

PD Modification Application: PRS 25-0415

Zoning Hearing Master Date: NA

BOCC Land Use Meeting Date: May 13, 2025



Hillsborough
County Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Literacy, Leadership, Technology Academy, INC.

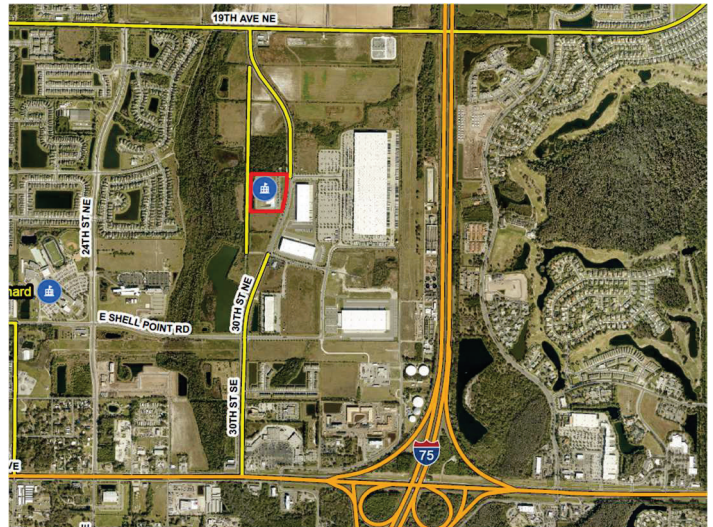
FLU Category: SMU-6

Service Area: Urban

Site Acreage: 9.15

Community Plan Area: Ruskin

Overlay: None



Introduction Summary

PD 19-0067 was approved in 2019 to allow for single-family and multi-family residential, commercial, office, light industrial, institutional, recreational, and lodging uses over an area covering 997 acres in the southwest quadrant of the Interstate – 75 and 19th Avenue NE intersection. The PD was most recently modified through PRS 24-0027 to change the conditions related to the roadway configuration and multi-family design standards within Tracts H/I and J.

The applicant is proposing a minor modification to PD 19-0067 to allow for a 19,244-square-foot addition to an existing charter school for students in kindergarten through eighth grade and to increase the maximum number of students from 882 to 1,020.

