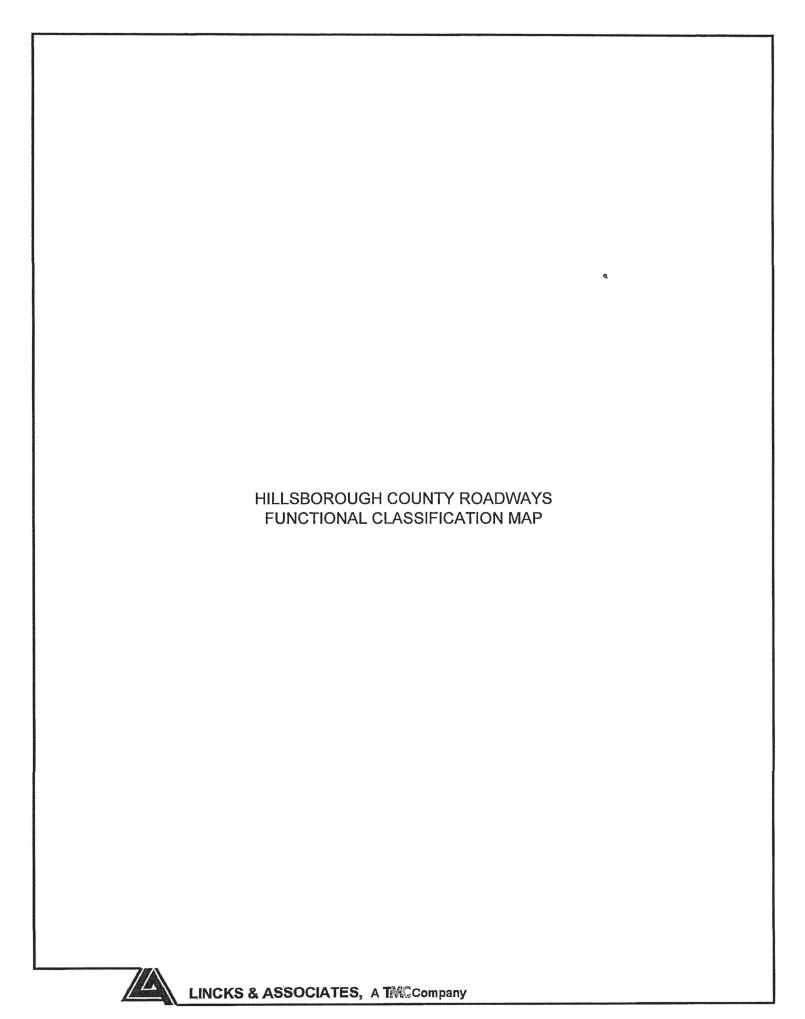
TYPICAL SECTION WEST LAKE DRIVE

SECTION C



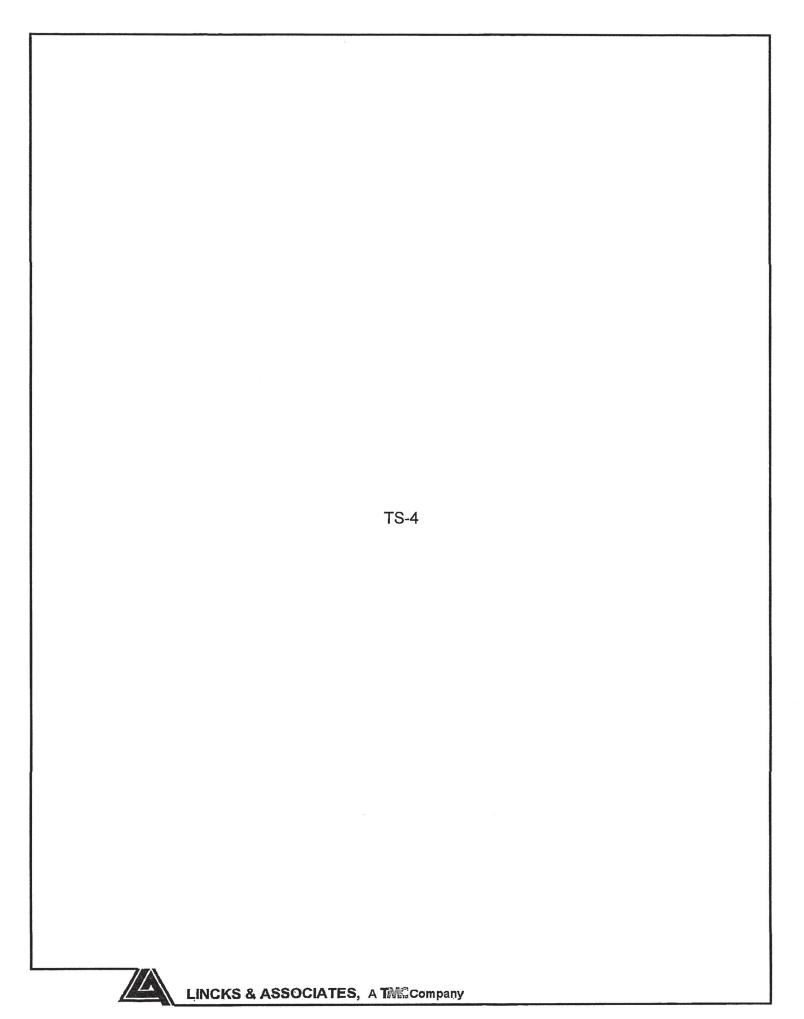


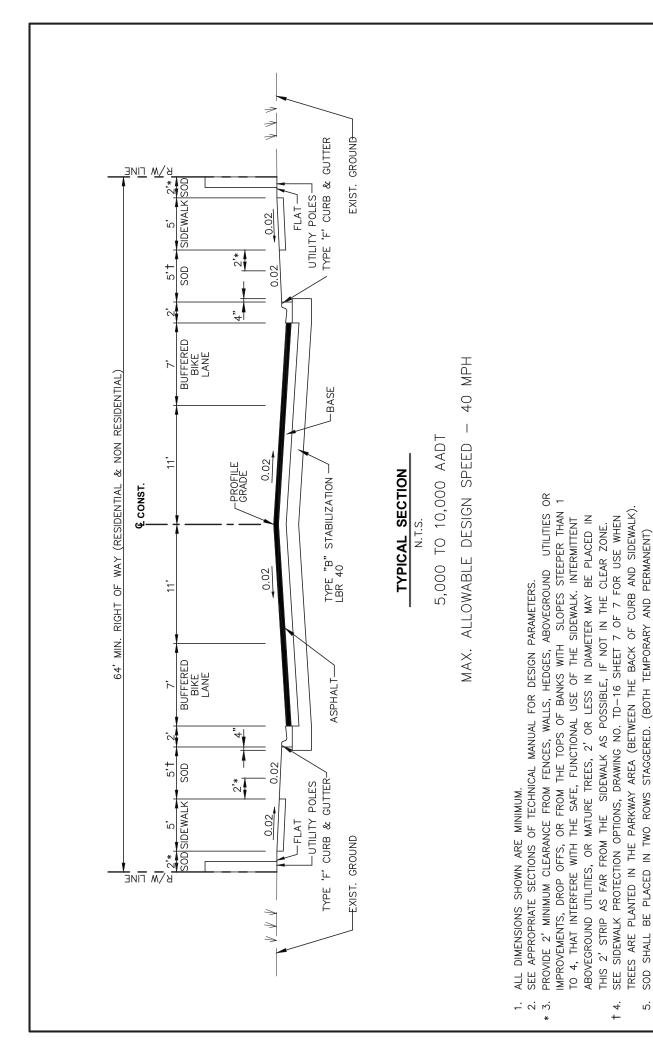




FUNCTIONAL CLASSIFICATION Infrastructure & Development Services SOURCE: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from recorded detais, plats, and other public records; if has been based on BEST AVAILABLE data. HILLSBOROUGH COUNTY PART 3 DO NIESTYLT, SE PLANKED DELECTORIENT DER RICH SHATT 3 DO NIESTYLT, SE PLANKED DELECTORIENT DER STANDAND PART 1 DO NIESTYLT, DER STANDAND PART 1 DE NIESTYLT, DER STANDAND PART 1 DE NIESTYLT, DER STANDAND PART 3 DE NIESTYLT, DER STANDAND PART 3 DE NIESTYLT, DE NIE Urban Service Area Boundary Hillsborough County, Florida ROADWAYS State, Principal Arterial Hillsborough, Collector Hillsborough, Arterial **Locator Map** Functional Classifications Legend Authority, Classification State, Arterial Users of this map are hereby notified that the aforement for verification of the information contained on this map. 75 R 21 E R 19 E R 19 E COUNTY 25-0371

NOTE. Every resolvable address bean made to sear the searches of the map. Historycoupl County does not amen my liability attend from use of the map. THE MAP IS REPOVEDE WITHOUT WARRANT CO RAY KIND after agressed or implied, including but not limited to, the implied warmarities of mechanibility and fitness for a perfect propose.





URBAN COLLECTORS (2 LANE UNDIVIDED) TYPICAL SECTION

> County Florida Hillsborough

TRANSPORTATION

REVISION DATE:

10/17

TECHNICAL

MANUAL

1 OF 1 SHEET NO.

TS4

DRAWING NO.

Ratliff, James

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To: Steven Henry

Cc: Kami Corbett; kelly.love@clearviewland.com; Follin, Jared; Ratliff, James; Drapach, Alan; Tirado,

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L. Williamsmerici L.go

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Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services Department

E: TiradoS@HCFL.gov

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Hillsborough County Florida

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Hello Mike,

The attached Design Exceptions are Approvable to me, please include the following people in your response email:

shenry@lincks.com kami.corbett@hwhlaw.com kelly.love@clearviewland.com follinj@hcfl.gov ratliffja@hcfl.gov drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services Department

E: TiradoS@HCFL.gov

P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602

HCFL.gov

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Hillsborough County Florida

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



Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at <u>deleone@HCFL.gov</u> or via telephone at (813) 307-1707 if you have questions about how to complete this form.

<u>'</u>							
 □ Section 6.04.02.B. Administrative Variance ☑ Technical Manual Design Exception Request equest Type (check one) □ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) □ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) 							
Submittal Type (check one)	☐ New Request ☐ Additional Information						
Submittal Number and	×1. CR 579 - Substandard Road						
Description/Running History (check one and complete text box	×2. CR 579 - Substandard Road _5.						
using instructions provided below)	□ 3. □ 6.						
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.							
Project Name/ Phase Council Growers	5						
Important: The name selected must be used on all fu If request is specific to a discrete phase, please also	iture communications and submittals of additional/revised information relating to this variance. list that phase.						
Folio Number(s)	Check This Box If There Are More Than Five Folio Numbers						
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").							
Name of Person Submitting Request	Steven J. Henry, P.E.						
Important: All Administrative Variances (AV) and De State of Florida.	esign Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the						
Current Property Zoning Designation							
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.							
Pending Zoning Application Number	MM 25-0371						
	ter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not 1M for major modifications, PRS for minor modifications/personal appearances.						
Related Project Identification Number (Site/Subdivision Application Number)	N/A						

1 of 1

Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision

Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".



July 9, 2025

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

Re: Council Growers MM 25-0371

Folio Numbers: 079702.0002, 079702.0000, 279691.0000, 079691.0010,

279693.0000, 079692.0000, 079698.0010, 079698.0000,

079699.0000, 079852.0000, 079852.0010, 079700.0000

Lincks Project # 19119

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet the Land Development Code Section 6.04.03L— Substandard Roadways of the Hillsborough County Land Development for CR 579 from Saffold Road to CR 674. The subject project is located west of CR 579 and north of Saffold Road. The developer proposes to modify the existing Planned Development for the property to allow the following land uses:

- 2,000 Single Family Homes
- 300 Townhomes
- 1,000 Student Elementary School

Tables 1, 2, and 3 provides the trip generation for the project.

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

- Two (2) full accesses to CR 579
- The extension of the Berry Grove Boulevard from its current terminus to CR 579 (Roundabout)
- · One (1) full access to Saffold Road
- Extension of West Lake Drive north to tie into West Lake Drive north of the TECO easement

According to the Hillsborough County Roadways Functional Classification Map, CR 579 is a collector road.

Based on the evaluation of CR 579, there is not sufficient right of way to improve CR 579 to TS-7 standards. Therefore, a Design Exception is requested for CR 579 along the

5023 West Laurel Street Tampa, FL 33607 813 289 0039 Telephone 8133 287 0674 Telefax www.Lincks.com Website Mr. Mike Williams July 9, 2025 Page 2

property frontage. The JPL Development is to improve Segments A and B along CR 579 and the subject project is to improve Segment C. Except for the first phase of the development consisting of 600 dwelling units, the subject property will also be responsible for Segments A and B until such time that the West Lake Drive improvements north of Berry Grove Boulevard are constructed. The segments are shown in the attached graphic.

Segment A

This section is from SR 674 to the southern property line of the JPL project. See Typical Section A for the section proposed along the segment.

- Right of Way The right of way along the segment of CR 579 varies between approximately 51 feet to 74 feet. The developer of the JPL development has committed to providing the right of way on each side of CR 579 to provide a total of 48 feet of right of way from the existing centerline of CR 579 within the limits of the property they own.
- Lane Width TS-7 has 12 foot lanes. The proposed section is to maintain the existing lanes at 10 to 11 feet. Due to limited right of way, 12 foot lanes cannot be provided.
- 3. Shoulder TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot shoulders with 5 feet paved.
- 4. Sidewalk TS-7 has 5 foot sidewalk on both sides of the roadway. A 10 foot sidewalk is proposed along the west side of CR 579 within the property controlled by the JPL developer. North of the property the 10 foot sidewalk is to transition to a 5 foot sidewalk.

Segment B

This segment is from the southern property line of the JPL development to the northern property line of the Council Growers project along the Cypress Ridge Development, as shown in the attached graphic. See Typical Section B for the section proposed along this segment of the roadway.

- 1. Right of Way The right of way along the segment of CR 579 varies between approximately 59 feet to 90 feet. The developer of PD 18-1048 is required to dedicate an additional 21.5 feet of right of way on the west side of CR 579.
- 2. Lane Width TS-7 has 12 foot lanes. The proposed section is to maintain the existing lanes at 10 to 11 feet. Due to limited right of way, 12 foot lanes cannot be provided.

Mr. Mike Williams July 9, 2025 Page 3

- 3. Shoulder TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot shoulder with 5 feet paved.
- 4. Sidewalk TS-7 has 5 feet on both sides of the roadway. The developer of PD 18-1048 is required to provide a 5 foot sidewalk along the property frontage.

Segment C

This segment is along the subject property frontage of CR 579, as shown in the attached exhibit. See Typical Section C for the section along this segment.

- 1. Right of Way The right of way along this segment of CR 579 varies between approximately 74 feet to 90 feet. As shown in Figure 1, the developer does own property along the portion of the segment and has committed to providing 48 feet of right way on the west side to accommodate the proposed improvements.
- 2. Lane Width TS-7 has 12 foot lanes. The existing lanes are 10 feet. This section proposes to maintain the existing lane width.
- 3. Shoulder TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot stabilized shoulder with five feet paved.
- 4. Sidewalk TS-7 has 5 foot sidewalk on both sides of the road. The proposed section provides a 10 foot sidewalk on the west side of CR 579.

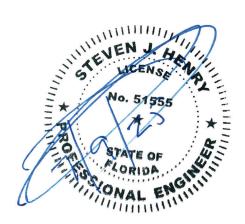
The proposed Design Exception for CR 579 protects and furthers the public health, safety and welfare based on the following:

- 1. Five (5) foot paved shoulders/bike lanes are proposed along the entire length of the roadway. These will provide shoulders/bike lanes that do not currently exist on the roadway.
- 2. A continuous five (5) to ten (10) foot sidewalk along this section of the roadway is to be provided. This increases the pedestrian safety along the roadway and furthers the Vision Zero goals for Hillsborough County.

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

Mr. Mike Williams July 9, 2025 Page 4 Best Regards,

Steven J Henry
President
Lincks & Associates, LLC
A TMC Company
P.E. #51555



Based on the in	formation provided by the applicant, this request is:
	Disapproved
	Approved
	Approved with Conditions
	further questions or you need clarification, please contact Sheida 813) 276-8364, <u>TiradoS@hillsboroughcounty.org</u> .
	Sincerely,
	Michael J. Williams
	Hillsborough County Engineer

TABLE 1

ESTIMATED DAILY TRIP ENDS

External Trip Ends	3,712	2,159	1,312	7,183	11287	18,470
Internal Trip Ends	218	77	958	1,253	<u>663</u>	1,916
Daily Trip Ends	3,930	2,236	2,270	8,436	11,950	20,386
Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's	Total
Code	210	215	520		210	
Land Use	Single Family	Townhomes	Elementary		Single Family	
Location	North				South	

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition, 2021.
(2) Internal Capture
School Internal 422/1,000 x 2,270 = 958

TABLE 2

ESTIMATED AM PEAK HOUR PROJECT TRIP ENDS

<u>π</u>	our		Total	211	124	427	762	640	1,402
New External	AM Peak Hour Trip Ends	Trip Ends	Ont	173	26 98 124	196	467	525	992
ž	AN	•	듸	38	26	231	295	115	410
			Total	02	56		409	217	626
	Internal	Trip Ends	Out	32 38 70	12 14	144	196	117	313
			듸	32	12	169	213	100	313
	'n		Total	281	150	740	1,171	857	2,028
	/ Peak Ho	rip Ends (1	In Out To	70 211 281	38 112	340	663	642	1,305
	AN	F	듸	70	38	400	508	215	723
			Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's	Total
	旦	Land Use	Code	210	215	520		210	
			<u>Land Use</u>	Single Family	Townhomes	Elementary		Single Family	
			Location	North				South	

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition.
 (2) Internal Capture

 School Internal
 In - 422/1000 x 400 = 169

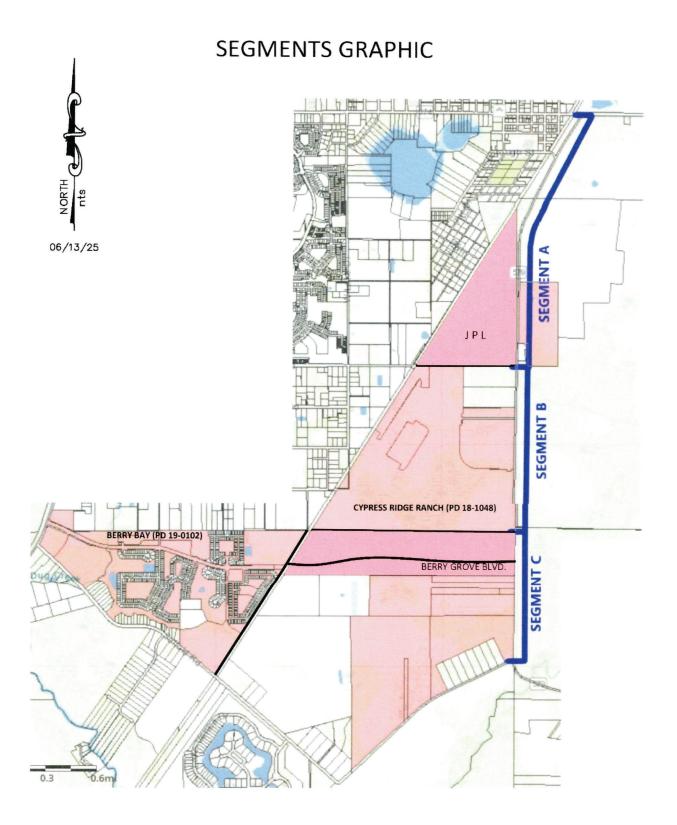
 Out - 422/1000 x 340 = 144

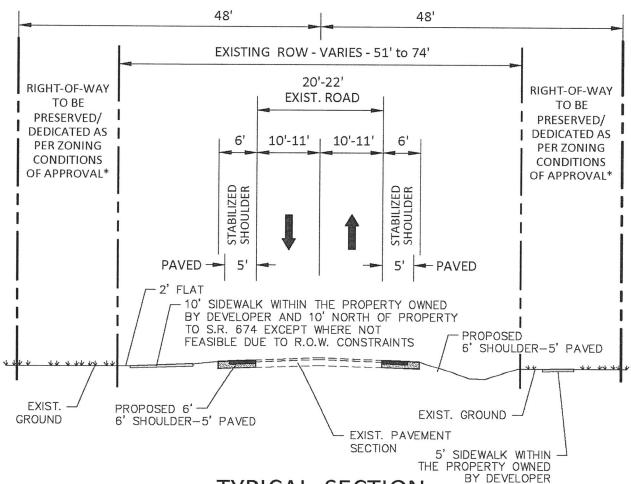
ESTIMATED PM PEAK HOUR PROJECT TRIP ENDS

a	our		Total	396	170	93	629	1 203	2021	1,862
ew Extern	PM Peak Hour Trip Ends	rip Ends	Ont	145	69	20	264	441	-	705
Ne	PM	_	디	251	101 69 170	43	395	762		1,157
			Total	8 7 15	9	<u>79</u>	88	46	2	134
	Internal	Trip Ends	Out To	7	3	36	46	27		29
			드	∞	ო	31	42	25	ì	29
	our.	1)	Total	411	176	160	747	1.249		1,996
	PM Peak Hour	ib Ends (Ont	152	72	86	310	462		772
	PN	T	듸	259	104 72 176	74	437	787		1,224
			Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's		Total
	世: :	Land Use	Code	210	215	520		210		
			Land Use	Single Family	Townhomes	Elementary		Single Family		
			Location	North				South		

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition.
 (2) Internal Capture
 School Internal

 $\ln - 422/1000 \times 74 = 31$ Out - 422/1000 x 86 = 36

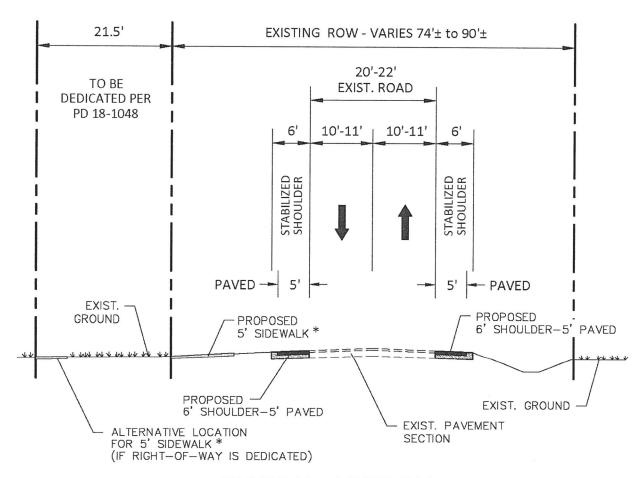




TYPICAL SECTION. SEGMENT A

C.R. 579

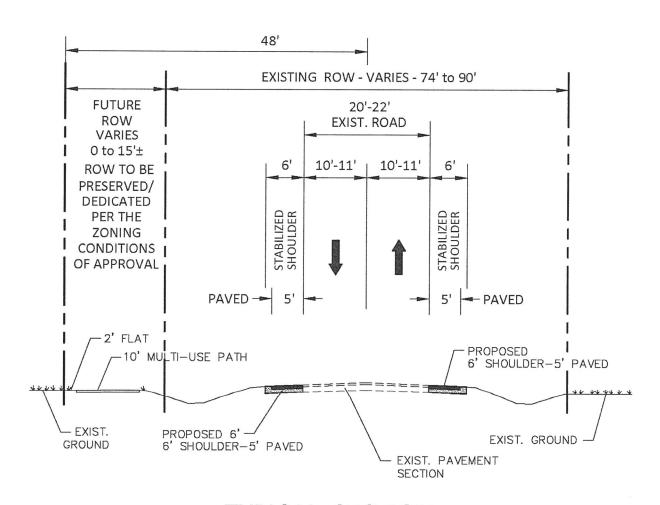
^{*} THE RIGHT-OF-WAY IS TO BE PRESERVED/DEDICATED WITHIN THE LIMITS OF THE PROPERTY OWNED BY THE DEVELOPER.



TYPICAL SECTION SEGMENT B

C.R. 579

*TO BE CONSTRUCTED BY THE DEVELOPER OF THE CYPRESS RIDGE DEVELOPMENT

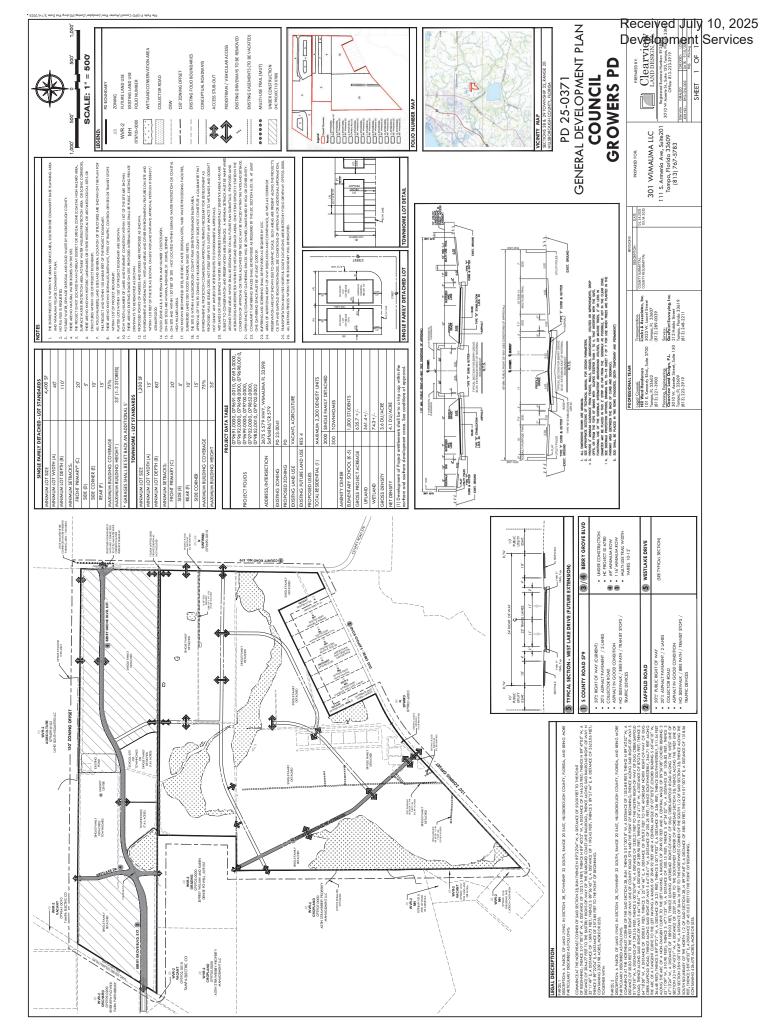


TYPICAL SECTION SEGMENT C C.R. 579

	Received July 10, 2025 Development Services
APPENDIX	
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LINCKS & ASSOCIATES, A TMC Company	

	Received July 10, 2025 Development Services
₹	
PD PLAN	

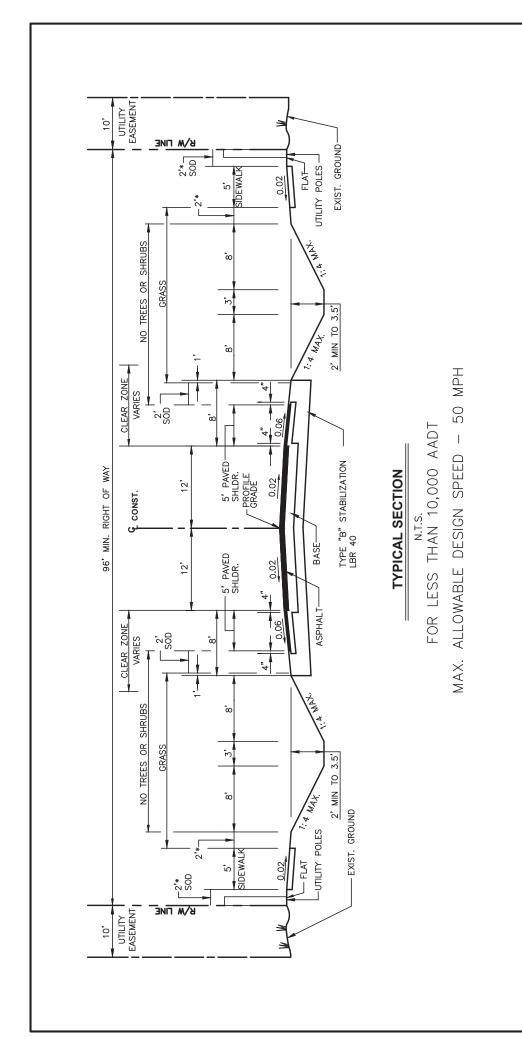
LINCKS & ASSOCIATES, A TMC Company



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HILLSBOROUGH COUNTY ROADWAYS	
FUNCTIONAL CLASSIFICATION	
2	
	1
LINCKS & ASSOCIATES, A TMC Company	

Received July 10, 2025 Development Services FUNCTIONAL CLASSIFICATION Infrastructure & Development Services HILLSBOROUGH COUNTY PART 30 ON THEST YES AD LANGE DOES COPAGE. TO REPORT MAY 10 OR CITIES PARK! VILLAGE DESCRIPTION STANDARDS PART 10 OR CITIES PARK! VILLAGE ENCHORENT DISTRICTS. STANDARDS PART 10 OR DEADLE AND WALLS. PART 10 OR DEADLE AND WALLS. PART 10 OR DEADLE AND OFF PART 10 OFF DOES PART 10 OFF DEADLE AND OFF PART 10 O Urban Service Area Boundary Hillsborough County, Florida ROADWAYS State, Principal Arterial Hillsborough, Collector Hillsborough, Arterial Locator Map Functional Classifications Legend Authority, Classification State, Arterial 75 R 19 E R 19 E COUNTY 25-0371

	Received July 10, 2025 Development Services
	l
TS-7	
LINCKS & ASSOCIATES, A TMC Company	



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

cived July 10, elopment Sen

1 OF

SHEET NO.