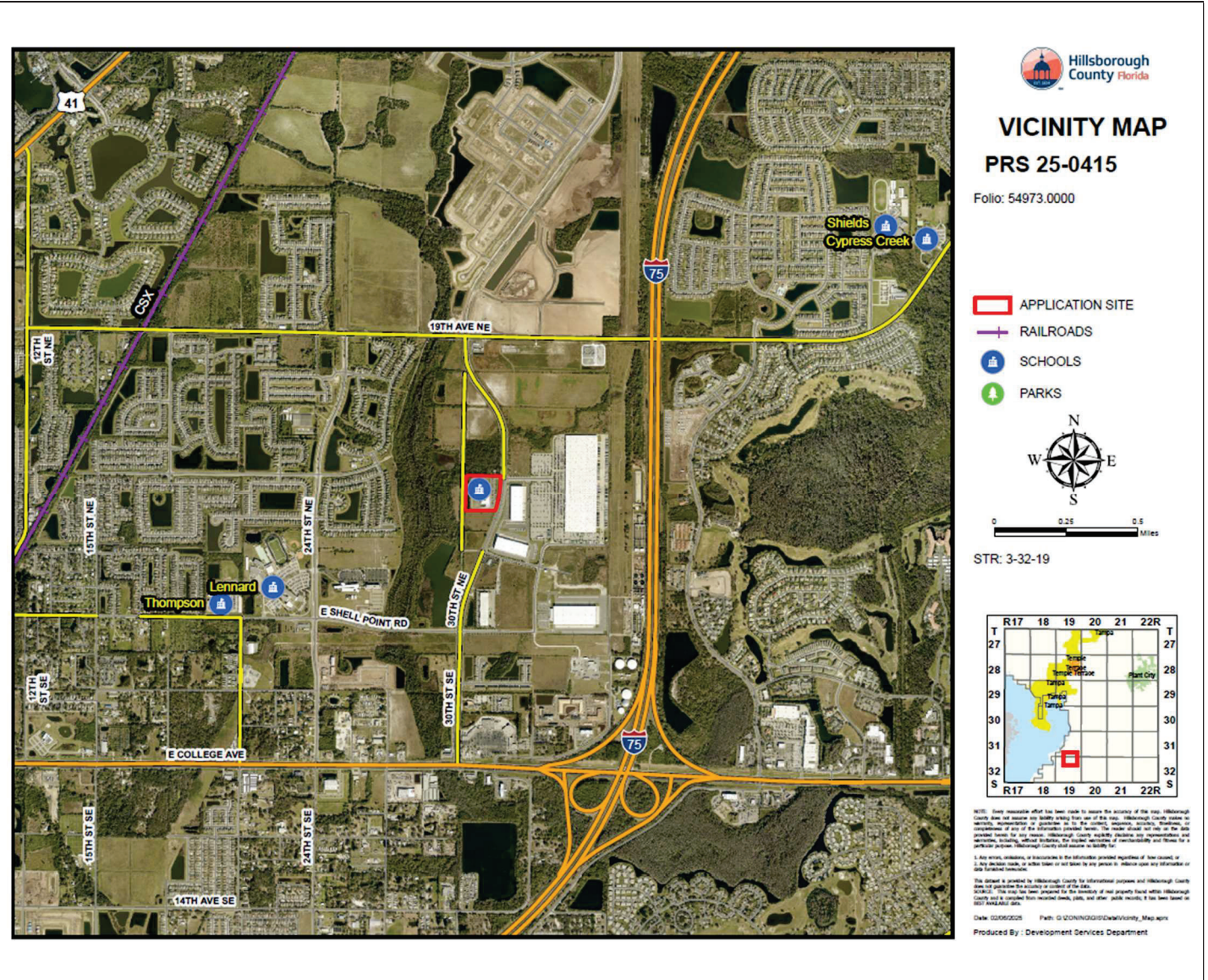
Existing Approvals	Proposed Modifications
Residential, Multifamily-Conventional (RMC-16) and Region Corporate Park (Comprehensive Plan) use. Charter school use approval for 60,428 square feet and up to 882 students in grades K-8.	Increase allowable enrollment by 138 to allow up to 1,020 students in grades K-8. Increase the maximum gross floor area by 19,244 SF to 79,672 SF. Establish operational parameters for class hours, aftercare program, extra-curricular activities, and modifying the student drop-off and pick-up queueing plan.

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

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

2.1 Vicinity Map

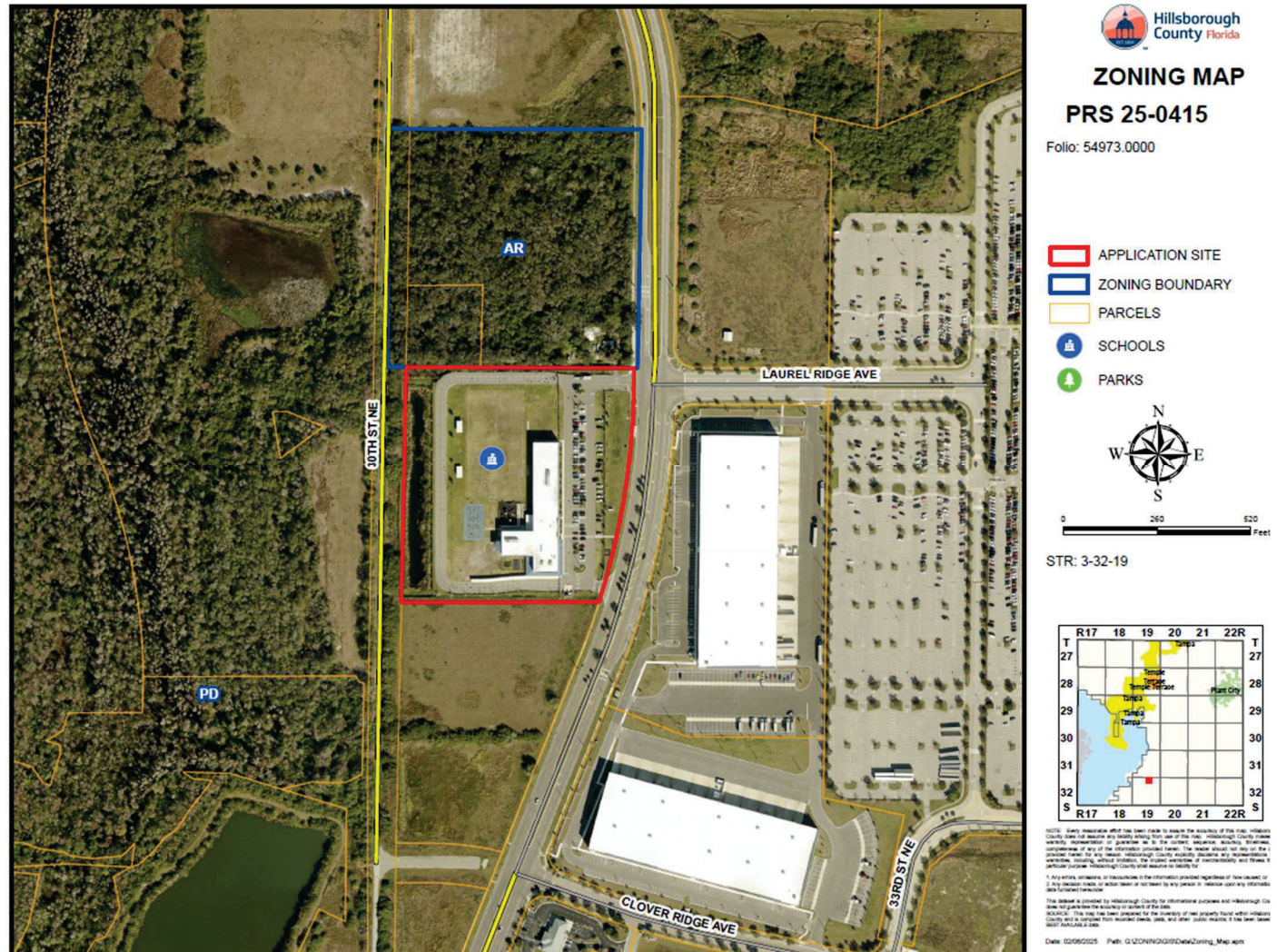


Context of Surrounding Area:

The property is in the Southshore Corporate Park DRI (#429). The properties to the north are zoned AR and include a property developed for single-family use and an undeveloped parcel. The properties to the east, south, and west are located within the same Planned Development zoning district as the subject property PD (19-0067). The properties to the east area developed for warehouse and distribution purposes and the properties to the west and south are undeveloped. The development pattern primarily consists of single-family subdivisions, an Amazon distribution facility, the HCC Southshore Campus, and a public high school.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Immediate Area Map