TS-1

DRAWING NO.

TRANSPORTATION HIIISI TECHNICAL MANUAL

PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.

ALL DIMENSIONS SHOWN ARE MINIMUM.

. 2 %

Hillsborough County Florida

REVISION DATE:

4. 3.

10/17

	Received July 10, 2025 Development Services
	1
	l l
CR 579 FIELD ASSESSMENT	
	[
LINCKS & ASSOCIATES, A TMCCompany	

CR 579

Special Field Survey for Substandard Road Assessment

Saffold Road to CR 674 Limits of Survey:

Type of Road: Two lane, crown, aspalt

Shoulder cond.: Good to poor, some erosion

By: WLR & DZS Date of Survey: 11-05-22

Pav't cond.: Fair to good to very good

Swales: swales both sides, most of the segment

- 1. Left and right slopes are measured away from the pavement line, crown, invert crown, centerline or median that separates opposing traffic. Slopes down to the left and right from any of those dividing features are negative, slopes up are positive.
- 2. Measured Lane Pavement Width is edge of pavement to edge of pavement, including any paved shoulders. Minimum, Maximum and Average Lane Width values are lane widths without shoulders
- 3. Nominal dimensions for shoulders are when there is no discrete separation between shoulder and front slope and the minimum required shoulder is used as a nominal shoulder.
- 4. Most traffic signs are 8' to 10' from EOP and are breakaway.
- 5. AADT is 800. Requirement for shoulder is 8'. FDOT greenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes.
 - 6. CR 579 classified as Major on Hillsborough County Map and Minor Collector RURAL on FDOT map.
- 7. Hillsborough Transportation Manual for Subdivision and Site Development Projects Section 3.1 requires 12' lanes for commercial rural roads without bike 8. There are no Traffic Control Poles or devices. All Light Poles, Utility Poles, and Trees are outside of the Clear Zone. Some mailboxes, guardrails and lanes or paved shoulders. See Summary Page for existing lane widths

drainage culvert headwalls are within the Clear Zone. See Field Survey. Speed Limits and Clear Zone Distances

FDOT

Road Jurisdiction:

	Clear Zone	14'	18'	
	Speed Limit (mph)	45	_* 55	
nes	End Station	5+75	169+30	
Right Lanes	Begin Station	00+0	2+42	
	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)	Τ	Т	
	Clear Zone	14'	18'	
	Speed Limit (mph)	45	22	
nes	End Station	5+15	169+30	
Left Lanes	Begin Station	00+0	5+15	
	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)	F		

^{*} Presumed speed as speed limit sign missing

Summaries of Widths and Slopes for Pavement, Shoulders and Side Slopes

auol
2
Sign
Vidth Right Slope

					1	- 1	(I)					1	
1.00	Slope	%0.0	17.0%	9.5%			Back Slope	2 Slope	3%	10%	6.5%		
	Width	4.0'	8.0'	6.5			Back Slope	2 Width	ł	ł	ł		
1	Slope	2.0%	16.0%	10.2%			Back Slope Back Slope Back Slope Back Slope	1 Slope	10%	100%	43.6%		
	Width	4.0'	8.0'	6.7	outliers)	S	Back Slope	1 Width	4'	12'	-80		SS
		Minimum:	Maximum:	Average:	ues (without	LEFT Side Slopes	Bottom	Width	.0	-8	3.		RIGHT Side Slopes
	•				Average values calculated from trimmed mean values (without outliers)	LEFT	Front Slope Front Slope 2	Slope	2%	25%	15.0%	vey	RIGH
	Right Slope	-4.3%	-1.3%	-2.6%	ated from trimi		Front Slope	2 Width	.2	.2	.2	\sim = Slope continues beyond limits of survey	
	Width	20.0'	22.7'	20.5'	alues calcula		Front Slope	1 Slope	2%	37%	16.7%	ntinues beyor	
נכנ	Slope	-3.8%	2.2%	-2.4%	Average v		Front Slope	1 Width	-4	11'	.2	~ = Slope cor	
		Minimum:	Maximum:	Average:		•			Minimum:	breakaway.	Average:	•	

								slope	Outside	Clear Zone	20%	14	2				
							e Maximums	Back slope	Inside	Clear Zone	33%	14	2				
	Back Slope	2 Slope	10%	13%	11.5%		RIGHT Slope Maximums	Front slope	Outside	Clear Zone Clear Zone Clear Zone Clear Zone	33%	14	0				
	Back Slope	2 Width	-8	14'	11,			Front	Inside	Clear Zone	25%	14	0				
	Back Slope Back Slope Back Slope Back Slope	1 Slope	2%	160%	40.5%						Maximum Allowed:	Number of Sections:	Sections Exceeding:				
es	Back Slope	1 Width	1,	15'	10,						Maxim	Number	Sections				
RIGHT Side Slopes	Bottom	Width	,0	10,	3,			slope	Outside	Clear Zone	20%	14	3				
RIGH	Front Slope 2	Slope				rvey	Maximums	Back slope	Inside	Clear Zone Clear Zone	33%	14	3				
	Front Slope Front Slope Front Slope	2 Width				nd limits of surv LEFT Slope	= Slope continues beyond limits of survey LEFT Slope Ma:		LEFT Slope	nd limits of su LEFT Slope	nd limits of su LEFT Slope	slope	Outside	Clear Zone Clear Zone	33%	14	0
	Front Slope	1 Slope	%6	%08	79.0%	itinues beyor	inues beyond	Front slope	Inside	Clear Zone	72%	14	1				
<u> </u>	Front Slope	1 Width	4'	14'	7.	~ = Slope cor					Maximum Allowed:	Number of Sections:	Sections Exceeding:				
	-		Minimum:	Maximum:	Average:	•					Maxin	Number	Section				

14.3% 14

14.3%

0.0%

21.4%

21.4%

0.0%

Percent Exceeding:

Field Survey

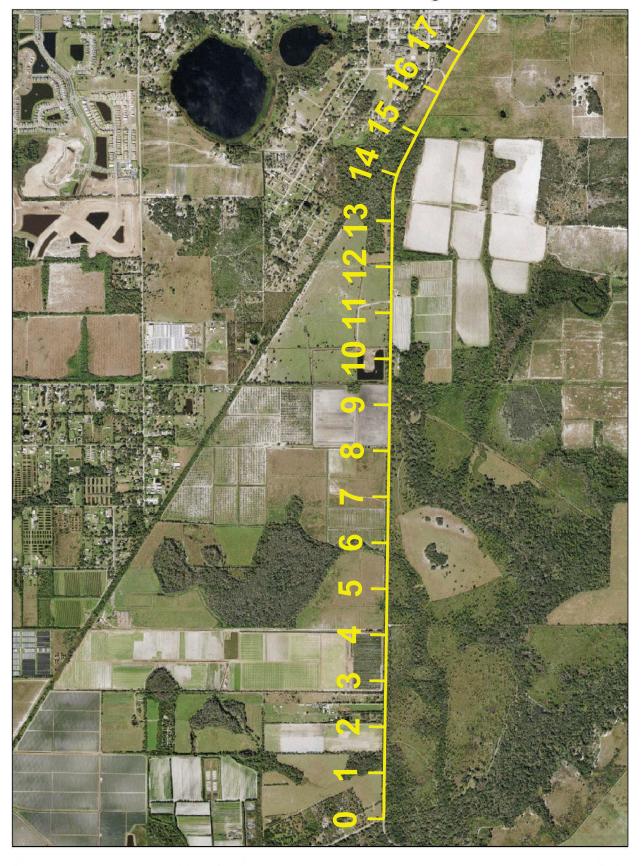
	Left Slop	Left Slopes and Swales	Swales	Left Shoulder	Lan	Lane Pavement	nent	Right Shoulder	Right S	slopes ar	Right Slopes and Swales
	Back Slope	Bottom	Front Slope	Total/Paved/	Left		Right	Total/Paved/	Front Slope	Bottom	Back Slope
Station	(Width/slope)	(width)	(width/slope)	Slope	Slope	Width	Slope	Slope	(width/slope)	(width)	
1+00	11//12%,~/-3%	ō	4./-6%	%9-/.0/.8 _*	-3.2%	22.7'	-3.4%	*8'/0'/-14%	47-14%	4	7./22%
LT	LT 4' BWF 39' LT, 5+15 45 mph South	15 45 mp	oh South								
RT	RT Trees 20' RT, 5+75 55 mph North, RT side shoulder erosion, 3+23 72" CMP culvert, HDW 16' LT, 16' RT	5 55 mpk	ι North, RT side	shoulder erosion,	3+23 72	" CMP cl	Jlvert, HD	W 16' LT, 16' RT			
Notes	Notes 0+00 set at centerline intersection with Saffols Road	line inter:	section with Saffc	ols Road							
8+00	15'18%	ō	57-12%	*8'/0'/-12%	-3.0%	20.0'	-2.7%	*8'/0'/-15%	57-15%	0.	10/16%
L	LT 4' BWF 28' LT									-	
RT	RT Trees 35' RT										
Notes	Notes 10+70 (3) 48" CMP	- Culvert	Culvert, HDW 18' LT, 20' RT), RT							
20+00	4'/40%,~/10%	./	57-37%	5/0/-13%	-3.8%	20.0'	-2.6%	4,/0,/0%	67-25%	.9	1//160%
L	LT M.B.'s 6'-8' LT, U.P. 20' LT	P. 20' LT									
RT	Trees 17' RT										
Notes											
28+00	8'/45%	5.	8/-10%,7/-25%	*8'/0'/-10%	-2.6%	20.6'	-2.7%	%8-/.0/.9	87-25%	-4	5/130%
L	LT Trees 20' LT									-	
RT	RT Trees 18' RT										
Notes											
36+00	8//24%	.0	87-10%	*8'/0'/-10%	-3.5%	20.4'	-3.0%	*8'/0'/-17%	67-17%	0	10//22%,8//-13%
LT	LT Trees 20' LT, U.P. 24' LT	24' LT									
RT	RT Trees 30' RT, 4' BWF 32' RT	WF 32' F	۲۲								
Notes	Notes 45+27 24" RCP Culvert, HDW LT 15', RT	ulvert, HE	JW LT 15', RT 16'								
52+00	12/16%	0	87-15%	%9-/.0/.9	-2.3%	21.0'	-1.3%	8'/0'/-12%	7./-17%	-0	11//20%,147/-10%
	Trees 25' LT										
RT	Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT	70 (3) 36	" RCP culvert, HI	DW 20' LT, 19' R	<u> </u>						
Notes											
00+89	6/100%	∞	10'/-25%	8'/0'/-14%	-3.7%	21.0'	-1.8%	%6-/.0/.9	147-15%	4	5/100%
L	LT Trees 26' LT										
RT	RT Trees 20' RT										
Notes	Notes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT) 24" RCI	D culvert, HDW 1	9' LT, 20' RT							
84+00	7//23%	-4	57-14%	6/0/-16%	-3.2%	20.4'	-1.6%	7'/0'/-10%	87-14%	4	15/10%
	LT U.P. 20' LT, GR 94+23 to 95+80 8'	4+23 to §	35+80 8' LT							-	
RT	Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT	F 34' RT,	GR 93+60 to 94	+74 8' RT							
Notes	Notes 94+50 36" RCP Culvert, HDW 15' LT,	ulvert, HE	JW 15' LT, 17' RT								

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	-			10 10 10 10 10 10 10 10 10 10 10 10 10 1	-		4	1000	1		CR 5/9 Field Survey
	Lett Slo	Len Slopes and Swales	swales	Len Shoulder	Lan	Lane Pavement	ent	Right Shoulder	Aight	Right Slopes and Swales	Swales
Station	Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/ Slope	Left Slope	Width	Right Slope	Total/Paved/ Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)
100+00	10//10%	0.	5/-16%	*8′/0′/-16%	-1.6%	20.4'	-1.4%	6'/0'/-12%	7/-16%	0	13'/8%
L	LT Trees 24' LT, GR LT 101+60 to 104+00 8' LT	LT 101+6	30 to 104+00 8' LT								
RT	RT Trees 25' RT, 6' CLF 66' RT, GR RT 101+30 to 1	LF 66' R	T, GR RT 101+30) to 102+55 8' RT							
Notes	Notes 102+30 (2) 48" Box Culverts, HDW 16' LT, 12' R	x Culvert	s, HDW 16' LT, 1.	2' RT							
120+00	8//100%	.9	6/25%	4'/0'/-8%	-2.1%	20.0'	-2.9%	%9-/.0/.9	7.1-27%	.9	8/15%
LT	Trees 24' LT										
RT											
Notes											
134+00	2/100%	2'	9./-25%	2,/0,/6%	%9:0-	21.0'	-2.1%	%5-/.0/.9	4./-30%	10,	41/30%
LT	LT MB's 4' LT, U.P. 18' LT, Trees 20'	8' LT, Tre	es 20'								
RT											
Notes											
150+00	~/10%	./_	57-21%	4'/0'/-5%	-2.9%	20.1'	-2.3%	2//0/-9%	6.7-28%	-9	15/25%
LT	LT Trees 16' LT, 163+12 Centerline Hillsborough St	+12 Cent	erline Hillsboroug	h St							
RT	RT 4' WF 32' RT										
Notes											
166+00			11'/-16%,~/-5%	*8'/0'/-16%	2.2%	22.0'	-4.3%	%6-/.0/.8*	%6-/.2	-0	15/2%
LT											
RT	RT U.P. 28' RT, 5' WF	= 30' RT									
Notes											
172+00			~/-2%	*8′/0′/-2%	-2.6%	21.0'	-3.7%	2/0/-10%	127-14%	0,	12'/7%
RT	RT 5' WF 25' RT										
Notes											
LT				179+30	End of S	179+30 End of Segment at EOP		S.R. 674			
RT											
Notes											
RT											
Notes											
LT											
RT											
Notes											

CR 579 Aerial & Stationing





Ratliff, James

From: Williams, Michael

Sent: Friday, July 11, 2025 2:43 PM

To: Steven Henry

Cc: Kami Corbett; kelly.love@clearviewland.com; Follin, Jared; Ratliff, James; Drapach, Alan; Tirado,

Sheida; De Leon, Eleonor; PW-CEIntake

Subject: RE: RZ-PD 25-0371 - Design Exception Review (2 of 2)

Attachments: 25-0371 Rev DEReq 06-13-25_2.pdf

2/2

From: Williams, Michael

Sent: Friday, July 11, 2025 2:42 PM **To:** Steven Henry <shenry@lincks.com>

Cc: Kami Corbett <kami.corbett@hwhlaw.com>; kelly.love@clearviewland.com; Follin, Jared <FollinJ@hcfl.gov>; Ratliff, James <RatliffJa@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; Tirado, Sheida <TiradoS@hcfl.gov>; De Leon, Eleonor

<DeleonE@hcfl.gov>; PW-CEIntake < PW-CEIntake@hcfl.gov>
Subject: FW: RZ-PD 25-0371 - Design Exception Review (1 of 2)

Steve,

I have found the attached three Design Exceptions (DE) for PD 25-0371 APPROVABLE. Please note these are being sent over two emails due to file size.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review County EngineerDevelopment Services Department

P: (813) 307-1851 M: (813) 614-2190

E: Williamsm@HCFL.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

Facebook | Twitter | YouTube | LinkedIn | HCFL Stay Safe

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

From: Tirado, Sheida <<u>TiradoS@hcfl.gov</u>>

Sent: Friday, July 11, 2025 1:34 PM

To: Williams, Michael < WilliamsM@hcfl.gov >; Steven Henry < shenry@lincks.com >

Cc: Ratliff, James < RatliffJa@hcfl.gov>

Subject: RE: RZ-PD 25-0371 - Design Exception Review (1 of 2)

Hello Mike,

The attached Design Exceptions are Approvable to me, please include the following people in your response email:

shenry@lincks.com kami.corbett@hwhlaw.com kelly.love@clearviewland.com follinj@hcfl.gov ratliffja@hcfl.gov drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services Department

E: TiradoS@HCFL.gov

P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602

HCFL.gov

Facebook | X | YouTube | LinkedIn | Instagram | HCFL Stay Safe

Hillsborough County Florida

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

From: Williams, Michael < Williams M@hcfl.gov >

Cc: Tirado, Sheida < TiradoS@hcfl.gov >; Ratliff, James < RatliffJa@hcfl.gov >

Subject: FW: RZ-PD 25-0371 - Design Exception Review (1 of 2)

Steve.

The DE for Saffold and West Lake Drive are as discussed and fine. For CR 579, the DE will need to cover Segments A and B, as well as C, until such time as West Lake is completed per the current zoning conditions. In the current zoning up to 600 units are allowed prior to West Lake.

Mike

From: Tirado, Sheida < <u>TiradoS@hcfl.gov</u>> Sent: Thursday, July 3, 2025 5:57 PM

To: Williams, Michael < Williams M@hcfl.gov>

Cc: Ratliff, James < RatliffJa@hcfl.gov >; Drapach, Alan < DrapachA@hcfl.gov >

Subject: RZ-PD 25-0371 - Design Exception Review (1 of 2)

Hello Mike,

The attached Design Exceptions are Approvable to me, please include the following people in your response email:

shenry@lincks.com kami.corbett@hwhlaw.com kelly.love@clearviewland.com follinj@hcfl.gov ratliffja@hcfl.gov drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services Department

E: TiradoS@HCFL.gov

P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602

HCFL.gov

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Hillsborough County Florida

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



Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at <u>deleone@HCFL.gov</u> or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Section 6.04.02.B. Administrative Variance Technical Manual Design Exception Request Request Type (check one) Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)								
Submittal Type (check one)								
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	× 1. Saffold Road - Substandard Road _4. _ 2. _5. _ 3. _6.							
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.								
Project Name/ Phase Council Growers	s							
Important: The name selected must be used on all full frequest is specific to a discrete phase, please also	uture communications and submittals of additional/revised information relating to this variance. list that phase.							
Folio Number(s)								
numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").								
Name of Person Submitting Request	Steven J. Henry, P.E.							
Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.								
Current Property Zoning Designation								
Important: For Example, type "Residential Multi-Family Conventional — 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.								
Pending Zoning Application Number	MM 25-0371							
	nter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not MM for major modifications, PRS for minor modifications/personal appearances.							
Related Project Identification Number	N/A							

Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision

Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".

1 of 1 03/2025



June 12, 2025

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

Re: Council Growers

MM 25-0371

Folio Numbers: 079702.0002, 079702.0000, 279691.0000, 079691.0010,

279693.0000, 079692.0000, 079698.0010, 079698.0000,

079699.0000, 079852.0000, 079852.0010, 079700.0000

Lincks Project # 19119

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet the Land Development Code Section 6.04.03L - Substandard Roadways of the Hillsborough County Land Development for Saffold Road from the eastern property line to CR 579. The project is located west of CR 579 and north of Saffold Road. The developer proposes to modify the existing Planned Development to allow the following land uses:

- 2,000 Single Family Homes
- 300 Townhomes
- 1,000 Student Elementary School

Tables 1, 2, and 3 provide the trip generation for the project.

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

- Two (2) full accesses to CR 579
- The extension of the Berry Grove Boulevard from its current terminus to CR 579 (Roundabout)
- One (1) full access to Saffold Road
- Extension of West Lake Drive north to tie into West Lake Drive north of the TECO easement

According to the Hillsborough County Roadways Functional Classification Map, Saffold Road is a collector roadway.

Based on the evaluation of Saffold Road, there is not sufficient right of way to improve Saffold Road to TS-7 standards. Therefore, a Design Exception is requested for Saffold

5023 West Laurel Street Tampa, FL 33607 813 289 0039 Telephone 8133 287 0674 Telefax www.Lincks.com Website Mr. Mike Williams June 12, 2025 Page 2

Road. The roadway is broken down into segments based on ownership, right of way, and existing/future development.

Segment A

This section is from the western property boundary to CR 579 where the subject property has frontage along Saffold Road. See Typical Section A for the section along the segment.

- Right of Way TS-7 has 96 feet of right of way. The right of way along the segment of Saffold Road varies between approximately 57 feet and 89 feet. The developer has committed to providing 48 feet of right of way measured from the centerline of Saffold Road along the northern portion of Saffold Road where they own property adjacent to Saffold Road.
- 2. Lane Width TS-7 has 12 foot lanes. The proposed section is to maintain the existing lanes at 10 feet. Due to limited right of way, 12 foot lanes cannot be provided.
- 3. Shoulder TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot shoulder with 5 feet paved.
- 4. Sidewalk TS-7 has 5 foot sidewalk on both sides of the roadway. A 10 foot sidewalk is proposed along the north side of Saffold Road. The 10 foot sidewalk will transition to the 5 foot sidewalk within Segment B.

Segment B

This section is along the portion of Saffold Road that the developer does not own any property. See Typical Section B for the section along the segment.

- 1. Right of Way TS-7 has 96 feet of right of way. The right of way along the segment of Saffold Road varies between 71 feet to 89 feet.
- 2. Lane Width TS-7 has 12 foot lanes. The proposed section is to maintain the existing lanes at 10 feet. Due to limited right of way, 12 foot lanes cannot be provided.
- 3. Shoulder TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot stabilized shoulder.
- 4. Sidewalk TS-7 has 5 foot sidewalk on both sides of the roadway. A 5 foot sidewalk is proposed along the north side of Saffold Road.

The proposed Design Exception for Saffold Road furthers the public health, safety and welfare by providing a continuous sidewalk along the section of the roadway. This increases the pedestrian safety along the roadway and furthers the Vision Zero goals for Hillsborough County.

Page 3 Please do not hesitate to contact us if you have any questions of recipire. information. Best Regards Steven J Henry resident Lincks & Associates, LLC ATMC Company P.E. #51555 Based on the information provided by the applicant, this request is: Disapproved Approved _Approved with Conditions If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E., (813) 276-8364, TiradoS@hillsboroughcounty.org. Date _____ Sincerely,

Mr. Mike Williams June 12, 2025

Michael J. Williams

Hillsborough County Engineer

ESTIMATED DAILYTRIP ENDS

External Trip Ends	3,712	2,159	1,312	7,183	11287	18,470
Internal Trip Ends	218	77	958	1,253	663	1,916
Daily Trip Ends	3,930	2,236	2,270	8,436	11,950	20,386
Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's	Total
Code	210	215	520		210	
<u>Land Use</u>	Single Family	Townhomes	Elementary		Single Family	
Location	North				South	

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition, 2021.
(2) Internal Capture
School Internal
422/1,000 x 2,270 = 958

TABLE 2

ESTIMATED AM PEAK HOUR PROJECT TRIP ENDS

<u>=</u>	oni		Total	211	124	427	762	640	1,402
New External	AM Peak Hour	Trip Ends	Ont	173	26 98 124	196	467	525	992
ž	AN		듸	38	26	231	295	115	410
			Total	20	26	313	409	217	626
	Internal	Trip Ends	Ont	38	12 14 26	144	196	117	313
			드	32	12	169	213	100	313
	'n		Total	281	150	740	1,171	857	2,028
	1 Peak Ho	ip Ends (1	In Out	211	38 112 150	340	663	642	1,305
	AN	F	듸	20	38	400	208	215	723
			Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's	Total
	世	Land Use	Code	210	215	520		210	
			Land Use	Single Family	Townhomes	Elementary		Single Family	
			Location	North				South	

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition.
 (2) Internal Capture
 School Internal

 $\ln - 422/1000 \times 400 = 169$ Out - 422/1000 × 340 = 144

TABLE 3

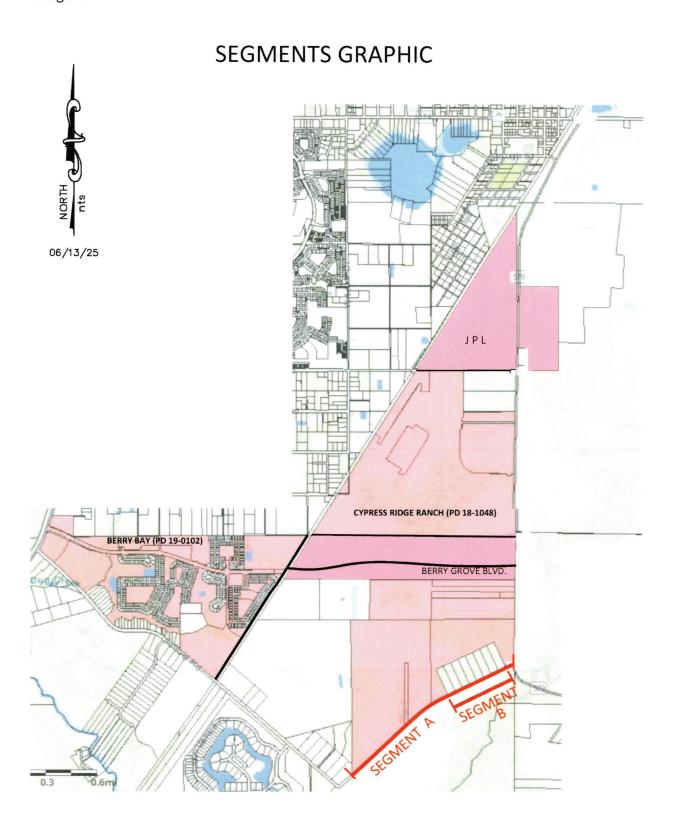
ESTIMATED PM PEAK HOUR PROJECT TRIP ENDS

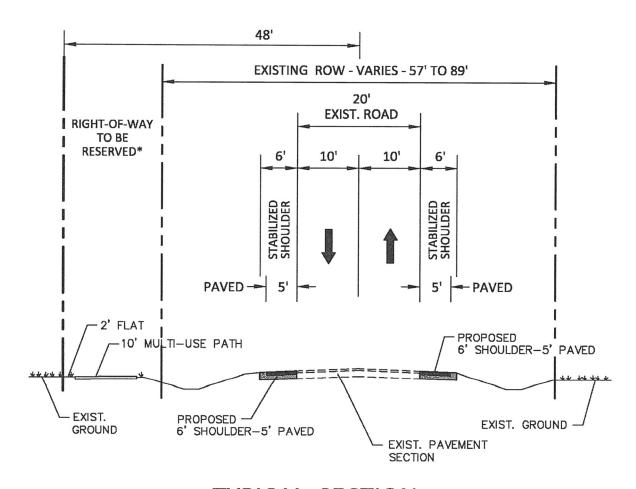
our		Total	396	170	93	629	1.203		1,862
/ Peak Ho	Trip Ends	Ont	145	69	20	264	441		705
PA	•	듸	251	101	43	395	762		1,157
		Total	15	9	<u>79</u>	88	46	annument of the same of the sa	134
Internal	Trip Ends	Ont	_	က	36	46	21	distribution of the latest states of the latest sta	29
	•	디	Ø	က	31	42	25		29
'n		Total	411	176	160	747	1,249		1,996
1 Peak Ho	ip Ends (1	Ont	152	72	86	310	462		772
PA		듸	259	104	74	437	787		1,224
		Size	495 DU's	300 DU's	1,000 Students	Sub-Total	1,505 DU's		Total
里	Land Use	Code	210	215	520		210		
		<u>Land Use</u>	Single Family	Townhomes	Elementary		Single Family		
		Location	North				South		
	PM Peak Hour	PM Peak Hour Internal Trip Ends (1) Trip Ends	ITE PM Peak Hour Internal PM Peak Hou Land Use Trip Ends (1) Trip Ends Trip Ends Land Use Size In Out Total In Out Out Out Out	ITE PM Peak Hour Internal Land Use PM Peak Hour PM Peak Hour PM Peak Hour PM Peak Hour Land Use Code Size In Out Trip Ends Trip Ends Single Family 210 495 DU's 259 152 411 8 7 15 251 145	Land Use Size In Page Hour Trip Ends (1) In PM Peak Hour Trip Ends (1) Single Family 210 495 DU's 259 152 411 8 7 15 251 145 Townhomes 215 300 DU's 104 72 176 3 3 6 101 69	Land Use Size In Pack Hour Internal Land Use Internal Land Use Index Hour Internal Land Use Code Size In PM Peak Hour Internal Land Use In Dout Internal Land Use Index Hour Internal Internal Land Use Index Hour Internal Land Use Internal Land Use Index Hour Internal Land Use Internal Land Use Internal Land Use Internal Land Internal Land Use Inter	Land Use Size In PM Peak Hour Trip Ends (1) PM Peak Hour Trip Ends (1) Single Family 210 495 DU's 259 152 411 8 7 15 251 145 Townhomes 215 300 DU's 104 72 176 3 6 101 69 Elementary 520 1,000 Students 74 86 160 31 36 67 43 50 Sub-Total 437 310 747 42 46 88 395 264	Land Use Size In PM Peak Hour Trip Ends (1) Trip E	Land Use Size In period (1) Trip Ends (1) PM Peak Hour (1) Single Family 210 495 DU's 259 152 411 8 7 15 251 145 Townhomes 215 300 DU's 104 72 176 3 6 101 69 Elementary 520 1,000 Students 74 86 160 31 36 67 43 50 Single Family 210 1,505 DU's 787 462 25 21,249 25 24 41 25 44 25 44 25 44 45 46 88 395 264 44 45 46 88 395 264 44 44 45 46 46 46 46 46 46 46 46 46 46 46 46

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition.
 (2) Internal Capture

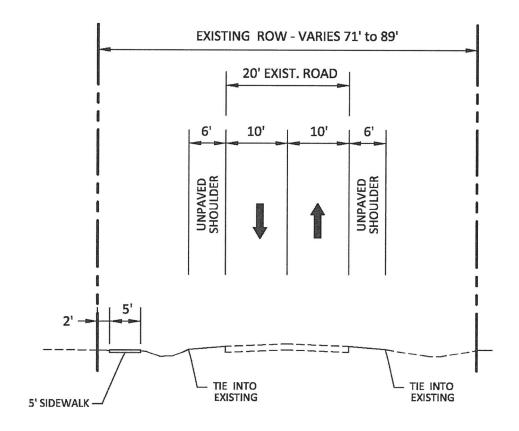
 School Internal
 In - 422/1000 x 74 = 31

 Out - 422/1000 x 86 = 36

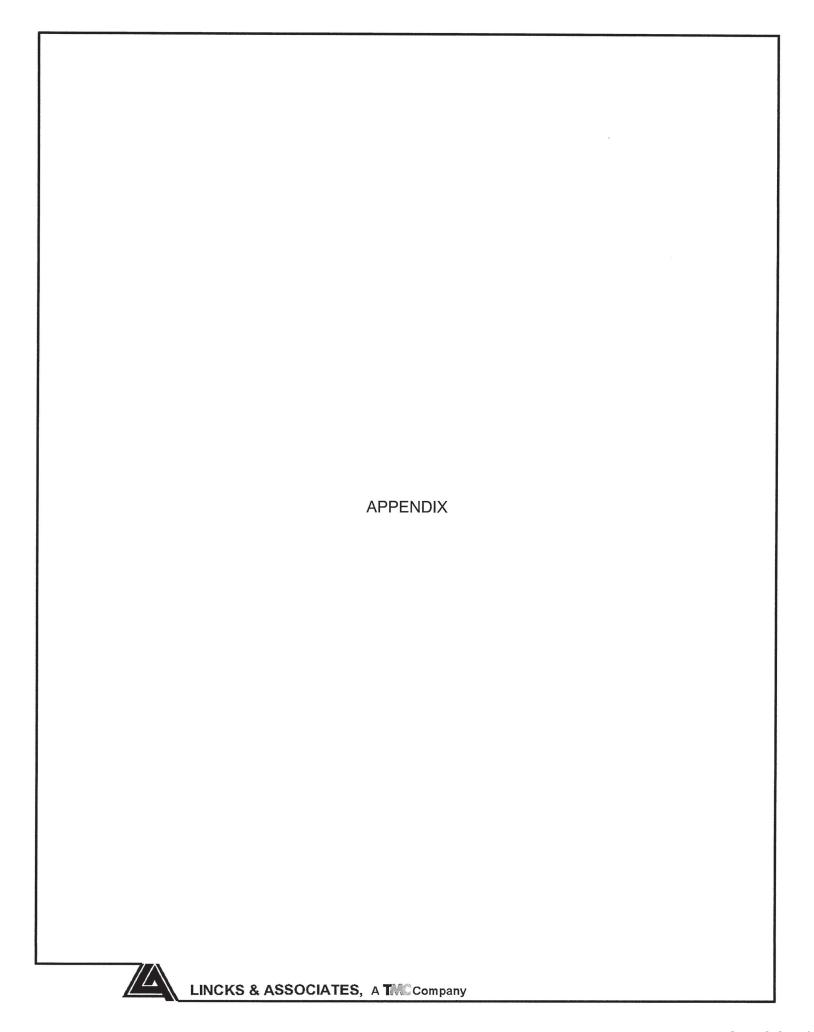


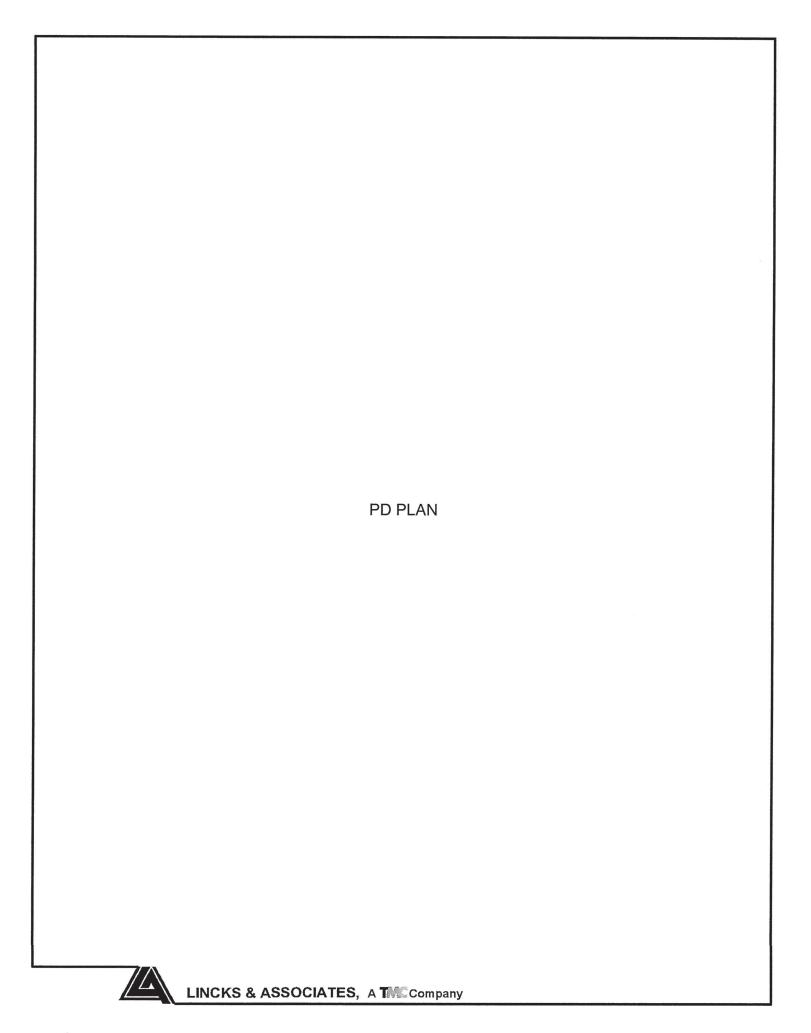


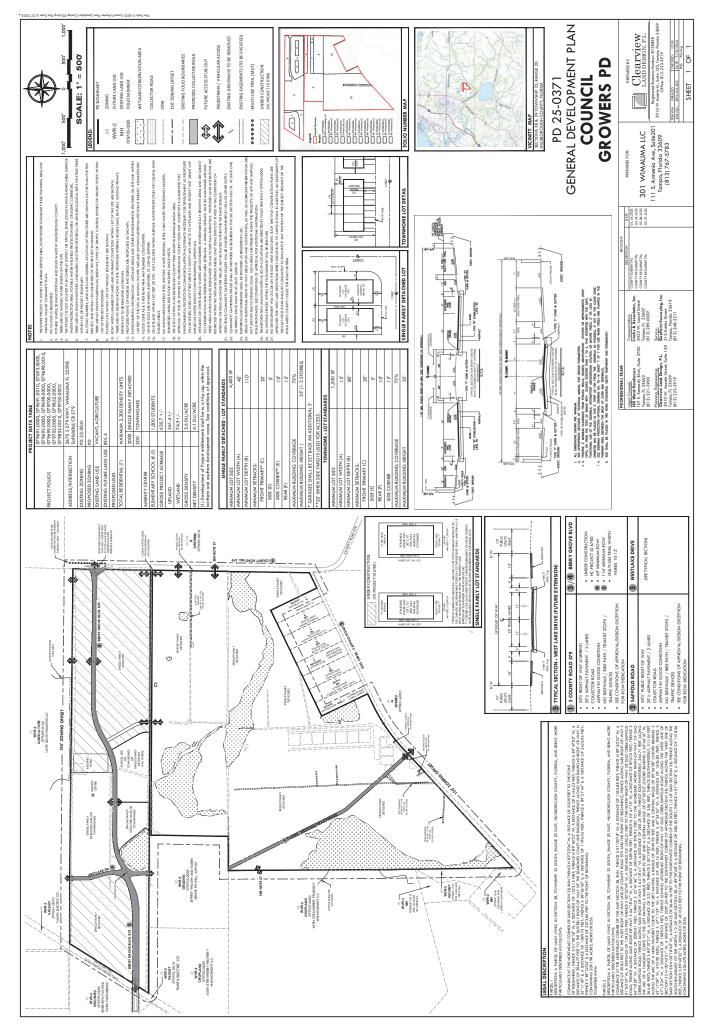
TYPICAL SECTION
SEGMENT A
SAFFOLD ROAD

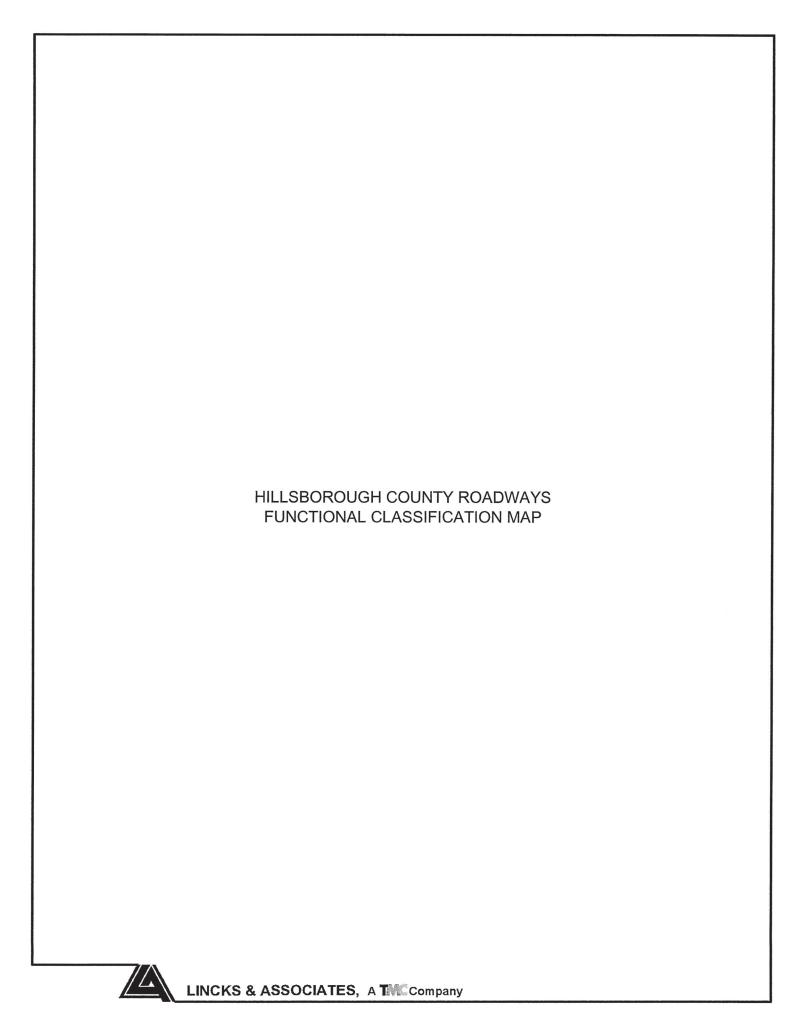


TYPICAL SECTION
SEGMENT B
SAFFOLD ROAD



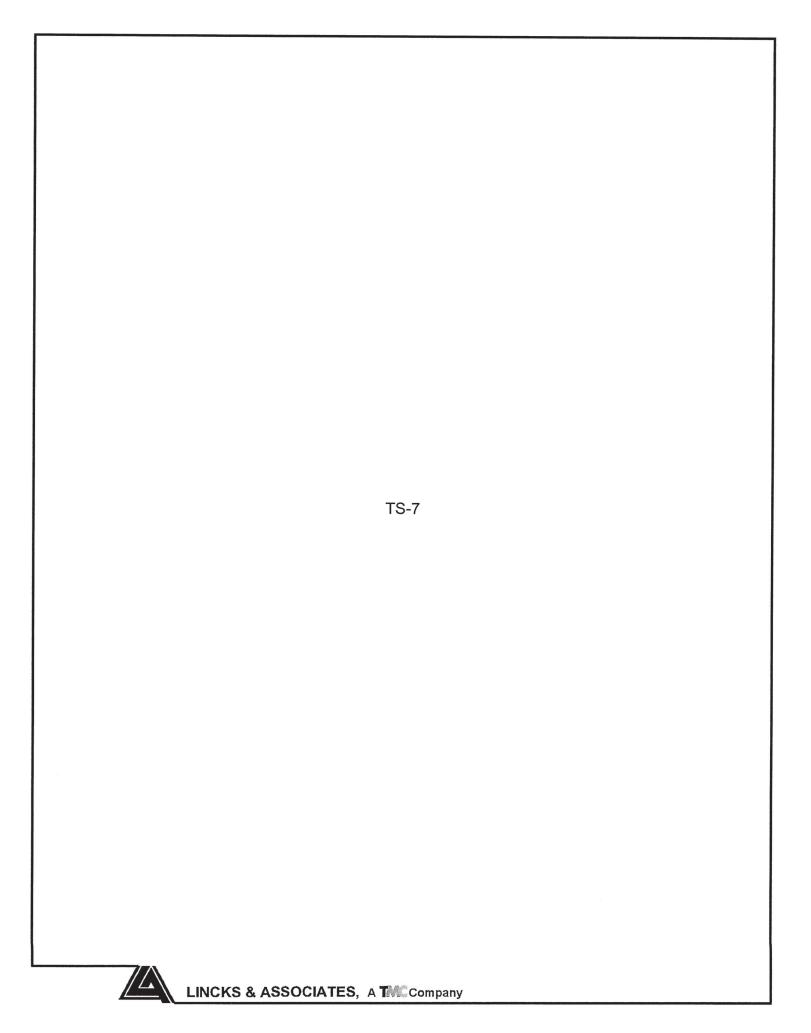


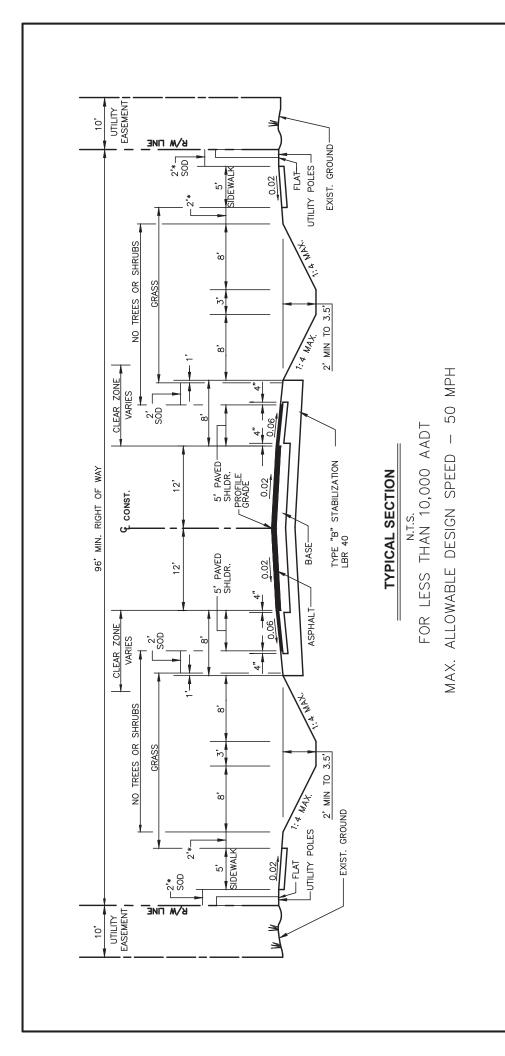




FUNCTIONAL CLASSIFICATION Infrastructure & Development Services SOURCE: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from recorded detais, plats, and other public records; if has been based on BEST AVAILABLE data. HILLSBOROUGH COUNTY PART 3 DO NIESTYLT, SE PLANKED DELECTORIENT DER RICH SHATT 3 DO NIESTYLT, SE PLANKED DELECTORIENT DER STANDAND PART 1 DO NIESTYLT, DER STANDAND PART 1 DE NIESTYLT, DER STANDAND PART 1 DE NIESTYLT, DER STANDAND PART 3 DE NIESTYLT, DER STANDAND PART 3 DE NIESTYLT, DE NIE Urban Service Area Boundary Hillsborough County, Florida ROADWAYS State, Principal Arterial Hillsborough, Collector Hillsborough, Arterial **Locator Map** Functional Classifications Legend Authority, Classification State, Arterial Users of this map are hereby notified that the aforement for verification of the information contained on this map. 75 R 21 E R 19 E R 19 E COUNTY 25-0371

NOTE. Every resolvable address bean made to sear the searcage of the map. Historycon, I County does not asset may be a search to searcage of the search search of the sear





LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED)

> Hillsborough County Florida

TRANSPORTATION

REVISION DATE:

4. 3.

10/17

TECHNICAL

MANUAL

PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.

ALL DIMENSIONS SHOWN ARE MINIMUM.

. 2 %

PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

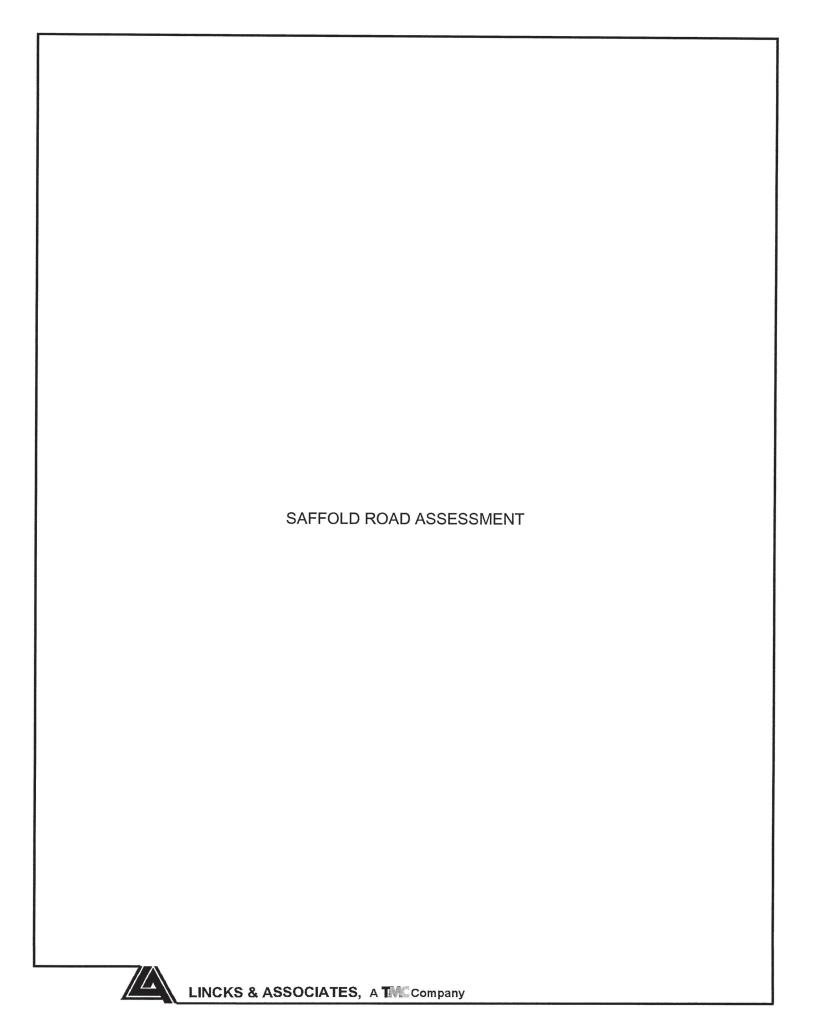
TYPICAL SECTION

1 OF 1 SHEET NO.

TS-7

DRAWING NO.

25-0371



Saffold Road

Special Field Survey for Substandard Road Assessment

Limits of Survey:

4400 Saffold Road to CR 759

Type of Road: Two lane, crown, aspalt

Shoulder cond.: Good to poor, some erosion

By: WLR & DZS Date of Survey: 11-05-22

Pav't cond.: Fair to poor

Swales: swales both sides, most of the segment

1. Left and right slopes are measured away from the pavement line, crown, invert crown, centerline or median that separates opposing traffic. Slopes down to the left and right from any of those dividing features are negative, slopes up are positive.

2. Measured Lane Pavement Width is edge of pavement to edge of pavement, including any paved shoulders. Minimum, Maximum and Average Lane Width values are lane widths without shoulders

3. Nominal dimensions for shoulders are when there is no discrete separation between shoulder and front slope and the minimum required shoulder is used as a nominal shoulder.

4. Most traffic signs are 6' to 10' from EOP and are breakaway

5. No traffic counts available. Using 6' shoulder. FDOT greenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes.

6. Sheffold Road classified as a local road on Hillsborough County Map.

7. Hillsborough Transportation Manual for Subdivision and Site Development Projects Section 3.1 requires 12' lanes for commercial rural roads without bike lanes or paved shoulders. See Summary Page for existing lane widths

8. There are no Traffic Control Poles or devices. All Light Poles, Utility Poles, and Trees are outside of the Clear Zone. Some Mailboxes are within the Clear Zone. See Field Survey.