Adjacent Zonings and Uses

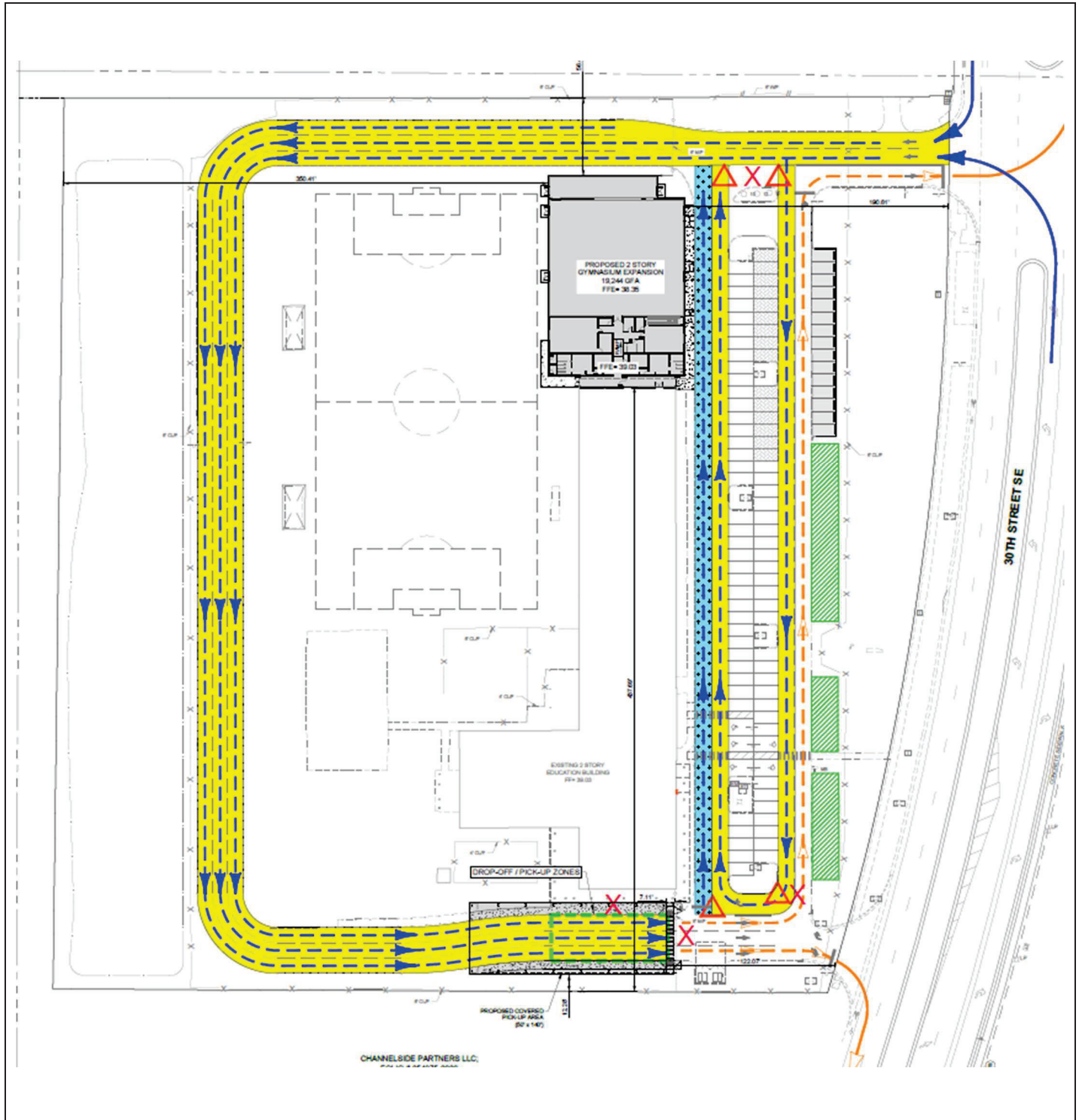
Location	Zoning	Maximum Density/FAR Permitted by Zoning District	Allowable Use	Existing Use
North	AR	1 DU per 5 GA/NA	Agricultural & Single Family	Single-Family and Undeveloped
South	PD 19-0067 Tract H	16 DU per GA/FAR: 0.50	RMC – 16 & RCP (FLU)	Undeveloped
East	PD 19-0067 Tract G1	NA/FAR: 0.5	M Zoning and RCP (FLU)	Warehouse and Distribution Facility
West	PD 19-0067 Tract H	16 DU per GA/FAR: 0.50	RMC – 16 & RCP (FLU)	Undeveloped

2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



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

Road Name	Classification	Current Conditions	Select Future Improvements
30 th St.	County Collector - Urban	2-4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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

	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,632	924	141
Proposed	1,887	1,069	163
Difference (+/-)	(+) 255	(+) 145	(+) 22

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

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

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

Design Exception/Administrative Variance ☒ Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Environmental Services	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees				
Comprehensive Plan	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Staff finds that the scale of the addition to the school and increase in enrollment in conjunction with the proposed requirements to mitigate transportation impacts will have minimal impact on the neighboring properties and is compatible with the zoning and land use pattern in the area.

5.2 Recommendation

Based on the forgoing considerations, staff finds the proposed modification approvable subject to conditions.

6.0 PROPOSED CONDITIONS

Prior to PD site plan certification, the applicant shall revise the PD site plan to incorporate the Vehicle Circulation Plan referenced in condition 32.8.