⋈ Hillsborough County □ Pasco County

□ FDOT

Road Jurisdiction:

Speed Limits and Clear Zone Distances

									. •
	Left Lanes	səu				Right Lanes	anes		
Type of Lane: Through (T), Through			Speed		Type of Lane: Through (T), Through			Speed	
Curbed (1C), Auxiliary (A),	Begin	End	Limit		Curbed (TC), Auxiliary (A),	Begin	End	Limit	
or Auxiliary Curbed (AC)	Station	Station	(mph)	Clear Zone	Clear Zone or Auxiliary Curbed (AC)	Station	Station		Clear Zone
_	00+0	69+63	35	.9	Т	00+0	69+63	35	.9

Summaries of Widths and Slopes for Pavement, Shoulders and Side Slopes

es	Right	Slope	2.0%	13.0%	%9.9	
Width and Slopes	Right	Width	.0'9	7.0'	6.1'	
Shoulders Wid	Left	Slope	4.0%	13.0%	9.4%	
ठ	Left	Width	6.0'	11.0'	6.7'	
			Minimum:	Jaximum:	Average:	
			Mini	Maxii	Ave	
			Mini	Maxii	Ave	
and Slopes		Right Slope	-4.6% Mini	-1.6% Maxii	-3.2% Ave	
ment Width and Slopes		Width Right Slope		_		
Lane Pavement Width and Slopes	Left		-4.6%	-1.6%	-3.2%	

Average values calculated from trimmed mean values (without outliers)

	Back Slope B	1 Slope 2 Width 2 Slope	5% ~ 14%	64% ~ 14%	27.1% ~ 14.0%
Sé	Back Slope Bac	I Width I	5.	12' (8' 2
LEFT Side Slopes	ш	Width	0,	.9	1.
LEFT	ope Front Slope Front Slope 2	Slope			
	Front Slope	Z WIGTN			
	Front Slope	adois T	7%	22%	11.4%
	Front Slope	T WIGIN	.4	11'	.9
•			Minimum:	Maximum:	Average:

~ = Slope continues beyond limits of survey

	(a)		_		
	Back Slope	2 Slope			
	Back Slope	2 Width			
	Back Slope	1 Slope	2%	10%	7.2%
es	Back Slope Back Slope Back Slope Back Slope	1 Width	.2	14'	11,
RIGHT Side Slopes	Bottom	Width	.0	.5	1,
RIGH	Front Slope Front Slope Front Slope 2	Slope			
	Front Slope	2 Width			
	Front Slope	1 Slope	%7	%07	%8.6
	Front Slope	1 Width	2'	6'	4'
•			Minimum:	Maximum:	Average:

~ = Slope continues beyond limits of survey LEFT Slope Maximums

		므	Clea				0	
				Maximum Allowed:	Number of Sections:	Sections Exceeding:	Percent Exceeding:	
	slope	Outside	Clear Zone	20%	7	1	14.3%	
LELI SIOPE MAXILIUIIIS	Back slope	Inside	Clear Zone Clear Zone Clear Zone Clear Zone	%EE	2	0	%0.0	
בברו סוטף	Front slope	Outside	Clear Zone	33%	7	0	%0.0	
	Front	Inside	Clear Zone	25%	7	0	%0.0	
•				Maximum Allowed:	Number of Sections:	Sections Exceeding:	Percent Exceeding:	

imums	Back slope	Inside Outside	Clear Zone Clear Zone Clear Zone Clear Zone	33% 20%	7	0	0.0% 0.0%
e Max		lus	Clear	33		0	0.0
RIGHT Slope Maximums	Front slope	Outside	Clear Zone	%EE	2	0	%0.0
	Front	Inside	Clear Zone	25%	7	0	0.0%
				Maximum Allowed:	Number of Sections:	Sections Exceeding:	Percent Exceeding:

Field Survey

	Left Slop	Left Slopes and Swales	wales	Left Shoulder	Lan	Lane Pavement	nent	Right Shoulder	Right 9	Right Slopes and Swales	d Swales
	Back Slope	Bottom	Front Slope	Total/Paved/	Left		Right	Total/Paved/	Front Slope	Bottom	Back Slope
Station	(Width/slope)	(width)	(width/slope)	Slope	Slope	Width	Slope	Slope	(width/slope)	(width)	(width/slope)
00+0	7.164%,~1-14%	.9	117-7%	11'/0'/-4%	0.5%	21.0'	-3.1%	*6'/0'/-5%	6./-10%	,0	7.17%
L	LT Woods 35' LT										
RT	RT U.P. 24' RT										
Notes	Notes 0+00 set at beginning of curve to the left, pav't and shoulders in curve in poor condition with erosion and patches. Curve too tight.	ing of cu	rve to the left, pa	v't and shoulders	in curve	in poor c	condition	with erosion and p	atches. Curve t	too tight.	
4+00	9/127%	т	5.7-22%	6/0/-11%	-2.5%	20.0	-3.6%	*6'/0'/-13%	27-13%	.5.	8'/8%
LT	LT M.B. 8' LT									,	
RT	RT 24" oak 19' RT, 4' WF 21' RT	WF 21' R	T								
Notes	Notes 10+66 72" CMP culvert, HDW LT 7', RT 10', asph. Fair (long. & trav. Cracks)	JIVert, HD	W LT 7', RT 10',	asph. Fair (long.	& trav. C	racks)					
12+00	~18%	0,	4.7-9%	%6-/.0/.9 _*	-5.8%	20.2	-2.8%	%2-/.0/.9*	%/-/.9	,0	12'/6%
LT										,	
RT											
Notes											
20+00	8/42%	0.	%6/.9	%6-/.0/.9*	-4.2%	20.4	-3.3%	%9-/.0/.9*	47-6%	0.	13/10%
L	LT U.P. 18' LT, Trees	Trees 20' LT								,	
RT	RT 4' BWF 23' RT										
Notes											
28+00	2/30%	.0	4.7-10%	*6'/0'/-10%	-3.9%	20.5	-1.6%	*6'/0'/-2%	~/-2%		
LT	LT M.B.s 4' LT, U.P. 14' LT, Trees 16' LT	14' LT, Tr	ees 16' LT								
RT	RT 4' BWF 22' RT										
Notes											
44+00	7/14%	.0	4./-10%	*6'/0'/-10%	-5.0%	20.4'	-3.3%	%9-/.0/.2	47-20%	,0	147/5%
H											
RT											
Notes											
00+09	12/5%	o.	57-13%	*6'/0'/-13%	-2.5%	20.6'	-4.6%	%2-/.0/.9*	%2-/-		
L)	LT 6' Wood Fence 23' LT	, LT									
RT,	RT 4' BWF 25' RT										
Notes											
5			99	3+63 to End of Se	orment at	Contarli	ing Interes	69+63 to End of Seament at Centerline Intersection with CD570			
R					310116			Scholl With Charles			
Notes											

Stations in 500 ft increments

2,000 ft

1,000

500

COMMISSION

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



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AGENCY COMMENT SHEET

REZONING		
HEARING DATE: June 22, 2025	COMMENT DATE: May 9, 2025	
PETITION NO.: 25-0371	PROPERTY ADDRESS: 2661, 2675, 2705, 2709, 2725 S 579 Hwy, 4770, 4772 Saffold Rd, Wimauma	
EPC REVIEWER: Abbie Weeks	,	
CONTACT INFORMATION: (813) 627-2600 x1101	FOLIO #: 0796910000; 0796910010; 0796920000; 0796930000; 0796980000; 0796980010; 0796990000; 0797000000; 0797020000; 0797020002; 0798520000;	
EMAIL: weeksa@epchc.org	0798520010	
	STR: 28, 29, 33-32S-20E	

REQUESTED ZONING: Modification to PD

FINDINGS		
WETLANDS PRESENT	YES	
SITE INSPECTION DATE	n/a	
WETLAND LINE VALIDITY	Valid through October 11, 2028 (SWFWMD)	
WETLANDS VERIFICATION (AERIAL PHOTO,	Wetlands and other surface waters are generally	
SOILS SURVEY, EPC FILES)	located as depicted on the site plan.	

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:

- 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
 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: <u>Kelly.love@clearviewland.com</u> kami.corbett@hwhlaw.com



Adequate Facilities Analysis: Rezoning

Date: 5/5/2025 **Acreage:** 635.7 (+/- acres)

Jurisdiction: Hillsborough County Proposed Zoning: Planned Development

Case Number: RZ PD 25-0371 Future Land Use: RES-4

HCPS #: RZ-693

Maximum Residential Units: 2000/300

Address: NW Corner of 579 and Saffold Rd

Residential Type: Single Family Detached/Single Family Attached

Parcel Folio Number(s): 079702.0000 079691.0000 079692.0000 079693.0000 079698.0000 079698.0010 079699.0000 079700.0000 079852.0000 079852.0010

School Data	Wimauma Elementary	Shields Middle	Sumner High
FISH Capacity Total school capacity as reported to the Florida Inventory of School Houses (FISH)	975	1557	3301
2024-25 Enrollment K-12 enrollment on 2024-25 40 th day of school. This count is used to evaluate school concurrency per Interlocal Agreements with area jurisdictions	520	1612	3653
Current Utilization Percentage of school capacity utilized based on 40 th day enrollment and FISH capacity	53%	104%	111%
Concurrency Reservations Existing concurrency reservations due to previously approved development. Source: CSA Tracking Sheet as of 5/5/2025	403	0	0
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	421	189	292
Proposed Utilization School capacity utilization based on 40 th day enrollment, existing concurrency reservations, and estimated student generation for application	138%	116%	120%

Notes: Although Wimauma Elementary, Shields Middle and Sumner High Schools are projected to be over capacity given existing approved development and 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 high school level. However, there is no adjacent capacity available at the elementary or middle school. 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

Andrea A. Stingone, M.Ed.
Department Manager, Planning & Siting
Growth Management Department
Hillsborough County Public Schools

E: <u>andrea.stingone@hcps.net</u> P: 813.272.4429 C: 813.345.6684

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management DATE: 07-17-2025 REVIEWER: Jan Kirwan, Conservation and Environmental Lands Management **APPLICANT:** Kelly Love **PETITION NO:** RZ-PD 25-0371 **LOCATION:** Wimauma, FL 33598 **FOLIO NO:** 79702.0002, 79702.0000, SEC: 28, 29, & 33 TWN: 32 RNG: 20 79691.0000,79691.0010,79693.0000,79692.0000,7969800 00,79699.0000,79852.0000,79852.0010,79700.0000 This agency has no comments. This agency has no objection. X This agency has no objection, subject to listed or attached conditions. This agency objects, based on the listed or attached conditions.

COMMENTS: The subject application is adjacent to ELAPP preserves, the Little Manatee
River Corridor and the Upper Little Manatee River Corridor. Per LDC 4.01.11,
compatibility of the development with the preserve will be ensured with a compatibility
plan that addresses issues related to the development such as, but not necessarily
limited to, access, prescribed fire, and landscaping. The compatibility plan shall be
proposed by the developer, reviewed and approved by the Conservation and
Environmental Lands Management Department, and shall be required as a condition of
granting a Natural Resources Permit.

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AGENCY REVIEW COMMENT SHEET

NOTE: THIS IS ONLY FOR ESTIMATE PURPOSES, BASED ON THE FEES AT THE TIME THE REVIEW WAS MADE. ACTUAL FEES WILL BE ASSESSED BASED ON PERMIT APPLICATIONS RECEIVED AND BASED ON THE FEE SCHEDULE AT THE TIME OF BUILDING PERMIT APPLICATION.

TO: Zoning Review, Development Services DATE: 05/05/2025

REVIEWER: Ron Barnes, Impact & Mobility Fee Coordinator

APPLICANT: 301 Wimauma LLC PETITION NO: 25-0371

FOLIO NO: multiple, see below

Estimated Fees:

Townhouse (Fee estimate is based on a 1,500 s.f., 1-2 Story)

Mobility: \$9,445 * 300 = \$2,833,500

Parks: \$1,957 * 300 = \$587,100 Private Elementary School

School: \$7,027 * 300 = \$2,108,100 (per student mobility/per 1,000 sq ft fire)

Fire: \$249 * 300 = \$74,700 Mobility: \$990 * 1,000 = \$990,000

Fire: \$95 (per 1,000 sq ft)

Single Family Detached (Fee estimate is based on a 2,000 s.f.)

Mobility: \$13,038 * 2,000 = \$26,076,000 Parks: \$2,145 * 2,000 = \$4,290,000

School: \$8,227 * 2,000 = \$4,290,000

Fire: \$335 * 2,000 = \$670,000

Project Summary/Description:

Rural Mobility, South Parks/Fire - 2,000 single family residences, 300 townhomes, K-5 school (1,000 students, unknown square footage)

Credit for prior structures may be available.

Address:

4772/4770 Saffold Rd, 2725/2705/2709/2675/2661 S 579 Hwy

Folios: 079702-0002 079702-0000 079691-0000 079691-0010 079693-0000 079692-0000

079698-0010 079698-0000 079699-0000 079852-0000 079852-0010 079700-0000

WATER RESOURCE SERVICES REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

	TION NO.: RZ-PD 25-0371 REVIEWED BY: Clay Walker, E.I. DATE: 3/7/2025 O NO.: 79702.0002, 79702.0000, 79691.0000, 79693.0000, 79692.0000
OLIC	70702.0002, 70702.0000, 70001.0000, 70000.0000, 70002.0000
	WATER
	The property lies within the Water Service Area. The applicant should contact the provider to determine the availability of water service.
	A 12 inch water main exists (approximately 525 feet from the site), (adjacent to the site), and is located west of the subject property within the south Right-of-Way of Berry Grove 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.
	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 <u>8</u> inch wastewater forcemain exists (approximately <u>525</u> feet from the project site), (adjacent to the site) <u>and is located west of the subject property within the north Right-of-Way of Berry Grove Boulevard</u> . 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.
COMN	Area, however the parcels are located within the WVR-2 furture land use category that could allow for connection to the County's potable water and wastewater systems. These parcels are included in a Comprehensive Plan Amendment that proposes to expand the Urban Service Area. If allowed to connect to wastewater service the area would 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 COMMENT SHEET

TO:	Zoning/Code	Administration,	Development	Services Department
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FROM: **Reviewer**: Andria McMaugh **Date**: 03/05/2025

Agency: Natural Resources **Petition #: 25-0371**

- () This agency has **no comment**
- () This agency has **no objections**
- (X) This agency has **no objections**, subject to listed or attached conditions
- () This agency objects, based on the listed or attached issues.
- 1. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
- 2. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
- 3. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

ENVIRONMENTAL SERVICES DIVISION



PO Box 1110 Tampa, FL 33601-1110

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: 2/21/2025

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 2/26/2025

PROPERTY OWNER: 301 Wimauma LLC, CW-Berry Bay **PID:** 25-0371

LLC

APPLICANT: 301 Wimauma LLC

LOCATION: 2709 S. 579 Hwy. Wimauma, FL 33598

2705 579 Hwy. Wimauma, FL 33598 2709 579 Hwy. Wimauma, FL 33598 2725 579 Hwy. Wimauma, FL 33598

01 Wimauma, FL 33598

4770 Saffold Rd. Wimauma, FL 33598 4772 Saffold Rd. Wimauma, FL 33598 2661 S. 579 Hwy. Wimauma, FL 33598 2675 S. 579 Hwy. Wimauma, FL 33598

FOLIO NO.: 79702.0002, 79702.0000, 79691.0000, 79693.0000, 79692.0000,

79691.0010, 79698.0010, 79698.0000, 79699.0000, 79852.0000,

79700.0000,

AGENCY REVIEW COMMENTS:

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

At this time, Hillsborough County EVSD has no objections to the applicant's request.

VERBATIM TRANSCRIPT

HILLSBOROUGH COUNTY, FLORIDA BOARD OF COUNTY COMMISSIONERS

IN RE:

ZONE HEARING MASTER MEETING

ZONE HEARING MASTER MEETING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Susan Finch

Zone Hearing Master

Pamela Jo Hatley Zone Hearing Master

DATE: Monday, July 21, 2025

TIME: Commencing at 6:01 p.m.

Concluding at 10:06 p.m.

LOCATION: Hillsborough County BOCC - Development

Services Dept. (LUHO, ZHM, Phosphate)

601 East Kennedy Boulevard Second Floor Boardroom Tampa, Florida 33601

Reported by: Diane DeMarsh, AAERT No. CER-1654 Digital Reporter

Page 85 MS. HEINRICH: Our next application is Item B.3. PD 1 2 Rezoning 25-0371. 3 The applicant is requesting a rezoning to rezone from PD 23-0041 to PD 25-0371. Jared Follin with Development 4 5 Services will present staff findings after the applicant's 6 presentation. 7 MS. CORBETT: Good evening. Kami Corbett with the law firm of Hill Ward Henderson. I'm actually going to be speaking 8 9 during this presentation about both item D.3. and D.6., just for 10 context. We'll re-present D.6. as well. So we're actually 11 talking about two properties commonly known as Council Growers and then JPL and now JPL Rood Rosa. 12 13 The subject properties are in Wimauma. They are south 14 of 674 and east of 301. The JPL Rood Rosa proposal, which is 15 item D.6., is shown in yellow and Council Growers PD is shown in 16 red. 17 Again, they are now within the Future Land Use of R-4. 18 They were the subject of a privately initiated -- two privately initiated plan amendments. One to bring the properties within 19 20 the urban service boundary and the other to change the land use category to RES-4. Subsequently, the Board has moved to have 21 22 all of WVR-2 to be inside the urban service boundary and RES-4. 23 Again, within the urban service planned area now, 24 where 80 percent of the new growth is directed to go and to 25 align the public and private infrastructure investments that

- 1 have been made in this area.
- 2 This is the existing zoning -- zoning. You'll see a
- 3 very complex development pattern that was dictated by the WVR-2
- 4 Land Development Regulations, which are no longer applicable.
- 5 For JPL Rood Rosa we are adding the Rood Rosa. So we're adding
- 6 236 acres with a gross residential density of 3.17 units. So
- 7 there's a total of 1,600 residential units. And we are also
- 8 proposing a school site.
- 9 For Council Growers, the existing approved number is
- 10 1,816 and we're going to 2,300. And again, we're still
- 11 providing the school site within that development.
- 12 And this is the JPL Rood Rosa Development Plan. You
- 13 can see it's a much more traditional single-family suburban
- 14 development pattern. And then the same thing with the Council
- 15 Growers General Development Plan. It's just a standard street
- 16 grid with residential development.
- We are still providing some regional improvements for
- 18 providing connectivity east-west via a multiuse trail and
- 19 connecting over to the existing Little Manatee River Corridor
- 20 Trail. We are providing for new signalized intersections as
- 21 part of JPL. There's a MFASA Plan for signal at 579 and 674,
- 22 and also in the other conditions, depending on the development
- 23 pattern, there may be other lights along that corridor. And if
- 24 you have specific questions about transportation or
- 25 transportation improvements, I will have Steve Henry address

Page 87 1 those. And then we're making roadway improvements on 579 and 2 Westlake Drive and Saffold Road. 3 4 We are providing open space still in Council Growers. 5 We are at 44 percent open space and JPL Rood Rosa is 50 percent. 6 Those are approximate. The site plans are not engineered, but 7 we did have a community meeting and were asked how much open space we're providing. So we're providing this calculation. 8 9 We're also providing significant impact fees, mobility fees, school impact fees, parks and rec fees, fire impact fees, 10 water and wastewater to the tune of \$24,553.69 per unit and a 11 total of over -- well over 95 million. 12 13 Staff has found the request consistent and compatible 14 with the surrounding area, and Development Services is 15 recommending approval with some pretty significant conditions 16 relating to transportation. We are in agreement with those 17 conditions and we respectfully request your approval. 18 We did have a community meeting. It was just last week. You will likely hear from the public that they are 19 20 disappointed that we are no longer providing community benefits as part of this development. I think we are providing some 21 22 community benefits. We have left the trail. We are providing 23 the school site. It's just not under the regulatory scheme of 24 community benefits. 25 As I believe you're aware, there was a regulatory

Page 88 scheme in WVR-2 that said, if you're going to develop in order 1 to be able to achieve the maximum density, you had a requirement 2 to provide community benefits. So as part of the last rezoning, 3 4 we had extensive communication and negotiation with the 5 residents about what those community benefits would be. 6 they would still -- I'll let them speak for themselves. I 7 believe they would desire to have those included. However, I don't think that's appropriate any longer, and it really is not 8 9 appropriate to hold this particular development to a much higher 10 standard than other -- the other suburban development inside the 11 urban service area, and it puts it at a competitive disadvantage with all the other developments. And so that is why we're no 12 13 longer providing them. We still do think that there is 14 community benefit that will come from this development, but that 15 is something that I just want to put on the record. And I'm 16 here for any questions, should you have any. 17 HEARING MASTER: All right. I have no questions for 18 Thank you. you. 19 MS. CORBETT: All right. MR. FOLLIN: Good evening. Jared Follin, Development 20 21 Services. 22 So this is a request to rezone the site from Planned 23 Development to a new Planned Development. The existing PD 24 consists of two sub areas designated as a sending zone and a 25 This PD deals with the receiving zone, while receiving zone.

- 1 the companion PD zoning, which is to appear later in the
- 2 agenda, deals with the sending zone.
- The current PD zoning was established under the Future
- 4 Land Use category of Wimauma Village Residential 2. However,
- 5 the site was recently subject to a Comprehensive Plan amendment
- 6 changing the Future Land Use Category to RES-4.
- 7 The main purpose of the new PD zoning is to remove the
- 8 requirements of the Wimauma Village 2 development standards and
- 9 replace it with standards reminiscent of the RSC-10 Residential
- 10 zoning.
- 11 For context, the subject site is located in the
- 12 Wimauma Community Planned Area east of the US highway 301 and
- 13 south of State Road 674. Surrounding area predominantly -- is
- 14 predominantly residential and agriculturally zoned with
- 15 agricultural and residential uses.
- The new Planned Development is proposed to have two
- development options, one including a 1,000-student K through 5
- 18 public school and residential with a total of 2,300 dwelling
- 19 units. And the second option to include residential uses with
- 20 a -- only residential uses, with a total of 2,492 dwelling
- 21 units.
- Both options are to include at most 300 single-family
- 23 attached or townhome units. If it is determined that a school
- is not needed by the Hillsborough County School Board, then
- option two will be developed and the area designated the school

- 1 site will be utilized for residential.
- 2 Based on the surrounding area and the FLU land use
- 3 change, staff finds no issues with the proposed development and
- 4 finds the proposed development approvable, subject to
- 5 conditions. Happy to answer any questions.
- 6 HEARING MASTER: All right. No questions for you.
- 7 Thank you.
- 8 Planning commission?
- 9 MR. ROYAL: Good evening. Tyreck Royal, Planning
- 10 Commission staff.
- November 7th, 2024, the Hillsborough County Board of
- 12 County Commissioners approved the map and text amendments for
- 13 HC/CPA 2408 and HC/CPA 2409, a request to expand the urban
- 14 service area and change the Future Land Use designation for
- Wimauma Village Residential 2, to Residential 4.
- The proposal meets the intent of FLU Objective 4.4 and
- 17 FLU Policy 4.4.1, that require new development to be compatible
- 18 with the surrounding neighborhood. In this case, the
- 19 surrounding land use pattern is comprised mostly of
- 20 agricultural, public, quasi-public institution, and single-
- 21 family uses.
- FLU Policy 4.4.1 state that any density or intensity
- 23 increases shall be incompatible with the existing, proposed or
- 24 planned surrounding development. Development and redevelopment
- 25 shall be integrated with adjacent land uses through the creation

- of light uses, the creation of complementary uses, mitigation
- of adverse impacts, transportation, pedestrian connections, and
- 3 gradual transitions of intensity. The proposed mixed use
- 4 community would complement the surrounding area and meets the
- 5 intent of FLU Objective 4.4 and FLU Policy 4.4.1.
- 6 Overall, staff find that the proposed Planned
- 7 Development is compatible with the existing development pattern
- 8 found within the surrounding area. Based upon those above
- 9 considerations, the goals, objectives, and policies, Planning
- 10 Commission staff find the proposed plan development consistent
- 11 with Unincorporated Hillsborough County Comprehensive Plan.
- 12 Thank you.
- 13 HEARING MASTER: All right. Thank you. All right.
- 14 Is there anyone here or online who wishes to speak in support of
- 15 this application? All right. I do not hear anyone. Is there
- 16 anyone here or online who wishes to speak in opposition to this
- 17 application? All right.
- 18 Please come forward. How many speakers do we have in
- 19 the room? All right. I see two. Are there any online? Any
- 20 speakers online in opposition? Okay. I think we have two
- 21 speakers. Please come forward. Between you, you have 15
- 22 minutes.
- MR. REGAN: My name is John Regan. I live at 551
- 24 Sandy Brook Circle, Wimauma, Florida 33598. I want to address
- 25 PD 23-0041 that was previously approved and is now being broken

1	Page 92 down into two different applications PD 0371 and further on the
2	agenda, PD 0469.
3	I I am a member of the Wimauma Community Plan
4	Development Council, also known as the Wimauma CPAC. I'm a
5	I'm requesting a postponement on both PD 0371 and 0469 for 90 to
6	120 days, allowing time for the Wimauma CPAC to negotiate
7	community benefits and brief the Wimauma community, hopefully
8	allowing the Wimauma CPAC to testify in support of both
9	applications in the future.
10	The Wimauma CPAC acknowledges under new rules with the
11	Urban Service Area extension or housing density change from WVR-
12	2 to RES-4 it also eliminated any requirement for community
13	benefits, but the change does not stop the developer from
14	agreeing to community benefits.
15	The Wimauma CPAC had a verbal contract with the
16	Eisenhower Group, that Eisenhower would provide an agreed-upon
17	list of community benefits in their zoning application for PD
18	23-0041. Since the zoning application did include the
19	negotiated community benefits, the Wimauma CPAC testified in
20	support of this application at the Zoning Master Meeting and the
21	Board of County Commissioners, which was approved by both
22	boards.
23	The verbal agreements between the developer and the
24	Wimauma community were formalized in PD 23-0041 zoning decision
25	and related conditions. Now this application has been broken

- down into two separate applications, PD 0371 and PD 0469,
- 2 eliminating many of the previously agreed to and approved
- 3 community benefits. The Wimauma CPAC requested a meeting to
- 4 discuss community benefits in April, May, June, and July of this
- 5 year. A meeting was finally scheduled on July 10th, but no
- 6 Eisenhower representative attended, only their lawyer.
- We again requested a meeting and so on July 17th at
- 8 the last minute a Wimauma community meeting was held. The
- 9 meeting was led by Eisenhower's lawyer, with the Eisenhower
- 10 group members, which seemed not aware of our previous meeting
- 11 requests, nor the agreement approved by PD 23-0041.
- 12 I request a postponement -- a postponement on a
- decision on PD 0371 and 0469, allowing time for a meeting to
- 14 negotiate community benefits, first with the Wimauma CPAC, then
- 15 conduct a meeting with the entire Wimauma community. We are
- 16 hoping to reverse feelings of betrayal by the Wimauma community,
- 17 which would then allow the Wimauma CPAC to hopefully testify in
- 18 support of both applications in the future. Thank you.
- 19 HEARING MASTER: Thank you, sir. Be sure and sign in
- 20 with the clerk.
- 21 MR. GRACE: Good evening, Madam Hearing Officer. My
- 22 name is Augie Grace. My address is 15821 Cobble Mill Drive,
- 23 Wimauma. I am also a member of the Wimauma Community Plan
- 24 Advisory Council, and I also speak in opposition to both PD 25-
- 25 0371 and PD 25-0469.

Page 94 I would like to enter several documents and pictures 1 into the record. The first is the Hillsborough County zoning 2 decision PD 23-0041 dated July 25th, 2023, which included the 3 4 community benefit commitments made by the applicant to Wimauma 5 CDC and the Wimauma community. 6 The second document is a statement by the Wimauma 7 Community Plan Advisory Council dated May 25th, 2023. I would also like to put into the record photographs of flooding that 8 9 has occurred in this area of Wimauma over the last year. photographs were taken by a resident, and two of the photographs 10 11 appeared in the August 24 Tampa Bay Times. These photographs show why Wimauma residents are so concerned about the massive 12 13 development that is being proposed. 14 I'd also like to put into the record a statement of 15 Sean Dash (ph). Dash is a resident of 5209 Lake Sienna Drive, 16 Wimauma. Mr. Dash is a member of our Community Plan Advisory 17 Council and has a strong -- and has strong concerns about 18 environmental and infrastructure issues on this rezoning. 19 At a minimum, I would like to place into the record a proposed condition for PD 25-0371 and PD 25-0469. Considering 20 the extensive flooding that has occurred in this area, the 21 22 proposed condition would state that as a condition of zoning, 23 that the developers would convene a meeting of the developer, 24 the relevant Hillsborough County departments, including Public 25 Works, the Southwest Water District Management -- Management

Page 95 District, and the Wimauma Community Plan Advisory Council to 1 2 review environmental models of the area and to make specific stormwater mitigation measures that each responsible party might 3 4 execute prior to any construction. 5 The purpose of this proposed condition would be just 6 to get together all the players and have them go over the same 7 set of environmental information, and to see if there was an agreement on going further with any proposed construction. 8 9 We have also found, and this came up at our -- our neighborhood meeting that occurred last week, we have found that 10 planning residential units in a rural or agricultural area 11 presents some problems. Over the last 60 days, there have been 12 13 several incidents of people shooting firearms on their property, 14 but bullets landing in other's homes. Four homes have found 15 bullets in their homes. The sheriff's office has been notified 16 and is -- is investigating, but this is obviously a life-or-17 death situation. Residents feel that this situation is unresolved with the developer, with the developer pointing to 18 the builder and the builder pointing to the developer. 19 20 So we also recommend a proposed safety condition. a safety condition of zoning would be that the developer would 21 22 submit a neighborhood safety buffer zone plan to ensure that the 23 safety of residential neighbors living adjacent to current zoned 24 rural or agricultural land, and that this plan would be approved 25 by the Development Services before going further with any

- 1 construction.
- We're not making any assumption of what the correct
- 3 solution is, whether it's berms or whether it's building walls.
- 4 All we're saying is that we'd like to see a plan by the
- 5 developer being proposed before any construction goes forward.
- The Wimauma C -- CPC requests that the Zoning Hearing
- 7 Master postpone a decision for 90 days, giving the community the
- 8 time to meet with the applicant and to discuss community
- 9 benefits, infrastructure, and environmental concerns. We are
- 10 asking for this, and we are very upfront about it, but let's
- 11 look at what has happened in Wimauma over the past year.
- There have been four privately initiated Comprehensive
- 13 Plan Amendments approved by the BOCC, including these two by the
- 14 applicant. The cumulative impact of the four Comprehensive Plan
- 15 Amendments is approximately 2,100 acres that have been -- that
- 16 have changed from the Wimauma Village Residential 2 zoning to
- 17 residential 4. A big change in that could occur up to 8,400 new
- 18 homes, if it -- if it did build out at four homes per acre.
- This was followed by the Board of County Commissioners
- 20 approving a public Comprehensive Plan amendment of 5,661 acres,
- 21 which would potentially add 16,000 new homes.
- 22 So these two planned developments, 25-0371 and 25-
- 23 0469, is just the first of these massive developments. We ask
- 24 for a postponement to better address the growth issues and to be
- 25 able to work with the applicant. And I will submit these

Page 97 1 documents to the clerk. HEARING MASTER: Thank you, sir. All right. 2 anyone else here or online who wishes to speak in opposition to 3 4 this application? All right. Did not hear anyone. 5 Development Services anything further? MS. HEINRICH: No, ma'am. 6 HEARING MASTER: All right. Thank you. 8 Applicant? 9 Kami Corbett, again, for the record. MS. CORBETT: did have a community meeting last Thursday with Mr. Regan and 10 11 Mr. Grace. Also, Mr. Regan and Mr. Grace came to my office the week before or within a short period of time, and I explained to 12 13 them Eisenhower's position with respect to the community 14 benefits, provided them with an exhibit of the community 15 benefits that remain, which is the multi-use trail, the 16 connection to the trail on the east side, the school site. 17 in fact, the trail is actually in for construction plan 18 approval. So the most northern portion of this site is actually going to be constructed in a manner that is consistent with the 19 20 previously approved rezoning amendment. I'm going to have Chris O'Kelley come up and address 21 22 drainage. But before I do, I want to address the shooting. 23 shooting that came up was actually had nothing to do with this particular property or location of this property, other than its 24 proximity to the Berry Bay Development to the west. 25

Page 98 And there are -- there were existing homes within 1 that -- that were within a pod built by MI homes that did 2 receive qunfire in through their homes from an adjacent property 3 4 owner. We have subsequently worked with the sheriffs. 5 identified the suspect. They have found probable cause that he 6 violated the law and that matter is being handled. We, in fact, had a meeting with the residents that were directly affected by that today at Eisenhower's office, and 8 9 we are actively working with those residents to come up -- come up with something that we can do to help with their scary, 10 11 certainly, situation. We are very interested in talking with them about that and resolving it. That really isn't relevant to 12 13 this rezoning at all at this time. And with that, I'd ask Chris 14 O'Kelly to come up and talk about drainage. 15 HEARING MASTER: All right. Thank you. 16 MR. O'KELLEY: Good evening. Excuse me. Chris O'Kelly with Clearview Land Design, 3010 West Azeele Street, 17 18 Suite 150, Tampa, Florida 33609. 19 I'll keep this real brief. I know I was not at the 20 neighborhood meeting last week, and there was a lot of concerns over stormwater in the area. I am aware of a lot of those 21 22 concerns. I'm the engineer of record for the southern portion 23 of the council property. I'm not an engineer for a lot of the 24 other properties that have been -- videos have been sent my way. 25 I have reviewed those. So I -- again, I'm not the engineer for

- 1 those properties. I can speak generally to the area.
- 2 This particular area, unfortunately, is just north of
- 3 the Little Manatee River and it's east of Duck Creek. So a lot
- 4 of the flooding concerns that I'm seeing and that are on the
- 5 County's Watershed Model Mapping System, is riverine flooding of
- 6 the Little Manatee River, Duck Creek, and their tributaries.
- 7 This site is located a little bit further upstream in
- 8 east -- or sorry, east of Duck Creek and north of Little Manatee
- 9 River. A lot of the flooding issues that I've seen and
- 10 reviewed -- I've also been sent a lot of videos from last year's
- 11 hurricane season. Those appear to be further west, about two
- 12 miles adjacent to US 301. There's also an overtopping of
- 13 Saffold Road from Duck Creek. I believe there's a culvert that
- 14 is potentially being upsized. Again, I'm not involved at all
- 15 with that project.
- I can speak for this particular project, just looking
- 17 at the county's stormwater requirements. I can say we're early
- 18 on. We don't have any kind of final design or site plan. But
- 19 looking at county stormwater criteria, there will be a reduction
- in stormwater runoff leaving this property if it's developed.
- 21 There will also be a net reduction in nutrient loading or
- 22 pollutants leaving the site. That is a statewide requirement.
- 23 And there will also be a meeting, obviously, the County Water
- 24 Management district requirements, the strictest of those
- 25 criteria that apply to this particular site. I do believe a

Transcript of Proceedings July 21, 2025 Page 100 portion of the site is peak sensitive, which basically means we 1 2 have to attenuate additional stormwater within a property that 3 would potentially have no issues with flooding or -- you know, closed basin criteria. 4 5 And then just to kind of conclude here, we are aware 6 of the concerns. I have worked on projects further north in the 7 area, so I have seen flooding in the area. We take all of these videos to heart and we will be looking through those. And if 8 9 there's anything we can do to improve the situation with this site that I'm working on, we'll certainly do that. 10 11 That's all I've got. HEARING MASTER: All right. Thank you. 12 13 MR. O'KELLEY: Appreciate it. 14 HEARING MASTER: All right. 15 MS. CORBETT: Just lastly, I'd like to place the minutes from the committee meeting and the sign in sheet into 16 17 the record. 18 HEARING MASTER: Okay. Thank you. 19 That's all you have today? All right. This will 20 close the hearing on rezoning PD 25-0371. We are going to take

- 21 a short break. It's 8:13, we'll be back at 8:20.
- 22 (Recess)
- 23 HEARING MASTER: All right. If you'll take your
- 24 place, please? We'll -- we'll reconvene. We're going to
- 25 reconvene the meeting now, so please take your seats. All

EXHIBITS SUBMITTED DURING THE ZHM HEARING

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO

DATE/TIME: 7/21/25, 6PM HEARING MASTER: Pamela To Hattey

PLEASE PRINT CLE	CARLY, THIS INFORMATION WILL BE USED FOR MAILING
APPLICATION #	NAME TOdd Pressman
RZ-24-1155	MAILING ADDRESS 200 and Ave S # 451 CITY St Pere STATE F1 ZIP3779 PHONE 3777
	CITY St Pete STATE F(ZIP) PHONE GOT TO
APPLICATION #	PLEASE PRINT NAME Annie Bannes
RZ 0867	MAILING ADDRESS 401 & Tackson St Ste 2100 Front
75,00	CITY Tampa STATE FL ZIP 3360 PHONE 813-7944800
APPLICATION #	NAME J.M Porter
RZ 24-1116	MAILING ADDRESS 401 F. Jacksmith Suite 17
2-1-1110	CITY WWA STATE FL ZIPS 340-0511
APPLICATION #	NAME Hayla Harrell
RZ	MAILING ADDRESS 284) EXCEPTIVE Dr. 4 SUITE 220
24-1116	CITY Cleverto STATE FL ZIP PHONE
APPLICATION #	PLEASE PRINT NAME 16 FT OMITA
RZ 24-1116	MAILING ADDRESS 1950 HAMMOCKS HUE
	CITY 412 STATE FLZIP 35/PHONE (8/3) 8/12-650
APPLICATION*#	PLEASE PRINT ASK ALON 20
RZ 24-1116	MAILING ADDRESS 2434 10th AVE N
11.05	CITY St. Pete STATE FL ZIP 33713 PHONE 727-459-3283

SIGN-IN SHEET: RFR, ZHM) PHM, LUHO

PAGE 2 OF 8

DATE/TIME: 7121125, 6PM HEARING MASTER: Panela To Hatley

PLEASE PRINT CLEARLY. THIS INFORMATION WILL BE USED FOR MAILING NAME Januelle Cubero APPLICATION # 22 24-116 MAILING ADDRESS 4004 N Brench A CITY Tampa STATE FL ZIP 33603PHONE (8/3)7746 PLEASE PRINT Jesie Felipe APPLICATION # NAME **B2** MAILING ADDRESS 6909 N Fremont Ave 24-116 CITY TOWER STATE FL ZIP 33604 PHONE 813 4181848 PLEASE PRINT **APPLICATION #** NAME Tale Feliciano R2 MAILING ADDRESS 242 W. Union St. 24-1116 CITY Jampa STATE TV ZIP 350 PHONE & 1320 3095 NAME Sage Marcelia **APPLICATION #** RZ. MAILING ADDRESS 8545 Central Ave 24-1116 CITY St. Petc STATE FL ZIP PHONE -VS PLEASE PRINT FRASER HENDERSON APPLICATION # NAME B2 MAILING ADDRESS_ (2(1) SAN (HALIFOR) 24-1116 CITY TAMPA STATEFL ZIP33676PHONE 813 712 9824 PLEASE PRINT **APPLICATION #** NAME JOHN RESTAIND R2 MAILING ADDRESS 14602 TUDOR CHASE DR 24-1116 CITY PAWLA STATE FL ZIP 33626 PHONE 813-766-936

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO

PAGE 3 OF 8

DATE/TIME: 712112025, 6PM HEARING MASTER: Pamela To Hatley

PLEASE PRINT CLEARLY. THIS INFORMATION WILL BE USED FOR MAILING APPLICATION # B2 MAILING ADDRESS 12016 Merician 1/2 CITY TUMPA STATE FL ZIP 33626 PHONE 813 24-1116 APPLICATION # San Chal fun RZ MAILING ADDRESS 1211 24-1116 MMA STATE E ZIP 33624 PHONE 813/334-0747 APPLICATION # NAME Leigh Slement 22 MAILING ADDRESS 2753 State RD 580 Suite 202 24-1116 CITY Clearwater STATE FL ZIP 3376 PHONE 727-687-1894 VS PLEASE PRINT APPLICATION # NAME Bruce Derby RZ MAILING ADDRESS 16301 Byrnwych LN 24-1116 CITY OdeSSO STATE FL ZIP 33556PHONE 813-956-7029 NAME MICHAEL YATES, PALM TRAFFIC APPLICATION # RZ MAILING ADDRESS 4006 S. MACDILL AVE 24-1116 CITY TAMPA STATE FL ZIP 3361/PHONE 813 359834/ **APPLICATION #** MMMAILING ADDRESS ' 25-0025

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO

PAGE 4 OF 8

DATE/TIME: 712112025, 6PH HEARING MASTER: Pamela To Hatley

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING		
APPLICATION #	NAME_Isabelle Olbert	
mm	MAILING ADDRESS 1000 D. Oghley Dr # 900 CITY TAMPE STATE & ZIP 37602PHONE 331-0976	
25-0025	CITY Jamps STATE & ZIP 37602PHONE 331-0976	
APPLICATION #	PLEASE PRINT_ NAME_ Erik Swart	
mm	MAILING ADDRESS 9302 Barrington Oaks Dr	
25-0025 VS	CITY DOVER STATEFL ZIP 3352 PHONE 386 249 3021	
APPLICATION #	NAME Alexandra Swart	
mm	MAILING ADDRESS 9302 Barrington Cals Dr	
25-6025	CITY DOUGE STATE FL ZIP 3352 PHONE	
APPLICATION #	NAME MICHAEL YATES, PALM TRAFFIC	
MM	MAILING ADDRESS 4006 S. MACDILL Ave	
25-0025	CITY TAMPA STATE FL ZIP 33611 PHONE 813359834/	
APPLICATION #	NAME KAMI Cov but	
RZ	MAILING ADDRESS 1019 Kennedy Bld. St 3700	
25-0371	MAILING ADDRESS 101 9 Kennedy Bld. St. 35 DD CITY FRANK STATE PC ZIP 33 EUPHONE 913-227 81/	
APPLICATION #	PLEASE PRINT NAME TOHAL REGAN	
RZ	MAILING ADDRESS 5051 SANDY BROOK CHECK	
25-0371	CITY WIMMEND STATE FL ZIP 33592PHONE \$13-938-4058	

SIGN-IN SHEET: RFR, ZHM PHM, LUHO

PAGE 5 OF 8

DATE/TIME: 712112025, 6PM HEARING MASTER: Panela To Hatley

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRINT APPLICATION # NAME Augie Grace 22 MAILING ADDRESS 15821 Cobble Mill Dr 25-0371 CITY WINGLING STATE PL ZIP3358 PHONE 781-7299 NAME Chis O'Lellen APPLICATION # BZ. MAILING ADDRESS 3010 W/ ALOOLE St Ste 150 25 - 0371 CITY TWO STATE TO ZIP 33/00/PHONE 813 223-3911 NAME SIDNEY CALLOWAY APPLICATION # MAILING ADDRESS 20 1 El Buysco H Proval Tong of 2Z CITY TANGE STATE FL ZIP 33 PHONE 954 943-1123 25-0452 PLEASE PRINT NAME ALCXGUER BELLIMON APPLICATION # B2 MAILING ADDRESS 429 5W 195 Am 25-0452 CITY Partion STATE PL ZIP 33057 PHONE 9843830365 NAME Lany Koshusor APPLICATION # R7 MAILING ADDRESS 6107 Hours ville RD CITY Gibsonton STATE FL ZIP33534 PHONE 238-1956 25-0452 PLEASE PRINT JAMES KUSHMER **APPLICATION #** RZ MAILING ADDRESS 6123 ADAMSVILLE RD 75-0452 CITY 6 1890 MON STATE FL ZIP 33534 PHONE 8/3-369-1370

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO

PAGE <u>6</u> OF <u>8</u>

DATE/TIME: 712112025, 6PM HEARING MASTER: Pamel & Jo Hattey

PLEASE PRINT CLE	EARLY, THIS INFORMATION WILL BE USED FOR MAILING
APPLICATION #	NAME Michell P. Lanchez
RZ	MAILING ADDRESS 610/ Adams 1714 Rd.
25-0452	CITY On Mymlen STATE FC ZIP 3553 PHONE 2072-72.9960
APPLICATION #	NAME JUSTYNA GALL
R2	MAILING ADDRESS 200 Pinewind Blvd
25-0457	CITY OLLOMON STATE FL ZIP 346777 PHONE 352-514-6150
APPLICATION #	NAME Kami Cerbett
RZ	MAILING ADDRESS 101 & Konnoly Blud, Ste 3700
25-0469	CITY TAMPA STATE CL ZIP 3360) PHONE & 13-227 84
APPLICATION #	PLEASE PRINT NAME_SOHN REGAN
P12	MAILING ADDRESS 5057 5ANDY BROOK CIRCLE
25-0469	CITY WIMAUMA STATE 5 ZIP 33598 PHONE 513-938-4058
APPLICATION #	NAME Augre Grace
RZ	MAILING ADDRESS 15821 Cabble Mill Dr
25-0469	CITY WIMGUMS STATE FL ZIP PHONE 781-799-7299
APPLICATION #	PLEASE PRINT KOMI CONIDET
WW	MAILING ADDRESS 101 & Kennedy Blvd St372
25-0583	CITY TY WAS STATE TO ZIP BY PHONE BANGE BY BY

SIGN-IN SHEET: RFR, (ZHM) PHM, LUHO

PAGE 7 OF 8

DATE/TIME: 7/21/2025, 6PM HEARING MASTER: Pamela To Hatley

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRINT **APPLICATION #** +sabule (elbert NAME BZ. MAILING ADDRESS WWW N- Coshley Dr. # 960 25-0587 Tange STATE & ZIP 33602 PHONE PLEASE PRINT APPLICATION # NAME Kami Conlatt MAILING ADDRESS 101 & Kemedy Bwd Ste 3700 WW 25-0694 CITY JAWY STATE ZIP3360L PHONE 813-237 8421 PLEASE PRINT APPLICATION # NAME COLTON Moran $\mathcal{M}\mathcal{M}$ MAILING ADDRESS 11204 Descentien 25-0694 CITYD: YOUNG STATE 5 PLEASE PRINT APPLICATION # MM MAILING ADDRESS 7808 Celafia Wn 25-0694 CITY Courier STATE Fl- ZIP 33578 PHONE 813-765-0872 PLEASE PRINT **APPLICATION #** mm MAILING ADDRESS 7508 Alafia 10 25-0694 1197419) STATE FL ZIP 33578 PHONE 904-695-NAME Richard Przelan **APPLICATION #** MM MAILING ADDRESS 7428 Algeig 25-0694 CITY RICCURSTATE F- ZIP 375 PHONE S(7-464

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO

PAGE & OF 8

DATE/TIME: 7/21/2025 GPM HEARING MASTER: Panela to Hattey

PLEASE PRINT CLEARLY. THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRINT Patrice Moore APPLICATION # MAILING ADDRESS 8204 Mays Ave mm CITY Riverview STATE FZ ZIP33573 PHONE 8/3-677-6424 25-0694 PLEASE PRINT APPLICATION # MM MAILING ADDRESS SUBJ. LIVIET STATE L ZIP 33407 PHONE E13-7E9 25-0694 PLEASE PRINT APPLICATION # NAME_ Kam. Conbett 22 MAILING ADDRESS 101 & Kernedy Blud Sie 3700 25-0744 CITY TOM AA STATE FL ZIB3402 PHONE (15-727-842) PLEASE PRINT **APPLICATION #** NAME Jami Corbett MM MAILING ADDRESS 101 & Revuel Blv & St 7500 CITY TOWN STATE FU ZIP BLOW-PHONE 812-2278 25 -0745 PLEASE PRINT **APPLICATION #** NAME MAILING ADDRESS CITY STATE ZIP PHONE PLEASE PRINT APPLICATION # NAME MAILING ADDRESS CITY STATE ZIP PHONE

HEARING TYPE:

ZHM, PHM, VRH, LUHO

DATE: July 21, 2025

HEARING MASTER:

Susan Finch/Pamela Jo Hatley

PAGE: <u>1</u> OF <u>1</u>

APPLICATION #	SUBMITTED BY	EXHIBITS SUBMITTED	HRG. MASTER YES OR NO
RZ 24-1155	Todd Pressman	Applicant Presentation Packet	No
RZ 24-1116	Kayla Harrell	Applicant Presentation Packet	No
RZ 24-1116	Fraser Henderson	2. Opposition Presentation Packet	No
RZ 24-1116	Amanda Siftar	3. Opposition Presentation Packet	No
MM 25-0025	Tim Lampkin	Revised Staff Report	Yes – Copy
MM 25-0025	Isabelle Albert	Applicant Presentation Packet	Yes – Copy
RZ 25-0371	Kami Corbett	Applicant Presentation Packet	No
RZ 25-0371	John Regan	2. Opposition Presentation Packet	No
RZ 25-0371	Augie Grace	3. Opposition Presentation Packet	No
RZ 25-0371	Kami Corbett	Applicant Presentation Packet	No
RZ 25-0452	Sidney Calloway	Applicant Presentation Packet	No
RZ 25-0457	Justyna Gale	Applicant Presentation Packet	No
RZ 25-0469	Kami Corbett	Applicant Presentation Packet	No
RZ 25-0469	John Regan	2. Opposition Presentation Packet	No
RZ 25-0469	Augie Grace	3. Opposition Presentation Packet	No
RZ 25-0469	Kami Corbett	Applicant Presentation Packet	No
RZ 25-0469	Jared Follin	5. Revised Staff Report	Yes – Copy
MM 25-0583	Kami Corbett	Applicant Presentation Packet	No
MM 25-0583	Chris Grandlienard	2. Revised Staff Report	Yes - Copy
MM 25-0694	Jacqueline Dashler	Opposition Presentation Packet	No
MM 25-0694	Susan Morris	Opposition Presentation Packet	No
RZ 25-0744	Kami Corbett	Applicant Presentation Packet	No
RZ 25-0744	Jared Follin	2. Revised Staff Report	Yes - Copy
MM 25-0745	Kami Corbett	Applicant Presentation Packet	No
MM 25-0745	Jared Follin	2. Revised Staff Report	Yes – Copy

JULY 21, 2025 - ZONING HEARING MASTER

The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, July 21, 2025, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

Pamela Jo Hatley, ZHM, called the meeting to order at 6:01 p.m. and led in the pledge of allegiance to the flag.

A. WITHDRAWALS AND CONTINUANCES

Michelle Heinrich, Development Services (DS), introduced staff and reviewed the changes/withdrawals/continuances.

- Pamela Jo Hatley, ZHM, overview of ZHM process.
- Senior Assistant County Attorney Mary Dorman, overview of evidence/ZHM/BOCC Land Use agenda process.
- Pamela Jo Hatley, ZHM, Oath.
- B. REMANDS:

B.1. RZ-24-1155

- Michelle Heinrich, DS, called RZ-24-1155.
- Testimony provided.
- Susan Finch, ZHM, closed RZ-24-1155.
- C. REZONING STANDARD (RZ-STD):

C.1. RZ-25-0867

- Michelle Heinrich, DS, called RZ 25-0867.
- Testimony provided.
- ▶ Pamela Jo Hatley, ZHM, closed RZ 25-0867.
- D. REZONING-PLANNED DEVELOPMENT (RZ-PD) & MAJOR MODIFICATION (MM):

D.1. RZ 24-1116

- Michelle Heinrich, DS, called RZ 24-1116.
- Testimony provided.
- Pamela Jo Hatley, ZHM, closed RZ 24-1116.

MONDAY, JULY 21, 2025

D.2. MM 25-0025

- Michelle Heinrich, DS, called MM 25-0025.
- Testimony provided.
- ▶ Pamela Jo Hatley, ZHM, closed MM 25-0025.

D.3. RZ 25-0371

- Michelle Heinrich, DS, called RZ 25-0371.
- Testimony provided.
- Pamela Jo Hatley, ZHM, closed RZ 25-0371.

D.4. RZ 25-0452

- Michelle Heinrich, DS, called RZ 25-0452.
- Testimony provided.
- Pamela Jo Hatley, ZHM, closed RZ 25-0452.

D.5. RZ 25-0457

- Michelle Heinrich, DS, called RZ 25-0457.
- Testimony provided. Pamela Jo Hatley, ZHM, continued the case until later in the hearing. Pamela Jo Hatley, ZHM, resumed the application.
- ▶ Pamela Jo Hatley, ZHM, closed RZ 25-0457.

D.6. RZ 25-0469

- Michelle Heinrich, DS, called RZ 25-0469.
- Testimony provided.
- Pamela Jo Hatley, ZHM, closed RZ 25-0469.

D.7. MM 25-0583

- Michelle Heinrich, DS, called MM 25-0583.
- ► Testimony provided.
- Pamela Jo Hatley, ZHM, closed MM 25-0583.

D.8. RZ 25-0587

- Michelle Heinrich, DS, called RZ 25-0587.
- Testimony provided.
- Pamela Jo Hatley, ZHM, closed RZ 25-0587.

MONDAY, JULY 21, 2025

D.9. MM 25-0694

- Michelle Heinrich, DS, called MM 25-0694.
- ► Testimony provided.
- Pamela Jo Hatley, ZHM, closed MM 25-0694.

D.10. RZ 25-0744

- Michelle Heinrich, DS, called RZ 25-0744.
- Testimony provided.
- ▶ Pamela Jo Hatley, ZHM, closed RZ 25-0744.

D.11. MM 25-0745

- Michelle Heinrich, DS, called MM 25-0745.
- Testimony provided.
- ▶ Pamela Jo Hatley, ZHM, closed MM 25-0745.
- E. ZHM SPECIAL USE None.

ADJOURNMENT

Pamela Jo Hatley, ZHM, adjourned the meeting at 10:06 p.m.



COUNCIL GROWERS/JPL ROOD ROSA Planned Developments PD 25-0371& PD 25-0469

Zoning Hearing Master

7/21/2025

Application No. RZ 25-0371 & RZ 25-0469

Name: Kami Corbett

Entered at Public Hearing: ZHM

Exhibit #:

Date: 7/21/2025

Clearview LAND DESIGN, P.L.