Approval - Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted ~~May 2, 2024~~ February 27, 2025.

1. Per the companion DRI Development Order (DRI # 249), the project is to be developed in two Phases (Phase I and II). The additional DRI analysis required by earlier Development Orders prior to the commencement of development Phase 2 has been approved based upon DRI DO 18-1343 and the resulting amended Development Order.

In order to track project development in accordance with the DRI phasing schedule and trade-off mechanism (Equivalency Matrix), an original certified copy of the South Shore Corporate Park Tracking Table shall be submitted to Development Services Department prior to Construction Site Plan or Preliminary Plat approval for each portion of project development. Each Tracking Table submittal shall show the amount of development permits approved to date at the time of permit submittal for the subject portion of the project.

- 1.1 Development on the site shall be limited to the following uses:

- A maximum of 1,641 residential units;
- A maximum of 3,742,220 square feet of M zoning district uses.

Within the areas designated for Research Corporate Park (RCP) uses, M zoning district uses shall be permitted and limited as follows:

- Permitted M zoning district uses shall be (a) manufacturing, processing, production and assembly within enclosed structures, and (b) warehousing with or without distribution within enclosed structures.
- Heavy industrial uses and open storage shall be prohibited.
- Public Service Facilities shall be permitted.
- Accessory retail uses shall be permitted, provided that accessory retail uses shall not be "stand alone" uses but shall be contained within structures containing permitted principal uses.
- A maximum of 315,000 square feet of Commercial General (CG) zoning district uses;
- A maximum of 150 rooms for hotel/motel uses;
- A minimum of 10.28 acres for park and recreation uses unless otherwise provided herein;
- A maximum of 556,000 square feet of Commercial Neighborhood (CN) and Business Professional Office (BPO) zoning district uses; and
- A minimum of 119.6 acres for educational facilities.

As expressed in DRI Development Order, the above listed totals may be adjusted through application of land use exchanges.

- 1.2 Individual tracts within the site shall be developed with the uses listed below. Four Unit Village Homes shall only be allowed on Tract N, Tract O and Tract P.

- Tract A - Commercial General (CG) zoning district uses;
- Tract B - CG zoning district uses;

- Tract C - CG zoning district uses;
- Tract D - residential units;
- Tract E - CG and Manufacturing (M) zoning district uses, and Research Corporate Park (RCP) uses;
- Tract F - CG and M zoning district uses, RCP uses, and residential units;
- Tract F1 - Public Service Facilities;
- Tract G1- M zoning district uses and RCP uses;
- Tract G2 -M zoning district uses and RCP uses;
- Tract G3 - Public Service Facilities;
- Tract H - RCP uses and residential units*;
- Tract I/J - RCP uses and residential units*;
- Tract K - RCP uses and residential units;
- Tract L - residential units;
- Tract M1 - CN (Commercial Neighborhood) zoning district uses, Business Professional Office (BPO) zoning district uses, and residential units;
- Tract M2 - CN and BPO zoning district uses, RCP uses, and residential units;
- Tract M3 -A (Agriculture) and AI (Agricultural Industrial) zoning district uses.
- Tract N - residential units, including but not limited to, Four Unit Village Homes;
- Tract O - residential units, including but not limited to, Four Unit Village Homes;
- Tracts P - residential units, including but not limited to, Four Unit Village Homes;
- Tract Q - residential units;
- Tract R - residential units;
- Tract S - residential units or Park uses;
- Tract T - residential units;
- Tract U - park facilities to be dedicated and conveyed by the Developer to Hillsborough County;
- Tract V - school;
- Tract W - school;
- Tract X - college/community college; and,
- Tract Y - CN and BPO zoning district uses and an automated car wash.

*residential development in these tracts shall be limited to multi-family housing in accordance with conditions 2.6.

- 1.3 Agricultural uses shall be allowed on an interim basis, excluding logging in wetlands.
- 1.4 The uses on Tracts K, M1 and M2, will be established at the time of issuance of the first permit for each tract. For example, if the first permit for any portion of Tract K is for residential housing units, then the remainder of Tract K will be required to be developed with residential units unless tract boundaries are modified in accordance with LDC regulations governing modifications to certified General Site Plans.
- 1.5 A neighborhood park, a minimum of ½ acre in size, shall be constructed within Tract N in the general location shown on the general site plan.
- 1.6 A neighborhood park, a minimum of ½ acre in size and a community center, a minimum of 2 acres in size, shall be constructed within Tract L in the general location shown on the general site plan.