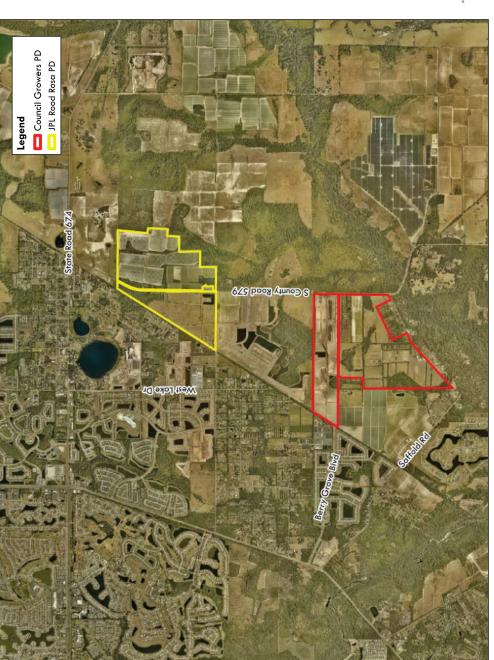
PROJECT TEAM

- Applicant Clark Lohmiller Eisenhower Property Group
- Land Use Counsel Kami Corbett, Esq. Hill Ward Henderson
- Civil Engineer of Record Chris O'Kelley, PE Clearview Land Design, PL
- Transportation Engineer Steve Henry, PE Lincks & Associates, Inc
- Planners Kelly Love, Kayla Witkowski, AICP Clearview Land Design, PL



GENERAL SITE LOCATION

- JPL Rood Rosa 506.69 acres
- Council Growers 635.7 acres







FUTURE LAND USE MAP



- Within R-4 Future Land Use (4 dwelling units per acre)
- Continuation of development pattern to the north

Hillsborough County Future Land Use

- AM Agricultural/Mining-1/20 (.25 FAR)
 - A Agricultral-1/10 (.25 FAR)
- A/R Agricultural/Rural-1/5 (.25 FAR)
- R-1 Residential-1 (.25 FAR)
- RP-2 Residential Planned-2 (.35 FAR) R-4 - Residential-4 (.25 FAR)
- R-6 Residential-6 (.25 FAR) P/QP - Public/Quasi-Public
 - N Natural Preservation
- WVR-2 Wimauma Village Residential-2 (.25 FAR)





URBAN SERVICE AREA



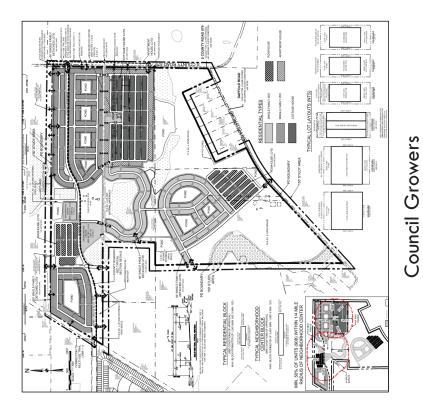
- Property within Urban Service Area
- 80% of new growth and redevelopment within USA boundary
- Alignment of public and private infrastructure investments

□ JPL Rood Rosa PD
 □ Council Growers PD
 □ Urban Service Area Boundary Expansion

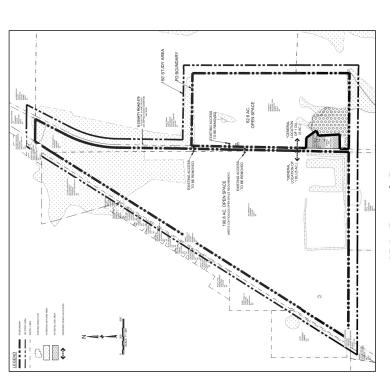








JPL Rood Rosa



REQUEST FOR REZONING

Bifurcate sending and receiving areas into two separate PDs:

JPL Rood Rosa

Add 236.0 acres

Add school site

• Gross density 3.17 units/acre(consistent with R-4 Future Land Use Category)

	JPL Rood Rosa	d Rosa
rand ose	Exisiting	Proposed
Residential Units (du)	2	1,600
School (students)	0	1,620
Non-residential Neighborhood Center Uses (sq. ft.)	0	0

Council Growers

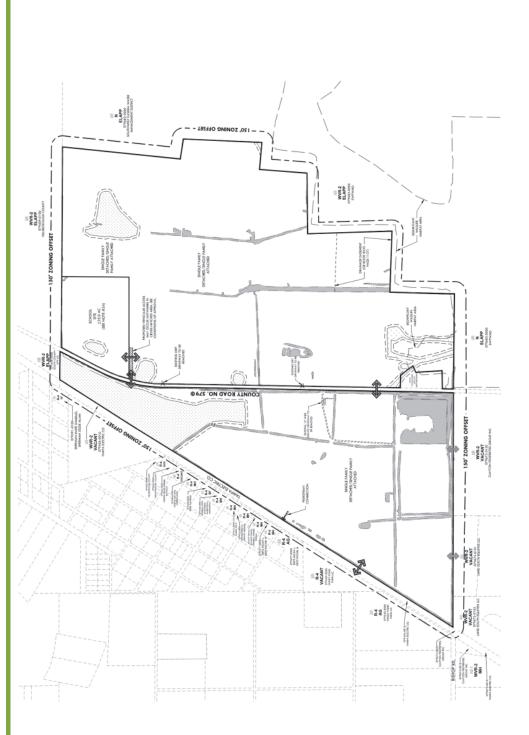
• Increase residential density, Remove non-residential uses

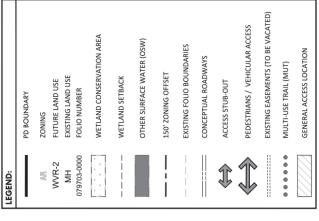
Gross density of 3.6 units/acre (consistent with R-4 Future Land Use Category)

rowers	Proposed	2,300	1,000	0
Council Growers	Exisiting	1,816	1,000	22,882
	Land Use	Residential Units (du)	School (students)	Non-residential Neighborhood Center Uses (sq. ft.)



JPL ROOD ROSA GENERAL DEVELOPMENT PLAN



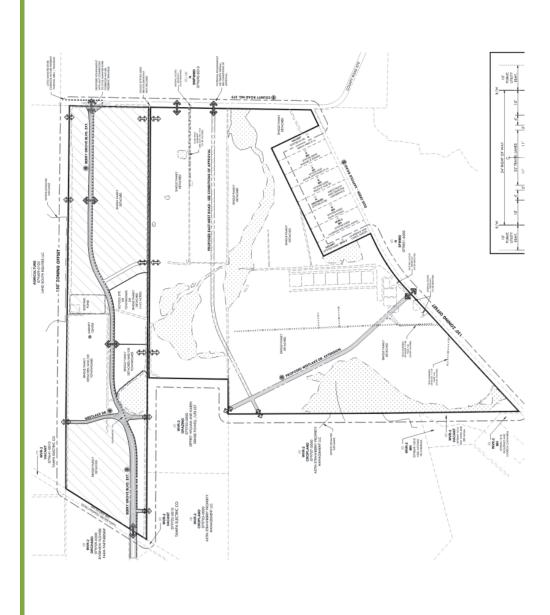


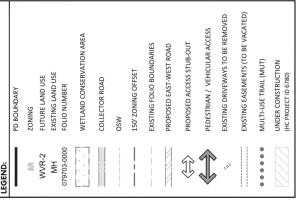






COUNCIL GROWERS GENERAL DEVELOPMENT PLAN





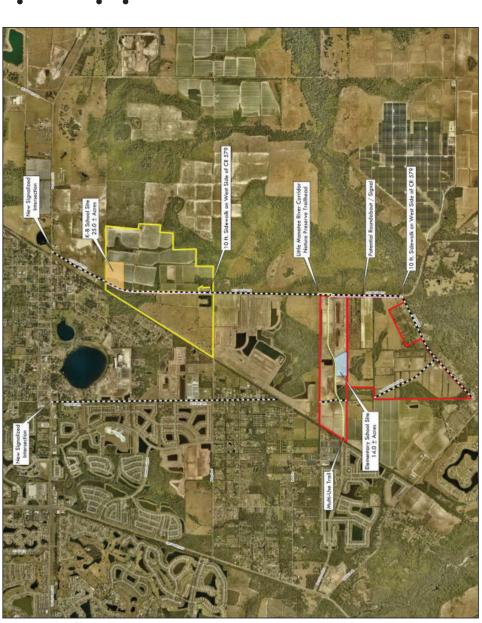








REGIONAL IMPROVEMENTS



- 10ft. sidewalks to school sites and Little Connectivity via Multi-Use Trail and Manatee River Preserve Trailhead
- New signalized intersections
- Roadway improvements
- CR 579 (from 674 to Saffold Road)
 - West Lake Drive Saffold Road



OPEN SPACE

	JPL Rood Rosa and Council Growers	ıncil Growers Estimate	Estimated Open Space	
	Open Space (acres)	Impervious (acres)	Total (acres)	% Open Space
Council Growers	281	355	636	%77
JPL Rood Rosa	254	252	506	20%

- Over 40% open space for both projects
- Inclusive of wetlands, parks, ponds, etc. (subject to final design)



IMPACT FEE GENERATION

	Codilicit Glowels/Jrt nood nosa IIIIpact ree Estilliate	n Engoa nosa impace	ככ בשוווומים			
	Council	Council Growers	JPL Ro	JPL Rood Rosa		1.40
TC	Townhomes ⁽¹⁾	Single Family ⁽²⁾	Townhomes ⁽¹⁾	Single Family ⁽²⁾		lotat
Mobility Fee \$	1,998,300.00	↔	- \$	\$ 16,880,000.00	↔	39,978,300.00
School Impact Fee \$	2,468,100.00	\$ 18,738,000.00	•	\$ 14,990,400.00	↔	36,196,500.00
Parks and Rec impact Fee \$	643,500.00	\$ 4,598,000.00	· \$	\$ 3,678,400.00	↔	8,919,900.00
Fire Impact Fee \$	74,700.00	\$ 670,000.00	· \$	\$ 536,000.00	↔	1,280,700.00
Water \$	664,200.00	\$ 4,428,000.00	· \$	\$ 3,542,400.00	↔	3,542,400.00
Wastewater \$	1,095,300.00 \$	\$ 7,302,000.00 \$	- \$	\$ 5,841,600.00	↔	5,841,600.00
Total \$	6,944,100.00 \$	\$ 56,836,000.00 \$	- \$	\$ 45,468,800.00	\$	95,759,400.00
Cost per unit	23,147.00 \$	\$ 28,418.00 \$	- \$	\$ 28,418.00	↔	24,553.69

- Over 95 million dollars in impact fee funding to be utilized within Wimauma for infrastructure improvements
- \$24,554 per unit on average



CONCLUSION

- Consistent with R-4 Future Land Use category
- Consistent with Land Development Code
- Compatible with the surrounding land use pattern while improving value within community
- CONSISTENT with the Hillsborough County Comprehensive Plan subject Planning Commission Staff finds the proposed modification to proposed conditions
- Applicant Agrees to the conditions of approval as presented at this hearing.
- Request APPROVAL of the modification request



CONSISTENCY

Key FLU Policies providing basis for CONSISTENT finding:

- FLU Policy 1.1.4 Coordinate the timing of new development to coordinate with the provision of infrastructure, transportation , transit services, and other public services, such as schools, recreational facilities, etc., in a financially feasible manner with long and short range plans such as but not limited to the Capital Improvement Program, School Five Year Facilities Plan, 10-Year Water Supply Facilities Work Plan and Transportation Improvement Program.
- County that are currently in the Rural Area and will transition to a suburban or urban development pattern over the timeframe • FLU Policy 1.3.1 - Urban Expansion Areas shall be created to allow for planning for areas of unincorporated Hillsborough covered by this plan. A publicly initiated plan amendment will be needed to create an Urban Expansion Area and shall be accompanied by a Urban Expansion Area Plan to guide the development of the expansion area through multiple project phases, as outlined in Policy 1.3.4.
- adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in • FLU Policy 3.1.3 - Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or designs which allow them to be located near or structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and maintaining the character of existing development.
- FLU Policy 4.1.2 Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.



Zoning Master Meeting – July 21, 2025 – Testimony

My name is John Regan, a Wimauma resident and member of the Wimauma Community Plan Development Council (WCPAC). I am requesting a postponement on both PD-25-0371 and PD-25-0469 of 90 to 120 days allowing time for the Wimauma CPAC to negotiate community benefits and brief the Wimauma Community allowing the Wimauma CPAC to testify in support of both applications.

The Wimauma CPAC acknowledges under new rules with the Urban Service Area Extension, where housing density changed from WVR-2 to RES-4 and eliminated any requirement for community benefits but the change does not stop the developer from agreeing to community benefits.

The Wimauma CPAC had a verbal contract with the Eisenhower Group where Eisenhower would provide an agreed upon list of community benefits in their Zoning Application for PD-23-0041. Since the Zoning application did include the negotiated community benefits, the Wimauma CPAC testified in support of this application, at the Zoning Master meeting and the Board of County Commissioners (BOCC), which was approved by both boards. The verbal agreements between the developer and the Wimauma Community were formalized in the PD-23-0041 Zoning Decision and related conditions.

Now this application has been broken down into two separate applications PD-25-0371 and PD-25-0469 eliminating many of the previously agreed to and approved community benefits. The Wimauma CPAC requested a meeting to discuss community benefits in April 2025, May 2025, June 2025, and early July 2025. A meeting was finally scheduled on July 10th but no Eisenhower representative attended, only their lawyer, Kami Corbett. We again requested a meeting and so on July 17th, at the last minute, a Wimauma Community meeting was held. The meeting was led by Kami Corbett with the Eisenhower Group members, which were not aware of our previous meeting requests nor the agreement approved for PD-23-0041.

I request a postponement on a decision on PD-25-0371 and 0469, allowing time for a meeting to negotiate community benefits, first with the Wimauma CPAC, then conduct a meeting with the entire Wimauma Community. We are hoping to reverse a feeling of betrayal to the Wimauma Community which would then allow the Wimauma CPAC to hopefully testify in support of both applications.

Application No. RZ 25-037

Name: OWN RECOVER Entered at Public Hearing: Ethic

Exhibit # 2. Date: 7(2) 12025



DEVELOPMENT SERVICES

PO Box 1110, Tampa, FL 33601-1110 (813) 272-5600

July 25, 2023

Saffold Rd. & CR 579 & Hillsborough St./Multiple Folios

Entered at Public Hearing:

Exhibit # 3 Date: 7/21/2025

BOARD OF COUNTY

COMMISSIONERS

Donna Cameron Cepeda Harry Cohen

Ken Hagan Pat Kemp

Gwendolyn "Gwen" Myers

Michael Owen Joshua Wostal

COUNTY ADMINISTRATOR

Bonnie M. Wise

COUNTY ATTORNEY

Christine M. Beck **COUNTY INTERNAL AUDITOR**

Peggy Caskey

DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Isabelle Albert, AICP Halff Associates, Inc. 1000 N. Ashley Dr., Ste. 900

RZ-PD 23-0041

301 Wimauma, LLC

Dear Applicant:

Tampa, FL 33602

RE:

At the regularly scheduled Land Use public meeting on July 18, 2023, the Board of County Commissioners approved your request for rezoning the tract of land described in your application from AR (Agricultural Rural) to PD (Planned Development) with the attached conditions. Please keep this letter for your records.

Please contact Michelle Heinrich of my staff, at HeinrichM@HCFLGov.net if you have any questions.

Sincerely,

J. Brian Grady, Director

Zoning Administrator

J. Brian Grady

Community Development Division

JBG/mn Attachment cc: File

FINAL CONDITIONS OF APPROVAL

PETITION NUMBER: MEETING DATE: DATE TYPED: RZ-PD 23-0041 July 18, 2023 July 24, 2023

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted May 31, 2023.

- 1. For the purposes of these zoning conditions:
 - a. The portion of the PD designated as a Receiving Area and lying north of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as "Northern Receiving Area" portion of the PD.
 - b. The portion of the PD designated as a Receiving Area and lying south of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as "Southern Receiving Area" portion of the PD.
 - c. The portion of the PD designated as a sending area is hereafter referred to as the "Sending Area" portion of the PD.
 - d. The Neighborhood Centers located within the Northern Receiving Area are hereafter referred to as the "Northern Neighborhood Centers".
 - e. The Neighborhood Center located within the Southern Receiving Area is hereafter referred to as the "Southern Neighborhood Center".
 - f. The Multi-Use Trail (MUT) required per Community Benefit Tier 1-1 shall mean that MUT which runs along the proposed east/west collector roadway (i.e. the Berry Grove Blvd. extension) within the Northern Receiving Area and that part of the MUT system which connects that portion of the trail with the entrance to the Little Manatee Corridor Nature Preserve (+/- 130 feet north of the northern PD boundary on CR 579). This is hereafter referred to as the "Tier 1-1 Multi-Use Trail". All other trails within the project are hereafter referred to as "Other Multi-use Trails". The entire trail system collectively are hereafter referred to as "Multi-use Trails (MUTs)".
- 2. The proposed Planned Development (PD) shall be developed in compliance with Part 3.24.00 of the Hillsborough County Land Development Code (LDC) and other applicable rules and regulations, including requirements of the Land Development Code (LDC), Hillsborough County Transportation Technical Manual (TTM) and PD site plan, except as otherwise specifically addressed herein these conditions. Anything shown on the PD site plan which does not comply with the above but was not specifically addressed or excepted herein these conditions, shall not be considered valid exceptions at the time of plat/site/construction plan review.
- 3. Despite anything shown on the PD site plan to the contrary, it is the County's intent to provide limited flexibility from what is shown on the PD site plan, in order to:
 - a. Ensure compliance with part 3.24.00 standards (except as otherwise noted in condition 4, below);
 - b. Logically extend the MUT system within the project to adjacent property boundaries to connect to existing block patterns within existing adjacent developments or to plan for the creation of a logical, comprehensible and seamless network of MUTs to adjacent properties surrounding the project, and/or align the MUT system internally to create an integrated system of seamlessly connected trails within the project (to the greatest extent possible); and/or,

FINAL CONDITIONS OF APPROVAL

PETITION NUMBER: **MEETING DATE:** DATE TYPED: RZ-PD 23-0041 July 18, 2023 July 24, 2023

c. Comply with access management and other applicable standards.

- As described above, blocks within the project shall comply with block size and other applicable 4. requirements of the LDC and these zoning conditions. Notwithstanding the above or anything herein to the contrary, as shown on the PD site plan, block faces shall consist of a combination of roadways and MUTs - Pedestrian Thoroughfares (PTs), which are not shown on the PD site plan, are expressly disallowed.
- Development shall be limited to a maximum of 1,818 residential units. The Sending Area shall be 5. limited to a maximum of 2 residential units. The Receiving Areas shall be limited to a maximum of 1,816 residential units, unless otherwise restricted per condition 31. Development shall occur where generally depicted on the general site plan.
- To allow for the transfer of 539 residential units to the Receiving Areas, pursuant to Land Development 6. Code (LDC) Section 3.24.10.B (Transfer of Development Rights), a conservation easement, in the form that is consistent with Section 704.06, Florida Statutes, shall be granted by the owner(s) encumbering 269.50 acres within the Sending Area. The conservation easement shall be accepted by the Board of County Commissioners and be recorded in the official public records prior to preliminary plat approval for the Receiving Areas.
- Prior to the approval of the first preliminary plat/site development plan within the Receiving Areas, the 7. parcels identified as folios 79456.0000 and 79454.0000 located within the Sending Area shall be combined into one parcel through the appropriate subdivision process with documentation of County approval submitted with the first preliminary plat/site development plan.
- Residential development in the Sending Area shall comply with the following: 8.

Minimum lot size:

21,780 sf (0.5 acres)

Minimum lot width:

100 feet

Minimum front yard setback:

25 feet

Minimum side yard setback:

10 feet

Minimum rear yard setback:

25 feet

Maximum building height:

35 feet

- The Receiving Areas shall be developed in accordance with the general site plan's Development 9. Standards table. Unless otherwise specified in the Development Standards table or any other condition, the footnotes within Lot and Primary Structure Requirements by Lot Type (LDC Section 3.24.08) shall be applicable.
 - Land Development Code Sections 6.01.03.B, 6.01.03.C and 6.01.03.F shall be used to 9.1 determine lot types (corner, interior, through lots) and yard determinations. Required setbacks shall be those provided in the Development Standards table on the general site plan.
 - As noted above, rear yard or yards functioning as rear yards and front yards or yards functioning 9.2 as front yards may require setbacks differing from those in the Development Standards table (see condition 11).

RZ-PD 23-0041 July 18, 2023 July 24, 2023

10. Only the following Lot Types are to be used and shall be developed where depicted on the general site plan: Cottage House Lot, Standard House Lot, Rowhouse Lot, Apartment House Lot, and Civic Building Lot.

- 10.1 Notwithstanding the maximum number of lots noted on the general site plan for each development pod, a maximum of 1,816 units shall be permitted unless otherwise restricted by condition 31.
- Notwithstanding the maximum number of lots noted on the general site plan for each development pod, Cottage House Lots, Rowhouse Lots and Apartment House Lots (multifamily units) shall be provided at a minimum of 10% and maximum of 40% of the total number of lots permitted in the Receiving Areas.
- 10.3 Notwithstanding the maximum number of lots noted on the general site plan for each development pod, Standard House Lot Types (the 6,000 sf and 7,200 sf lots combined) shall be provided at a minimum of 10% and maximum of 50% of the total number of lots permitted in the Receiving Areas.
- 10.4 The minimum maximum percentage shall not apply to the Civic Building Lot.
- Should this project be developed by development pod and/or in phases, each plat and/or site development plan shall provide a table providing the number and percentage of Lot Types proposed and approved within the entire PD.
- 11. Notwithstanding the vehicular access options for Lot Types provided for in LDC Section 3.24.08 (Development Standards for Permitted Lot and Building Form Types), the applicant has selected the following types of vehicular access to be utilized in this PD.
 - 11.1 Cottage House Lot Type: Rear loaded with an attached or detached garage accessed via a two-way alley behind the unit.
 - 11.1.a For vehicular access purposes, a Cottage House Lot Type determined to be a corner lot shall provide vehicular access from the side yard functioning as a rear yard with a minimum setback of 3 feet from the garage door to the property line. Alleys shall not be considered streets or roadways.
 - 11.1.b When a rear loaded product is developed, the developer shall construct individual sidewalk connections between the primary entrance of the dwelling (in the front of the lot) to the sidewalk within the primary street or MUT fronting the unit.
 - 11.2 Standard House Lot Type: Front loaded with an attached garage accessed via a roadway in front of the unit.
 - 11.2.a For vehicular access purposes, a Standard House Lot Type determined to be a corner lot or corner through lot shall provide vehicular access from the front yard or front yard functioning as a side yard. The yard providing access shall comply with the minimum garage setback of 20 feet from the garage door or parking area to the closest edge of the

RZ-PD 23-0041 July 18, 2023 July 24, 2023

FINAL CONDITIONS OF APPROVAL

> sidewalk, and the remaining portions of the building shall be no closer than 15 feet from the closest edge of the sidewalk.

- Rowhouse Lot Type: Rear loaded with an attached garage, detached garage, or parking area 11.3 accessed via a two-way alley or roadway behind the unit. Alleys shall not be considered streets or roadways.
 - 11.3.a For vehicular access purposes, a Rowhouse Lot Type determined to be a corner lot shall provide vehicular access from the side yard functioning as a rear yard. When accessing from a side yard functioning as a rear yard which abuts an alley, a minimum setback of 3 feet shall be provided from the garage door or parking area to the property line.
 - 11.3.b For vehicular access purposes, a Rowhouse Lot Type determined to be a corner through lot shall provide vehicular access from the front yard functioning as a rear yard. When accessing from a front yard functioning as a rear yard which abuts a roadway, a minimum setback of 20 feet shall be provided from the garage door or parking area to the closest edge of the sidewalk, and the remaining portions of the building shall be no closer than 15 feet from the closest edge of the sidewalk.
 - 11.3.c For vehicular access purposes, a Rowhouse Lot determined to be a through lot shall provide vehicular access from the front yard functioning as a rear yard. When accessing from a front yard functioning as a rear yard which abuts a roadway, a minimum setback of 20 feet shall be provided from the garage door or parking area to the closest edge of the sidewalk, and the remaining portions of the building shall be no closer than 15 feet from the closest edge of the sidewalk.
 - 11.3.d When a rear loaded product is developed, the developer shall construct individual sidewalk connections between the primary entrance of the dwelling (in the front of the lot) to the sidewalk within the primary street or MUT fronting the unit.
- Apartment House Lot Type: Off street parking to be located behind or to the side of the main 11.4 structure(s). Off street parking may be accessed from any yard abutting a roadway. The developer shall construct sidewalk connections between the primary entrance(s) of the building(s) (in the front of the lot) to the sidewalk within the primary street or MUT fronting the building(s).
- Civic House Lot Type: Off street parking to be located behind or to the side of the main 11.5 structure(s). Off street parking may be accessed from any yard abutting a roadway. The developer shall construct sidewalk connections between the primary entrance(s) of the building(s) (in the front of the lot) to the sidewalk within the primary street or MUT fronting the building(s).
- The project shall provide Neighborhood Centers totaling 13.6 acres and comply with applicable 12. portions of Land Development Part 3.24.00 (Wimauma Village Residential Neighborhood). Three Neighborhood Centers shall be provided where depicted on the general site plan and be in general compliance with the noted acreages. The maximum Floor Area Ratio (FAR) in each Neighborhood Center shall be 0.25. Uses within the Neighborhood Center shall be developed using the Civic Building Lot Type. Only the following uses shall be permitted in a Neighborhood Center:

FINAL CONDITIONS OF APPROVAL

PETITION NUMBER: MEETING DATE: DATE TYPED:

RZ-PD 23-0041 July 18, 2023 July 24, 2023

• childcare (maximum of 300 children in total in one or more childcare facilities and in compliance with LDC Section 6.11.24);

• church/synagogue (maximum of 300 seats in total in one or more churches/synagogues and in compliance with LDC Section 6.11.25);

a flexible market space (in compliance with LDC Section 6.11.130); and,

• government/public service uses (excluding public or private schools and in compliance with any applicable sections of Land Development Code Part 6.11.00).

Notwithstanding the above, development within the Neighborhood Centers shall be subject to the trip generation cap and related conditions contained within Condition 34.

- 13. A minimum of 908 residential units shall be located within a quarter mile of one or more of the Neighborhood Centers. Should this project be developed by development pod and/or in phases, each plat and/or site development plan shall provide a table providing the number of residential units located within a quarter mile of one or more of the Neighborhood Centers.
- 14. Notwithstanding the absence of any required buffering or screening on the general site plan, the project shall comply with LDC Section 3.24.03.B (Landscaping, Buffering and Screening).
- 15. The project shall provide a minimum of 363.70 acres of Open Space, as required in LDC Section 3.24.03.A (General Development Standards).
- 16. The project shall provide a minimum of 109.11 acres of Contiguous Open Space, as required in LDC Section 3.24.03.A, where depicted on the general site plan in the Sending Area.
- 17. The project shall provide a minimum of 36.37 acres of Internal Open Space, as required in LDC Section 3.24.03.A, where depicted on the general site plan in the Receiving Areas. This required Internal Open Space shall include the four areas shown on the general site plan for Internal Open Space and portions of the MUTs within the Receiving Areas, excluding the MUT provided under Community Benefit 1-1.
 - 17.1 Uses permitted within the Internal Open Space parcels shall be those provided in LDC Section 3.24.03.A.5.
 - 17.2 Active recreational uses, such as but not limited to those listed in Note #4 on Sheet 3 of 3, within the required 36.37 acres of Internal Open Space areas are permitted and shall be privately owned/maintained and be publicly accessible.
 - 17.3 Active recreational uses, such as but not limited to those listed in Note #4 on Sheet 3 of 3, and not located within the required 36.37 acres of Internal Open Space, are permitted and shall be privately owned/maintained and may be publicly accessible. Such uses shall not be located within the 79.4 acre or 77.4 acre Open Space areas within the Receiving Areas.
 - 17.4 Recreational Uses, Private Community uses, as defined by the LDC, shall not be located within the required 36.37 acres of Internal Open Space. Such uses shall not be located within the 79.4 acre or 77.4 acre Open Space areas within the Receiving Areas.
 - 17.5 The 0.47 acres of MUTs contributing to the minimum Internal Open Space acreage requirement shall be privately owned/maintained and be publicly accessible.

RZ-PD 23-0041 July 18, 2023 July 24, 2023

18. The project shall provide the following six Community Benefits:

18.1 Tier 1 – Community Benefit 1 (Multi-Use Trail): The project shall provide a MUT where depicted on the general site plan. This MUT shall be constructed as detailed in Condition 24.

- 18.2 Tier 1 Community Benefit 4 (10 acre park): The project shall provide a 10 acre Community Benefit Park where depicted on the general site plan. Uses permitted per LDC Section 3.24.03.A.5 and active recreational uses, such as but not limited to Note #4 uses, may be permitted. This 10 acre Community Benefit Park shall be privately owned/maintained and be publicly accessible.
 - 18.2.a The community benefit shall require that at least 50% of the 10 acre Community Benefit Park be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 75% of the residential units. One hundred percent of the 10 acre Community Benefit Park shall be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 90% of the residential units.
- Tier 1 Community Benefit 4 (Affordable Housing): The project shall provide at least 10% of the total units for affordable housing, which shall be defined as housing which is available at a price or rent not exceeding 30% of a low income household's gross income. Low income household is defined as a household with gross income which is at or below 100% of median income adjusted for family size, consistent with annually adjusted Department of Urban Development income guidelines. The units shall remain affordable for a minimum of 30 years, ensured through a deed restriction, land use restriction agreement, or other mechanism any of which must be determined by the County Attorney's Office as ensuring the affordability requirement will be maintained. The affordable housing units shall be developed as Cottage House, Rowhouse and/or Apartment House lot types.
 - 18.3.a Should the project be developed by development pod and/or in phases, each site development plan for Cottage House, Rowhouse and/or Apartment House Lot Types shall provide at least 10% of the units as affordable housing units, unless more than 10% was designated in a previous phase and the excess is used to meet the minimum 10% requirement in the subsequent phase(s). Each site development plan shall demonstrate that a minimum of 10% is provided under the proposed and approved units.
- 18.4 Tier 1 Community Benefit 2 (Public School Site): The project shall provide a public school where depicted on the general site plan.
 - 18.4.a The school site shall be a minimum of 14 upland acres in size.
 - 18.4.b The school shall be limited to a non-charter public facility serving grade levels K through 5, and with a maximum of 1,000 students. Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queueing to limit off-site impacts. Each school shall provide for onsite vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Students"). Specifically:

RZ-PD 23-0041 July 18, 2023 July 24, 2023

i. The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,

- ii. The minimum length of queue for each school shall be determined by multiplying the number of Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25.
- 18.4.c The School District and the Developer will use their best efforts to reach a mutually agreeable dedication agreement within three (3) years of the zoning approval for PD 23-0041 (the "Agreement Period").
- 18.4.d Any and all roadways within the Planned Development serving and/or providing access to the public school parcel shall be platted to the public school parcel's property line(s) as a public road(s). In no event shall there be any intervening land restriction access to the public school parcel.
- 18.4.e Should the School District and the developer not reach a mutually agreeable dedication agreement within the Agreement Period, the developer shall initiate a Major Modification application to propose an alternative Community Benefit, in accordance with the Land Development Code.
- 18.5 Tier 2 Community Benefit 7 (Internal Recreation and Internal Open Space Increases). The project shall enlarge the 10 acre Community Benefit Park by 2.5 acres (25%) to provide internal recreation uses. Active recreational uses, such as but not limited to Note #4 uses, shall be provided. This 2.5 acres of internal recreation shall be privately owned/maintained and be publicly accessible. Additionally, the project shall provide an additional 12.72 acres (35%) of Internal Open Space with the provision of 12.72 acres of MUTs throughout the project, excluding the MUT under Community Benefit 1-1.
 - 18.5.a The community benefit shall require that at least 50% of the 2.5 acres of internal recreation be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 75% of the residential units. One hundred percent of the 2.5 acres of internal recreation shall be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 90% of the residential units.
 - 18.5.b The community benefit shall require that at least 50% of the 12.72 acres of MUTs, excluding the MUT under Community Benefit 1-1, be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 75% of the residential units. One hundred percent of the 12.72 acres of MUTs shall be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 90% of the residential units.
- 18.6 Tier 2- Community Benefit 8 (Construct On-Site Non-Residential Uses). The project shall construct a minimum of 22,881.6 square feet of permitted uses, as provided in condition 12, within one or more of the three Neighborhood Centers.

RZ-PD 23-0041 July 18, 2023 July 24, 2023

18.6.a At least 50% of the 22,881.6 square feet (11,440.8 sf) shall receive a Certificate of Occupancy prior to the final plat approval of more than 75% of the residential units (1,363 to 1,634 residential units). One hundred percent of the 22,881.6 square feet shall receive Certificates of Occupancy prior to the final plat approval of more than 90% of the residential units (1,635 to 1,816 residential units). Should this project be developed by development pod or in phases, each plat and/or site development plan shall provide a table providing the number of lots proposed and approved within the entire PD.

- 19. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access, or access connections to continuee/extend the Multi-Use Trails (MUTs), may be permitted anywhere along the PD boundaries.
- 20. The project shall be served by and limited to the following vehicular access connections:
 - a. Within the Sending Area:
 - i. Two (2) connections to County Road (CR) 579.
 - b. Within the Northern Receiving Area:
 - i. One (1) connection to CR 579;
 - ii. One (1) connection to US 301 via an extension of Berry Grove Blvd.;
 - iii. Three (3) stubouts along the northern boundary of the Northern Receiving Area; and,
 - iv. Six (6) stubouts along the southern boundary of the Northern Receiving Area.
 - c. Within the Southern Receiving Area:
 - i. One (1) connection to CR 579;
 - ii. One (1) connection to Saffold Rd.;
 - iii. Two (2) stubouts along the western boundary of the Southern Receiving Area; and,
 - iv. Three (3) stubouts along the northern boundary of the Southern Receiving Area.
- 21. With respect to project roadways:
 - a. The developer shall construct the extension of Berry Grove Blvd. (i.e. the east-west collector roadway within the Northern Receiving Area between US 301 and CR 579) as a 2-lane, collector roadway utilizing the Typical Section standards shown on Sheet 3 of 3 of the PD site plan. The roadway shall be constructed as a divided facility, expandable to 4-lanes west of the internal roundabout, and as an undivided 2-lane facility east of the internal roundabout.
 - b. Other internal project roadways shall be constructed to an appropriate urban typical section as described in the Hillsborough County TTM. Designation of appropriate typical sections shall

RZ-PD 23-0041 July 18, 2023 July 24, 2023

occur at the time of plat/site/construction plan review, and be based upon anticipated traffic volumes within each segment.

- c. The developer may commit to construction of internal roadways within the project (other than the east-west collector roadway) to applicable Traditional Neighborhood Development (TND) Typical Section standards as found within the TTM. If the developer does not so commit, then developer shall be required to construct specific subdivision roadways serving non-residential uses within the Northern and Southern Neighborhood Centers to either an appropriate collector road standard or the TS-3 (non-residential subtype) typical section standard. The specific streets to meet this standard shall be determined at the time of review and approval of construction plans subject to County approval.
- d. All project alleyways shall comply with LDC Section 3.24.05.B.2.a. Additionally:
 - i. All project alleyways shall be constructed to accommodate 2-way traffic;
 - ii. Alleyways shall consist of a minimum of 16 feet of pavement, with 5-foot wide green strips on either side of the pavement, and located within a 26-foot-wide right-of-way;
 - iii. MUTs and other bicycle and pedestrian facilities may perpendicularly cross alleyways but are otherwise prohibited within alleyways.
- e. The total right-of-way widths shown in the Design Exception and on the PD site plan are minimum widths. Additionally:
 - i. The developer shall preserve a minimum of +/- 46 feet of right-of-way west of the proposed internal roundabout or as otherwise necessary to accommodate the future expansion of Berry Grove Blvd. as a future 4-lane roadway, expandable to the inside. The intent of these conditions are to require the developer to secure the dedication, conveyance and preservation of certain rights-of-way to the County as described above, both within the project and through adjacent folios 79710.0585 and 79702.0010.
 - ii. Notwithstanding the below referenced Design Exceptions which grant relief from the LDC Sec. 3.24.06 requirement to improve certain segments of CR 579 and Saffold Rd. to the full Typical Section requirements, or anything shown on the PD site plan to the contrary, consistent with LDC Sec. 3.24.06.C.5.b. the developer shall dedicate and convey sufficient right-of-way along the project's Saffold Rd. and CR 579 frontages to ensure that a fully compliant TS-7 roadway can be constructed (by others) within the right-of-way (i.e. such that 96 feet of right-of-way is available post dedication and conveyance).
 - iii. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall dedicate and convey to Hillsborough County sufficient right-of-way as necessary to accommodate the proposed project roundabouts as well as the required westbound to northbound right turn lane on Saffold Rd. into the project's access, which the developer shall construct concurrent with the initial increment of development within the Southern Receiving Area. The amount and location of the right-of-way dedication shall be based upon Transportation Technical Manual and roundabout design requirements, as

RZ-PD 23-0041 July 18, 2023 July 24, 2023

applicable, and shall be reviewed and approved by the appropriate agencies including Hillsborough County Development Services and/or Public Works.

- iv. Notwithstanding anything shown on the PD site plan to the contrary, as CR 579 is identified on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced facility, the developer shall preserve a minimum of 11 additional feet above and beyond any right-of-way necessary to be dedicated and conveyed in accordance with conditions 21.e.iii. and 21.e.iv, hereinabove. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setback shall be calculated from the future right-of-way line.
- f. Construction of the Berry Grove Blvd. extension, such that a completed roadway connection between US 301 and CR 579 occurs, shall be done prior to or concurrently with the first vertical development within the Northern Receiving Area for which plat/construction plan approval has been obtained. Phasing of additional vehicular stubouts within the Northern Receiving Area may be considered at the time of plat/site/construction plan review, and approval of any phasing plan for these other vehicular connections, subject to County approval. At a minimum, roadway stubouts shall be constructed concurrent with the phase of the development adjacent to such stubout and/or as otherwise required pursuant to condition 21.h. hereinbelow.
- Phasing of access within the Southern Receiving Area may be considered at the time of plat/site/construction plan review, and approval of any phasing plan for these other vehicular connections shall be subject to County approval. At a minimum, roadway stubouts shall be constructed concurrent with the phase of the development adjacent to such stubout.
- h. Roadways shall be constructed as necessary to provide vehicular access to each increment of development or as otherwise required herein these zoning conditions. Additionally, vertical development must occur within a fully formed, compliant block (i.e. the infrastructure along all four sides of each block must be constructed prior to or concurrent with vertical development within each block). Certificates of Occupancy (temporary of otherwise) shall not be issued until each portion of the block perimeter is open to traffic, and the applicable portions of any other sidewalks or MUTs required pursuant to the LDC or as otherwise required pursuant to the PD or zoning conditions is constructed.
- i. Prior to or concurrent with each increment of development, the developer shall submit a trip generation and site access analysis which examines the need for turn lanes along the Berry Grove Blvd. extension and to implement the trip cap conditions described within condition 34, hereinbelow. Such analyses shall be based on Hillsborough County Land Development Code (LDC) Section 6.04.04.D. warrants as well as an examination of anticipated impacts from proposed and anticipated future development (whether generated by this development or development within adjacent properties) which is expected to utilize project stubouts as well as future anticipated roadway connections.
- j. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, access connections along the Berry Grove Blvd. extension shall meet the following access spacing standards:

RZ-PD 23-0041 July 18, 2023 July 24, 2023

i. That portion of the roadway west of the internal roundabout shall meet LDC Sec. 6.04.07 spacing standards for a Class 3 roadway;

- ii. That portion of the roadway east of the internal roundabout shall meet LDC Sec. 6.04.07 spacing standards for a Class 4 roadway; and,
- iii. Identification of the appropriate access spacing standard for all other internal project roadways will be determined at the time of plat/site/construction plan review stage.
- The developer shall be required to construct all roadway, sidewalk and/or MUT stubouts generally shown on the PD site plan, as well as any other sidewalk or MUT stubouts necessary to comply with Sec. 3.24.05.A. and other applicable sections of the LDC. The developer shall also be required to construct certain site access improvements (auxiliary turn lanes) as identified within the required transportation study described in condition 21.i., hereinabove. Proposed roundabouts shall be constructed prior to or concurrent with construction or improvement of the intersecting roadway(s). Notwithstanding the right-of-way dedication and conveyance requirements specified hereinabove above, the developer shall have no obligation to construct turn lanes along the Berry Grove Blvd. Ext. that are identified as being needed to safely accommodate non-project traffic.
- 23. The Berry Grove Blvd. extension and Tier 1-1 MUT shall be dedicated and conveyed to the County. Consistent with LDC Sec. 3.24.04.A.7., other project roadways may potentially be dedicated to the County for ownership and maintenance or may be privately owned and maintained by a homeowner's association or similar entity, subject to certain conditions and determinations as further described hereinbelow. Additionally:
 - a. The ability for a roadway to be accepted by the County for public ownership and maintenance shall be subject to a determination (to be at the time of plat/site/construction plan review) as to whether each individual roadway segment complies with Policy 4.1.4. of the Mobility Element of the Hillsborough County Comprehensive Plan. Roadway segments which staff find do not comply with Policy 4.1.4 shall not be accepted.
 - b. Prior to or concurrent with the construction of that segment of the Berry Grove Blvd. extension located west of the internal roundabout, the developer shall dedicate and convey a 10-foot-wide landscape and hardscape easement, in addition to the typical utility easement required per the TTM, along the southern side of the roadway (as shown in the Typical Section standards depicted on Sheet 3 of 3 of the PD site plan). Such easement shall be sufficient to permit public access, as well as allow the County to install and maintain landscaping or hardscaping within the easement area. While the Tier 1-1 Trail will be owned and maintained by Hillsborough County as noted herein these conditions, nothing in this condition shall be construed as requiring the County to accept landscaping or hardscaping within this area for maintenance.
 - c. Prior to or concurrent with the construction of each segment of privately maintained roadway within the project, the developer shall dedicate and convey a public access easement to Hillsborough County.
 - d. Alleyways shall be privately owned and maintained by a homeowner's association or similar entity but shall not be required to have public access easements unless otherwise necessary to accommodate solid waste service pickup or as may be required by Fire Rescue.

RZ-PD 23-0041 July 18, 2023 July 24, 2023

e. Other MUTs shall be privately owned and maintained by a homeowner's association or similar entity. Prior to or concurrent with the construction of each segment of MUT within the project, the developer shall dedicate and convey to Hillsborough County a public access easement over the MUT.

f. In the case of required roadway, pedestrian, MUTs stubouts which are constructed within privately maintained rights-of-way but which are unable to be constructed to exact property boundaries (e.g. due to grading or other constraints), the developer shall be required (in addition to the public access easements required hereinabove) to dedicate and convey sufficient easement rights necessary to permit the County or an adjacent property owner to complete the connection without further consultation of the property owner.

24. With respect to Multi-Use Trails (MUTs):

- a. That portion of the Tier 1-1 MUT running alongside the Berry Grove Blvd. extension. shall be constructed utilizing the Typical Section standards depicted on Sheet 3 of 3 of the PD site plan.
- b. Notwithstanding anything in LDC or Comprehensive Plan to the contrary, that portion of the Tier 1-1 MUT east of the internal roundabout must be constructed concurrently with the roadway, since the facility is serving the dual purpose of fulfilling the Tier 1-1 benefit and serving to replace one of the buffered bicycle lanes which would otherwise be required (east of the internal roundabout) pursuant to the TTM.
- c. Consistent with the LDC and Comprehensive Plan, that portion of the Tier 1-1 MUT west of the internal roundabout shall be constructed prior to or concurrent with the 1,363rd residential unit within the project.
- d. Those portions of the Tier 1-1 MUT running through the internal roundabout and the roundabout to be constructed at the intersection of the Berry Grove Blvd. extension. and CR 579 and along the east side of CR 579, and terminating at the trailhead entrance road located on the east side of CR 579, shall be constructed with a minimum width of 12-feet; however other features of the typical section shall be dictated by roundabout design requirements, which are subject to the review and approval of Hillsborough County Public Works at the time of plat/site/construction plan review. These portions of the trail shall be constructed concurrently with the roundabout.
- e. Other MUTs shall be constructed in accordance with the Typical Section 2 (TS-2) Section 1 subtype standard as found within the TTM and as depicted on the "Multi-Use Trail Typical Section" standard within Sheet 3 of 3 of the PD site plan. Other MUTs shall be constructed when/as required pursuant to Zoning Condition 21.h. Additionally, Other MUTs not forming a block perimeter shall be constructed at a time to be determined by staff at the time of plat/site/construction plan review. Nothing herein shall be deemed to preclude the consideration of design exceptions, as provided in the TTM, to the Multi-Use Trail design and/or construction materials.
- f. The developer shall design and construct slip ramps as necessary to transition between the use of MUTs/wide sidewalks and roadways with on-street bicycle facilities and roadways with no on-street bicycle facilities, as applicable.

RZ-PD 23-0041 July 18, 2023 July 24, 2023

25. The intent of the Wimauma Community Plan, LDC, and these zoning conditions are to facilitate an interconnected network of transportation systems, rather than individual isolated segments of varying facility types which do not result in a logical, comprehensible, and integrated system of transportation facilities within the project, and to extend outside of the project such that the block pattern can logically continue into adjacent properties in the future (as appropriate). The intent of these internal and external systems is to create a series of seamless, interconnected neighborhoods and villages. As such, and notwithstanding anything shown on the PD site plan to the contrary, the developer shall ensure the constructed transportation network is designed/located such that MUTs segments throughout the project, including those forming block faces, are aligned when possible in order to facilitate a safe and efficient MUT system which ensures the safe crossings of roadways and alleyways while maintaining compliance with Part 3.24.00 of the LDC. Determination of the appropriateness/number/design of midblock crossings of internal collector roadways shall be made by County staff at the time of plat/site/construction plan review. MUTs shall be designed with midblock crossings of all alleyways and local roadways, as needed to facilitate the above goals, unless a specific crossing is determined by County staff at the time of plat/site/construction plan review to be unsafe and where such safety issues cannot otherwise be mitigated.

26. In addition to any other sidewalks required pursuant to the Hillsborough County LDC and/or the PD site plan and zoning conditions, the developer shall construct a minimum 5-foot-wide sidewalk along the project's frontage within the Sending Area along the east side of CR 579. This sidewalk shall be constructed concurrent with the first increment of development within the Southern or Northern Receiving Area, or concurrent with development of the single-family dwelling located within Sending Area east of CR 579, whichever occurs first.

27. Design Exceptions

a. If PD 23-0041 is approved, the County Engineer will approve a Design Exception (dated April 24, 2023) which was found approvable by the County Engineer (on May 30, 2023) for the CR 579 substandard roadway improvements. The County Engineer has found that the Design Exception is approvable and in compliance with LDC Section 3.24.06.D.1.a, and the BOCC finds that the Design Exception is appropriate.

As CR 579 is a substandard collector roadway, the developer will be required to make certain improvements to CR 579 consistent with the Design Exception (DE). Specifically, prior to or concurrent with the initial increment of development, the developer shall make certain improvements within each of three (3) discreet sections of the roadway. Specifically:

- i. Within Segment A, which shall be defined as that portion of CR 579 between SR 674 and the southern boundary of the Sending Area, the developer shall:
 - a. Maintain the 10 to 11-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section 7 (TS-7) of the Transportation Technical Manual (TTM);
 - b. Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM;

RZ-PD 23-0041 July 18, 2023 July 24, 2023

c. Construct 5-foot-wide paved shoulders along both sides of the roadway, in accordance with TS-7 of the TTM; and,

d. Construct a 10-foot-wide multi-purpose pathway (also generally referred to as a shared use pathway or multi-use trail, but purposefully not referred to as an MUT or Other MUT, which are otherwise separately and specifically defined and regulated herein these conditions) along the west side of the roadway.

Sidewalks along portions of the eastern side of the Segment A roadway are not addressed in the DE, since they are determined not to explicitly be a substandard roadway issue for the subject project; however, these are addressed within condition 26, hereinabove.

- ii. Within Segments B and C (Segment B which shall be defined as that portion of CR 579 between the southern terminus of Segment A and the northern boundary of the Northern Receiving Area and Segment C, which shall be defined as that portion of CR 579 between the southern terminus of Segment B and the intersection of CR 579 and Saffold Rd.) the developer shall:
 - a. Maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to TS-7 of the TTM;
 - b. Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM;
 - c. Construct a 10-foot-wide multi-purpose pathway (also generally referred to as a shared use pathway or multi-use trail, but purposefully not referred to as an MUT or Other MUT, which are otherwise separately and specifically defined and regulated herein these conditions) along the west side of the roadway.
- b. If PD 23-0041 is approved, the County Engineer will approve a Design Exception (dated April 24, 2023) which was found approvable by the County Engineer (on May 30, 2023) for the Saffold Rd. substandard roadway improvements. The County Engineer has found that the Design Exception is approval and in compliance with LDC Section 3.24.06.D.1.a, and the BOCC finds that the Design Exception is appropriate.

As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd. consistent with the Design Exception (DE). Specifically, prior to or concurrent with the initial increment of development in the Southern Receiving Area, the developer shall make certain improvements within each of two (2) discreet sections of the roadway. Specifically:

i. Within Segment B, which shall be defined as that portion of Saffold Rd. along the frontages of folios 79700.0400, 79700.0300, 79700.0350, 79700.0100, 79700.0200, 79700.0250, 79700.0050, and 79700.0150, the developer shall:

FINAL CONDITIONS OF APPROVAL

PETITION NUMBER: MEETING DATE: DATE TYPED: RZ-PD 23-0041 July 18, 2023 July 24, 2023

a. Maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the TS-7 of the TTM;

- b. Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM; and,
- c. Construct a 5-foot-wide sidewalk along the north side of the roadway as shown in the Design Exception request.
- ii. Within Segment A, which shall be defined as those portions of Saffold Rd. between CR 579 and the western project boundary, excluding the area defined as Segment B, the developer shall:
 - a. Maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the TS-7 of the TTM;
 - b. Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM;
 - c. Construct 5-foot-wide paved shoulders along both sides of the roadway, in accordance with TS-7 of the TTM; and,
 - d. Construct a 10-foot-wide multi-purpose pathway (also generally referred to as a shared use pathway or multi-use trail, but purposefully not referred to as an MUT or Other MUT, which are otherwise separately and specifically defined and regulated herein these conditions) along the north side of the roadway.
- 28. In addition to any temporary end of roadway/MUT signage required by the MUTCD, the developer shall install signage at all roadway/MUT access stubouts not connecting to an existing roadway/MUT which identifies the stubout as a "Future Roadway Connection" or "Future Trail Connection" as applicable.
- 29. At roadway and MUT stubouts along the boundary with folio 79703.0000, in addition to signage required pursuant to condition 29, above, the developer shall install appropriate end of roadway and end of trail treatments at the temporary stubouts which prevent vehicular and bicycle/pedestrian traffic from utilize those stubouts until such time as all of the facilities are properly extended and appropriate right-of-way and/or easement rights through the adjacent property is obtained.
- 30. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall redesign all dead-end roadways over 150 feet in length (including roadways planned to only be temporarily "dead end" roadways) such that they terminate in a roundabout or another approved end of roadway treatment, consistent with TTM requirements.
- 31. The Access Management improvements necessitated by the proposed development are based upon the Access Management Analysis prepared by Links & Associates, Inc. signed and sealed on May 30,

PETITION NUMBER: MEETING DATE: DATE TYPED: RZ-PD 23-0041 July 18, 2023 July 24, 2023

2023. The maximum trip generation assumed to establish the access management improvements at the time of rezoning is as follows:

- i. The cumulative gross trip generation of all existing and proposed development within the Northern Receiving Area of 10,163 average daily trips, 1,384 a.m. peak hour trips and 1,064 p.m. peak hour trips.
- ii. The cumulative gross trip generation of all existing and proposed development within the Southern Receiving Area of 9,106 average daily trips, 620 a.m. peak hour trips and 845 p.m. peak hour trips.
- iii. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no Project Identification number exists, and copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips available remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided. Should the number of trips generated by the overall development exceed those impacts analyzed in conjunction with this rezoning, additional access management improvements may be required at the time of site development permitting.
- 32. 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.
- 33. 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 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).
- 35. 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.
- The sending parcels area that is adjacent to the Little Manatee River Corridor Preserve and the receiving parcels that are adjacent to the Upper Little Manatee River Preserve shall be subject to Land Development Code Section 4.01.11 for Natural Resources which requires a compatibility plan to address issues relating to the development such as, but not necessarily limited to, access, prescribed f ire, and landscaping. The compatibility plan shall be proposed by the developer, reviewed and approved by the Conservation and Environmental Lands Management Department, and shall be required as a

FINAL CONDITIONS OF APPROVAL

PETITION NUMBER: MEETING DATE: DATE TYPED: RZ-PD 23-0041 July 18, 2023 July 24, 2023

condition of granting a Natural Resources Permit for development impacts on those areas that are adjacent to Natural Preserves.

- An evaluation of the property supports the presumption that listed animal species may occur or have restricted activity zones throughout the property. Pursuant to the Land Development Code (LDC) Section 4.01.00, a wildlife survey of any endangered, threatened or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. This survey information must be provided upon submittal of the preliminary plat through the Land Development Code's Subdivision review process.
- 38. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
- 39. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.
- 40. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the 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.



Wimauma Community Plan Advisory Council (WCPAC)

WCPAC Meeting Date:

May 25, 2023

Application:

RZ-PD-23-0041 Eisenhower Group (900 Acres/1,800 Homes + Community Benefits)

WCPAC RECOMENDATION

On May 25, 2023, the WCPAC met with the Eisenhower Group to discuss the rezoning application RZ-PD-23-0041. The purpose of the meeting was to discuss elements of the plan that pertain to the required Community Benefits as well as other concerns, regarding infrastructure, roadway capacity, environmental impacts, housing, agriculture and economic development opportunities.

The 900 Acre /1,800 homes Planned Development has offered the following as Community Benefits which are intended to be accessible and/ or serve the community at large. The following are community-based recommendations asked by the WCPAC that will further enhance the projects delivery of meaningful community benefits.

- 2 Multi-Use Trails (One of which leads north on CR 579 to downtown).
 - Internal Trail (amenities as proposed)
 - Multi-Use Trail along CR 579 from Saffold to SR 674
 (Environmental Sensitive Lighting, Dedicated Bike Lane, Seating Benches, 911 Kiosk, Trail Parking Area in Sending Lands)
- Community Accessible Public Park (14 +/-Acres) with public parking. Amenities including:
 - o Pickle Ball, Basketball, Tennis Courts
 - o Baseball Diamond
 - Soccer Field
 - Shaded Playground
 - o Public Parking
 - o Public Restrooms

Outdoor Pavilion

Public School- Dedicated land to the Hillsborough County School District

12.5 Acres above the required open space

- Require restoration and management plans for the "open space" as well as the sending area. There must be some kind of plan for these areas to prevent them from turning into problematic weed fields and non-native vegetation.
- Dedicated acreage commitment to Child Care, Civic Space, Open-Air Market, and Religious Facilities.
 - Developer responsible for construction of Child Care Facilities
 - Provide Sufficient Public Parking for Open-Air Market

180 Units of Affordable Housing.

o In an effort to mitigate local housing displacement caused by residential development of this scale and retain Wimauma legacy residents; the Eisenhower Group is committed to continued coordinated collaboration with the Wimauma CDC, and its community partners in facilitating in part or in total the construction/brokerage/sales/ for affordable housing buyer counseling services/buyer screening. The Eisenhower Group will provide financial contribution to the development of an affordable housing program for the Wimauma Community Development Corporation. Details to be identified by both the Wimauma CDC/Community Partners and The Eisenhower Group Prior to BOCC Hearing.

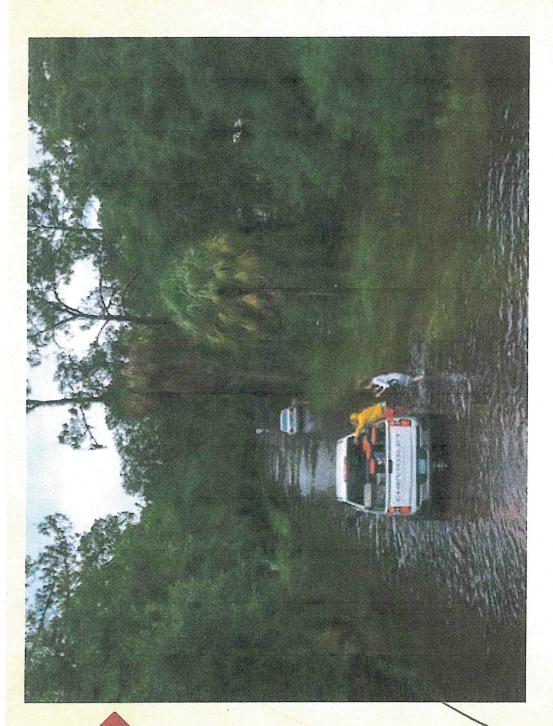
10 Acres Community Urban Farmland

The Village Plan speaks of celebrating Wimauma Agricultural Heritage by way of establishing a Community Farming-Seed to Table Program. In an effort to further the Plan's vision, the developer will be dedicating 10 Acres of agricultural land to Wimauma CDC and/or our partnering organizations for this purpose. Positioning the to establish and manage a communitybased agriculture program.

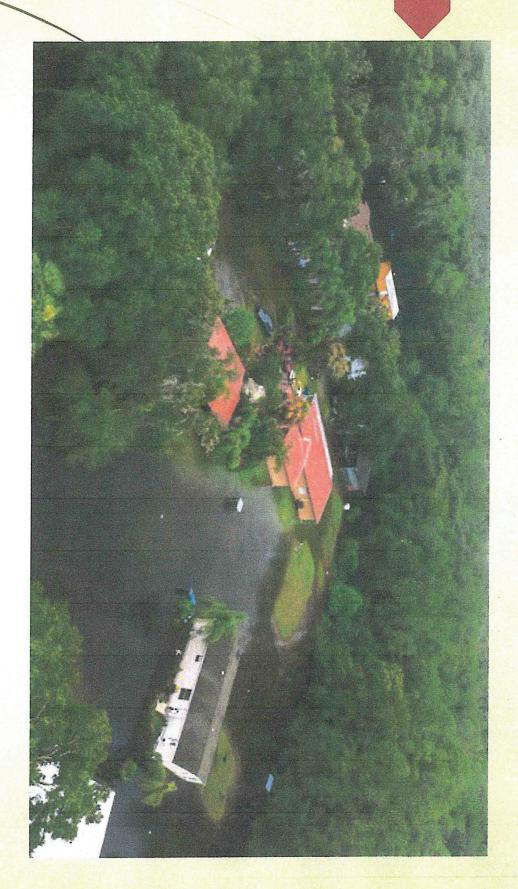
Additional points for improved Community Benefits as follows:

- Alternative to Oak Trees along pathways. (Native shady tree).
- ➤ Defines end use of sending area. No Re-zoning covenants, and deed restrictions; protecting that it remains open space and managed.
- ➤ The projected Mobility Fees associated with this project are upward of \$20Million. The WCPAC request the BOCC allocate the collected fees in its totality be direct towards investments in safety and roadway improvements in Wimauma. The WCPAC request that the Eisenhower Group publicly endorse the WCPAC's recommendation that the BOCC's invest the generated Mobility Fees into roadway improvements in Wimauma concurrent with the build out of this project.
 - 674 widening to 4 lanes, sidewalks, intersection directional street lights, water pipes, and increased water pressure.





301 in Wimauma on Monday, Aug. 5, 2024. Flooding was occurring from the nearby Little Manatee River. The river level was 15.83 feet at the time of this An aerial drone captures a view of vehicles flooded off River Road and U.S. photo and classified as moderate flooding, with 17 feet considered major flooding. The river is predicted to crest overnight at 17.60 feet [LUIS SANTANA | Times



301 in Wimauma on Monday, Aug. 5, 2024. Flooding was occurring from SANTANA | Times] An aerial drone captures a view of homes flooded off River Road and U.S. this photo and classified as moderate flooding, with 17 feet considered the nearby Little Manatee River. The river level was 15.83 feet at the time of major flooding. The river is predicted to crest overnight at 17.60 feet. [LUIS

We, Wimauma CPAC together with the residents of the surrounding communities, respectfully request a postponement of the zoning approval currently under consideration for the development proposal by Eisenhower Property Group. This request is made in light of substantial unresolved issues that, if left unaddressed, will have serious long-term consequences for flood mitigation, infrastructure resilience, and community welfare.

- 1. Incomplete Data: Commissioner Miller's Report from Black & Veatch Must Be Released The current development proposal is proceeding without the benefit of the completed watershed and infrastructure impact analysis being conducted by Black & Veatch, at the request of and objectives set by District 4 County Commissioner Christine Miller. This report is critical in evaluating watershed tolerance and downstream impacts, particularly given the proximity to the Little Manatee River Forks and the shared watershed with Manatee County including FPL's Lake Parrish. As seen in the site overview, the proposed development lies in the drainage corridor connecting multiple agricultural and residential zones—making it imperative that decisions be made based on holistic watershed data, not isolated site reviews.
- 2. Community Benefits and Transparency Have Been Insufficient
 While a last minute meeting was held last week, it did not result in substantive engagement
 or meaningful revisions to the current plan. There must be a formal, structured meeting
 with Eisenhower Property Group to outline tangible community benefits. The community's
 feedback has been clear: the current plan appears to meet only the bare regulatory
 minimums without addressing the unique needs and vulnerabilities of the area.
- 3. Stormwater Mitigation Requirements Are Outdated We urge the Board to delay approval until current stormwater mitigation standards—currently set at the 1-in-25-year storm event—are revisited. The frequency and severity of flooding events have significantly increased in recent years, and current standards no longer reflect real-world conditions. Without reform, the risk of severe flooding will only intensify, especially in this sensitive watershed zone. A more modern standard (e.g., 1-in-50 or 1-in-100-year events) or a watershed-wide mitigation strategy is essential before any further approvals proceed.
- 4. Density Must Be Reduced if Mitigation Isn't Enhanced
 If the developer is unwilling to exceed current stormwater mitigation standards, then the
 only responsible option is to scale back density. As the imagery from the planning boards
 shows, the proposed lot layout densely clusters development across environmentally
 sensitive areas. A reduction in density would allow for increased green space and pervious

areas, directly contributing to natural flood management and runoff control.

5. Roadway Improvements Must Address Drainage Issues

Particular attention must be paid to CR 579, where recurring flooding has been documented, especially during seasonal storm events. The site plan and overlay map illustrate the development's proximity to this corridor, which serves as a primary artery for local traffic. Drainage improvements are not merely recommended—they are essential—and should be required as a condition for any development approval.

6. Inter-Agency Coordination is Necessary

Given the site's location adjacent to the Manatee County line and downstream of the Lake Parrish dam, it is critical that the BOCC, FPL, and Manatee County jointly evaluate the cumulative impact of this and other nearby developments. Watershed management cannot be approached in isolation. The lack of coordination between jurisdictions is a direct contributor to the overburdening of drainage systems and the degradation of shared natural resources.

Conclusion :

We are not opposed to growth—we are opposed to poorly planned growth. The proposal, as it stands, does not reflect the community's needs, nor does it align with the environmental realities of this watershed. Until the issues above are adequately addressed, we urge the Board to postpone any zoning approvals.

Thank you for your attention to these concerns. We stand ready to work collaboratively toward a more resilient and community-forward development process.

Thank you,

Sean Dass

5209 Lake Siena Drive

Wimauma, FL

407-383-9654

Zoning Hearing Master July 21, 2025

Proposed Environmental Condition

PD-25-0371 and PD 25-0469

Recommend as a Condition of zoning that the developers must convene a meeting of the developer, relevant Hillsborough County Departments including Public Works, the Southwest Water Management District, and the Wimauma Community Plan Advisory Council (WCPAC) to review the environmental models of the area and to make specific stormwater mitigation measures that each responsible party might execute, prior to any construction.

Zoning Hearing Master July 21, 2025

Proposed Safety Condition

PD-25-0371 and PD 25- 0469

Recommend as a Condition of zoning that the developers submit a neighborhood safety buffer zone plan to ensure the safety of residential neighbors living adjacent to currently zoned rural or agricultural land. This plan must be approved by the Development Services Department.

RZ-PD 25-0371 and RZ-PD 25-0469 Community Meeting Summary

Date: July 17, 2025

<u>Time</u>: 6:15 P.M. – 7:45 P.M.

Location: Wimauma Civic Center

Application No. 2725-0440
Application No. 2725-087
Name: Kanni Corbort
Entered at Public Hearing: 2HM
Exhibit # 4 Date: 7121 (2025

Attendees:

Applicants' Team:

Clark Lohmiller – Eisenhower Property Group Kami Corbett, Esq. – Hill Ward Henderson Steve Henry – Lincks & Associates Anna Ritenour – Clearview Land Design

Owners/Residents:

See included sign-in sheets

Discussion:

The Applicant team brought large site plans and community benefit aerials and provided an opportunity before the meeting to discuss initial concerns and/or answer initial questions in an open house format prior to the meeting beginning.

The meeting began with an explanation on how the site is located within the recently adopted, publicly initiated expansion of the USA boundary and FLU change from WVR-2 to RES-4. The Applicant team provided an overview of the proposed rezonings and explained how these rezonings are to implement the County's adopted FLU change of the site to accommodate projected growth and allow for a similar development pattern within the area.

The community's main concerns revolved around community benefits, roadway improvements, stormwater drainage, and the overall safety of the community.

The community raised concerns about the removal of community benefits included in the original zoning approval. The Applicant team provided an explanation on why the previously approved community benefits have been removed and discussed how these proposed rezonings are retaining some community benefits, such as a multi-use trail through the site connecting the adjacent Berry Bay development to Little Manatee River Nature Preserve, and school reservation sites. The Applicant team indicated that conversations involving additional benefits could be had.

The community expressed concerns about an increase in traffic and the safety surrounding same. The Applicant team explained the specific roadway improvements that are being made to CR 579, West Lake Dr, Berry Grove Blvd, and Saffold Rd, including the construction of a 10-foot sidewalk along the western side of CR 570 from Saffold Rd to SR 674, the extension of Berry Grove Blvd to provide a through connection from CR 579 to US Hwy 301, the extension of West Lake Dr, and the installation of new signals and potential roundabouts to help slow down traffic.

The community expressed concerns about the potential impacts on stormwater drainage for their community. They currently experience flooding during rainy conditions and do not want the new development to adversely impact them and/or make the conditions worse as a result of this new development. The Applicant team explained that all existing rules and regulations related to stormwater drainage will be followed but that specific details surrounding the discharge of water or location of stormwater ponds have not yet been determined.

The community expressed concerns related to safety of the surrounding community. They discussed incidents that occurred during the 4th of July regarding multiple bullets that hit homes within the adjacent Berry Bay development. The community suggested adding additional buffers such as walls or greater landscape buffers surrounding the new development to help reduce the risk of this situation happening again. The Applicant team indicated that conversations involving increased buffers could be had.

The Applicant team provided an additional opportunity after the meeting ended to discuss any additional concerns and/or answer any additional questions in an open house format.

Neighborhood Meeting Sign-In Sheet July 17, 2025 6:00 PM Wimauma Civic Center

Name	Email	Address
Larry + Carol Harows	Agranthuckin @ gmaileon	Agrantockin & ginailicom 19440 Sattold Kd Winauma
KUTH TOHUSON	Vajohnson 130 arcload. Com	12 John son 130 arcload, com 1357 Eventual Junes 20, 23573
Ch2 = 255	OFFE LASS CARBIC. CO.	WIMPLING FL 33578
Ashley McDowel	ashiley, medowe / @ amuil. cm	ashiley, mcclowe/@amail.cm 3179 Marine oracs Dr. 33598
Kayla Holden	Kaylarektare Daysonstudies C.	
Do Handler	Harris of I turned	
સ		

Neighborhood Meeting Sign-In Sheet July 17, 2025 6:00 PM Wimauma Civic Center

Name	Email Address
Mary Minier	Maryminier 70 Egmail. com 3131 Marine GPASS
Ashley Lairby	Osnily Mair by agmailton 5007 Bonta DR. Winduma A33598
Brian Laway	pnantairla, @ Jahos.com ""
Ellie Andlurson	anderson elle Omacicon, 1357 Empla Dunes Dr. 506 33573
Amarda Branderberger	AmandaBrandenbergeranni) 3160 marina grass Dr.
tred Mandon Dergen	Protessatisforms lan 3160 morine Gre N Pina
MANIEL TAWNSERY)	ATTOWNITE MOSH, COM 5205 LANCE STENK DR. WIMMUR 33598
RETIND LOWBRE	X
Mary and Beck	1
Ray Itlein	raybarbara Momón com 5012 colobre shores use
Jackie Brown	Discover Wimauma O shill P.O. Box 242 F 33598

Neighborhood Meeting Sign-In Sheet July 17, 2025 6:00 PM Wimauma Civic Center

Name	Email	Address
Bufly the well	budherna 18 gmai), 10 m	138025west loog of mimorne
Wanda Broughton	Nurskaboko ad.com	1204 74 st 11/macina
Robert LAVERS	DB LAVERES ADL. 15m	DBLAVERES ADL. Com 5014 Rowsta De Wigner
JOHN REGAN	REGAN TRYZIQ EMAN, Can	5051 SANSY BROOK CIR WIM AUXUA
Olga Brandenberger	olaa, brandeilbergergr	dea brandeller gergmail, com windung FL
Frank Ben Papillo	Per 23860a Vahra, com	16712 Mooner PlankCir.
Angre Greg	Agracell840 gol. tom	1582) COBERMIN Dr. (N. MGUMG
Chery Fortes	chery fortes/angrow.com	chery fortes and one com 1594 Noble Mill Dr. Wimbung

Existing PD: 23-0041 / 905.7 ac (including 270-acre "Sending Area")

Original/existing entitlements: 1,816 units, K-5 public school site, limited non-res uses (childcare, church, government/public facilities). Development on 635.7-acre "Receiving Area".

January 2025 = Map and Text amendments changed FLU to RES-4 and brought into USA.

Proposal: split Sending Area and Receiving Area into stand-alone PDs (incl. new acreage to be joined with Sending Area).

Note: Berry Bay Phase 6 (444 SFD units) is part of proposed new Council Growers PD area; was designed under PD 23-0041 conditions and received Certificate of Capacity.

Council Growers (25-0371) JPL Rood Rosa (25-0469) 506.69 acres in proposed stand-alone PD 635.7 acre "Receiving Area" in existing o Includes 270 acre "Sending Area" in PD existing PD, and 236 new acres Stand-alone PD to be same acreage Proposed entitlements: Proposed entitlements: o 1,600 SFD units (and/or max. 200 TH o 2,000 SFD units; 300 TH units units) Density = 3.6 UPA Max. 630 units permitted west of Trip caps apply in North/South CR 579; 970 units east of CR 579 development areas ■ Density = 3.17 UPA 1000-student K-5 school site (14 o 1,620-student K-8 school site (25 acres) acres) If not pursued, 192 additional units If not pursued, 292 additional units permitted (density = 3.9 UPA / permitted (density = 3.73 UPA / 2492 units total) 1892 units total

Council Growers Improvements

- <u>Berry Grove Blvd.</u> Extension, including Multi-Use trail to connect to Little Manatee trailhead
- West Lake Drive Extension
- CR 579 substandard road improvements
 - Incl. sidewalks, shoulder stabilization, right-of-way conveyance
- Saffold Road improvements
- Prop. share agmt. recorded Jan. 30, 2024 for funds for Elementary, Middle, High
- Turn lanes, signalization, roundabouts as warranted

JPL Rood Rosa Improvements

- <u>CR 579</u> right of way preservation and substandard road improvements
 - Incl. sidewalks, shoulder stabilization, ROW conveyance
- Install signal/turn lane at <u>CR 579</u> and <u>SR 674</u> intersection
- Minimum one roundabout, signal, or controlled crossing for ped/bike connectivity btw. East and West pockets
- East-West collector road if School site developed
- Turn lanes/signalization as warranted

Single-Family Standards	Townhouse Standards		
 RSC-10 modified standards 4,400 s.f. lots (110' x 40') 20' front / 25' garage 10' side corner (20' if access) 75% max bldg. coverage 35' height Monotony control provisions 	 1,200 s.f. lots Min. 15' width / 80' depth 20' front setback 75% max bldg. coverage 35' height 		

JPL Rood	Proposed	506.69	1,600 SFD ** (option for 1.400 SFD: 200 TH)	3.17	0	1.620**	• K-8 public school site
JPL	Existing	270 (sending area of 23-0041)	2	0.007	0	0	None
Council	Proposed	635.7	2,300 * (2,000 SFD; 300 TH)	3.6	0	1,000*	• Multi-use trail to Little Manatee River Trailhead • K-5 public school site
Cou	Existing	635.7 (receiving area of 23-0041)	1,816	2.85	22,881.60	1,000	Multi-use trail to Little Manatee River Trailhead 12.5-acre park/recreation space Affordable housing units K-5 public school site Limited non-residential uses such as a childcare center, church/synagogue, flexible market space, and government/public service facilities
		Acreage (ac)	Residential Units	Density (du/ac)	Non-residential Uses (s.f.)	School Site (students)	Community Benefits

* If the School District decides to not acquire the elementary school site within the Council Growers PD, the maximum development potential of residential units will increase by 192 units for a total of 2,492 units (3.9 du/ac)

^{**} If the School District decides to not acquire the elementary school site within the JPL Rood Rosa PD, the maximum development potential of residential units will increase by 292 units for a total of 1,892 units (3.7 du/ac)

PARTY OF RECORD

Norris, Marylou

From:	Lindsey Shedlock <lindseyshedlock1@gmail.com></lindseyshedlock1@gmail.com>
Sent:	Friday, June 6, 2025 6:03 PM
То:	Hearings
Subject:	Zoning for PD-23-0041
External email: Use caution w	when clicking on links, opening attachments or replying to this email.
Good evening,	
I am a member of the Berry E PD-23-0041.	Bay community to whom will be effected by the outcome of the zoning decision/land use for
	e members of the Wimauma Committee successfully negotiated with the Eisenhower Group ing 1800 houses, they (Eisenhower) would give the following commitment: AND THEY
1). Land donated for an elen	nentary school
2). Two Multi-Use Trails	
3). 12 acres of open space	
4). 14-acre community acces	sible park
5). 180 units of affordable ho	pusing
6). Two neighborhood center	rs including space for civic space and childcare.
community that is still growing	I stand behind their commitment and follow through with the plan. We are already a large and what we could use right now are more amenities. It would be great to have a ld play on, as I have an almost 2 year old, and a childcare center would be LIFE CHANGING!
Please do not use the land fo	r additional housing without adding more amenities. We will feel suffocated.
A concerned member of Wim	auma,
Lindsey Shedlock	
Sent from my iPhone	

Norris, Marylou

From: Boccrec <boccrec@hillsclerk.com>
Sent: Wednesday, June 11, 2025 9:15 AM

To: Boles, Christopher; Cohen, Harry; Cameron Cepeda, Donna; Myers, Gwendolyn; Hagan,

Ken; Wostal, Joshua; Miller, Christine; Bennett, Leslie; Green, Yorlanda; Hearings; Rivas, Keshia; Rome, Ashley; Sekouri, Michelle; Sweet, Sharon; VanArsdall, Rick - CLERK; Vazquez, Bianca; Williams, Charlene; Wise, Bonnie; Becker, Ryan; Burgos, Glorivee; Castillo, Maria; Cury, Della; Hoyt, Melonie; Manresa, Lidia; Marion, Casaundra; Moser, Meagan; Pike, Isabella; Smith, Rabiah (Robbi); Reidy, Richard; Skidmore, Alana; West,

Wanda; Yates, Kathleen

Subject: FW: [EXTERNAL] Support for Razorback Ranch - HC/CPA 25-07 & 25-08

External email: Use caution when clicking on links, opening attachments or replying to this email.

From: Clint Summer <clintsumner79@gmail.com>

Sent: Tuesday, June 10, 2025 5:34 PM

To: Cohen, Harry <CohenH@hcfl.gov>; Wostal, Joshua <WostalJ@hcfl.gov>; Miller, Christine <MillerCh@hcfl.gov>;

Hagan, Ken < HaganK@hcfl.gov>; Myers, Gwendolyn < MyersG@hcfl.gov>; Cameron Cepeda, Donna < CameronD@hcfl.gov>; Boles, Christopher < BolesC@hcfl.gov>; myersa@plancom.org; Boccrec

<boccrec@hillsclerk.com>

Cc: John Jackson <jjackson@tampabaydirt.com>; Jake Cremer <jcremer@stearnsweaver.com>

Subject: [EXTERNAL] Support for Razorback Ranch - HC/CPA 25-07 & 25-08

CAUTION: This email is from an external source. Do you know them and are you expecting this? Look again! Phishing is our #1 threat. **You are our best defense!!!**

Clint Sumner

15714 Carlton Lake Rd

Wimauma, Fl 33598

RE: Support for Razorback Ranch - HC/CPA 25-07 & 25-08

Dear Commissioners:

Please approve the comprehensive plan amendments for Razorback Ranch (HC/CPA 25-07 & 25-08).

My family has deep roots in agriculture in Hillsborough County. I am a seventh-generation Floridian and the fifth generation in South Eastern Hillsborough County. I'm proud that Sumner High School was named after my great-great-uncle, Jule Sumner, and that my daughter was just named valedictorian of her namesake Sumner High School.

I have mixed feelings about some of the development in South County. I own agricultural businesses in Hillsborough County, and sometimes it is hard to see the changes that growth brings.

But I have no doubt that the Razorback Ranch applications should be approved. I have known the owner, John Jackson, for a long time. I currently run cattle on Razorback Ranch and live just one street east of there. John has taken care of the land and has even preserved Carlton Branch, which was named for another one of our pioneering agricultural families in Hillsborough County.

This is a matter of property rights. It does not make sense for the County to draw a line at Balm Wimauma road and not allow Razorback Ranch to do the same thing that has been allowed just across the street and just to the north. Based on my experience in agriculture, it will not be easy for that land to be used for agricultural once the suburbs have grown to its doorstep. Furthermore, in my opinion, the Razorback Wetland Mitigation area would make a logical border between urban and agricultural lands.

Thank you for your commitment to our County. Balancing growth is hard, but this decision is not. Sincerely,

Clint Sumner

Norris, Marylou

From: formstack@hillsboroughcounty.org
Sent: Monday, June 9, 2025 9:58 AM

To: Hearings

Subject: BOCC Contact Form - Zoning Application Comment (HC-CPA 25-08, HC-CPA 25-07).

Please add to hearing record.



Formstack Submission For: BOCC Contact Form - NEW

Submitted at 06/09/25 9:57 AM

Your Commissioner(s)					
Please select the Commissioner(s) you wish to contact (required)::	1 Commissioner Harry Cohen (District 1) 2 Commissioner Ken Hagan (District 2) 3 Commissioner Gwen Myers (District 3) 4 Commissioner Christine Miller (District 4) 5 Commissioner Donna Cameron Cepeda (District 5) 6 Commissioner Chris Boles (District 6) 7 Commissioner Joshua Wostal (District 7)				
Your Information					
Your Name::	Barbara Toepke				
Address:	5016 N Branch Ave Tampa , FL 33603				
Your Phone Number::	(813) 439-7481				
Your Email Address::	btoepke504@gmail.com				
Your Message					
Your Subject (required)::	No to HC-CPA 25-08 and 25-07				

Your Message (required)::	Please vote NO on expanding the Urban Service Area. These plans conflict with the county's Comprehensive Plan since they will increase residential density in rural Hillsborough County. The land contains wetlands and mature trees, is a high-risk flood zone, and lacks infrastructure. Please vote no on HC-CPA 25-08 and HC-CPA 25-07.		
Is this comment related to an active zoning application?:	Yes, my comment is related to an active zoning application and should be added to the hearing record.		
Rezoning Application Number:	HC-CPA 25-08, HC-CPA 25-07		

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Formstack, 11671 Lantern Road, Suite 300, Fishers, IN 46038

Norris, Marylou

From: formstack@hillsboroughcounty.org
Sent: Monday, June 9, 2025 4:11 PM

To: Hearings

Subject: BOCC Contact Form - Zoning Application Comment (HC/CPA 25-13 and HC/25-14).

Please add to hearing record.



Formstack Submission For: BOCC Contact Form - NEW

Submitted at 06/09/25 4:10 PM

Your Commissioner(s)				
Please select the Commissioner(s) you wish to contact (required)::	1 Commissioner Harry Cohen (District 1) 2 Commissioner Ken Hagan (District 2) 3 Commissioner Gwen Myers (District 3) 4 Commissioner Christine Miller (District 4) 5 Commissioner Donna Cameron Cepeda (District 5) 6 Commissioner Chris Boles (District 6) 7 Commissioner Joshua Wostal (District 7)			
Your Information				
Your Name::	Jean Warren			
Address:	19311 holly ln. Lutz, FL 33548			
Your Phone Number::	(813) 363-2129			
Your Email Address::	warrenphil67@gmail.com			
Your Message				
Your Subject (required)::	HC/CPA 25-13 and HC/CPA 25-14			

Your Message (required)::	These projects will destroy Lutz as we know it. Holly lane will not hold all the traffic. We already experience heavy AM/PM commuter traffic cutting through the neighborhood, speeding from speed bump to speed bump. Lutz has a small town feel to it and we would like to keep it that way. Changing the zoning from Res 1 to Res 9 is unacceptable. We would all appreciate it if the great county commissioners of this area will please vote NO on this project.
Is this comment related to an active zoning application?:	Yes, my comment is related to an active zoning application and should be added to the hearing record.
Rezoning Application Number:	HC/CPA 25-13 and HC/25-14

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