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

- 2.1 Single family (front loaded only):

Minimum Lot Size:	4,400 sf
Minimum Lot Width:	40 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet (1)
Maximum Lot Coverage:	60%
Maximum Height:	3-stories

2.2 Single family (rear loaded with garage and access from an alley):

Minimum Lot Size:	2,100 sf
Minimum Lot Width:	30 feet
Minimum Front Yard:	(no porch) 10 feet
Minimum Front Yard:	(with porch) 5 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	3 feet
Maximum Lot Coverage:	70%
Minimum Height:	2-stories

A two (2) car garage shall be required for all single-family rear loaded units. The garage shall be accessed from an alley.

2.3 Townhouse:

Minimum Lot Size:	1,500 sf
Minimum Lot Width:	16 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	0 feet
Minimum Rear Yard:	15 feet (1)
Maximum Lot Coverage:	70%
Maximum Height:	3-stories

2.4 Villa-duplex:

Minimum Lot Size:	3,500 sf
Minimum Lot Width:	35 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet (1)
Maximum Lot Coverage:	70%
Maximum Height:	3-stories

(1) The shaded areas as shown on the graphic of the General Certified Site Plan are permitted to have a minimum rear yard setback of 10 feet.

2.5 Four Unit Village Homes:

Minimum Lot Size (per unit):	1,000 sf
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Minimum Lot Width (per unit):	25 feet
Maximum Lot Coverage (per unit):	70%
Minimum Height (per unit):	2-stories

Setbacks and other dimensional standards for the Four Unit Village Homes shall be as shown on the certified site plan.

Development of Four Unit Village Homes shall be subject to the following requirements and standards:

- 2.5.1 Parking for the Four Unit Village Homes shall be provided within designated parking areas or on-street. On-street parking shall comply with parking standards contained in the Technical Review Manual for the road type being constructed.
- 2.5.2 All parking lots, common areas and landscaping, including but not limited to, yards of individual units shall be maintained by a Home Owner's Association or similar entity.
- 2.5.3 A park and/or recreational facilities (a minimum of 10,000 square feet in size) shall be constructed in Tract N. All such facilities shall be owned and maintained by a Home Owner's Association or similar entity.
- 2.5.4 The front façade of each building shall have a front porch. The porch shall have a minimum of eight feet in width and five feet in depth. The porch shall be covered with a solid roof but shall not be screened or otherwise enclosed. Railings, if provided, shall be consistent with the architectural style of the structure.
- 2.5.5 The front of façade of each building shall at least one architectural enhancement such as, but not limited to, recessed doors, arches, transoms, sidelights, or porticos, consistent with the architectural style of the structure.
- 2.5.6 All exterior wall surfaces shall be architecturally finished with cement plaster, brick or hardieplank/lap siding. If lap siding is used, lap exposure shall be no less than four inches and no more than eight inches. Paint shall not constitute architectural finish.
- 2.5.7 Windows shall be provided on all sides of each structure at a minimum rate of one window per 20 feet of exterior wall length or fraction thereof for each dwelling unit. This requirement shall be met per individual story on each wall.
- 2.5.8 Decorative shutters, if provided, shall be made of wood, metal, or copolymer material and shall not be scored into the cement plaster (stucco).
- 2.5.9 Roofs shall be gable or hipped roof styles. Pitched roofs shall have a minimum pitch of 4/12. Rolled roofing and built-up roofing are prohibited.
- 2.5.10 If fascias are provided, they shall have a minimum vertical dimension of six inches and maximum vertical dimension of eight inches.
- 2.5.11 Solid waste facilities provided outside of a building, shall be screened from public rights-of-way and adjacent property by an enclosure constructed of materials compatible with the materials on the front building wall of the main building. Trash, recycling receptacles, and other similar

areas must be located in parking areas or in a central location, and must be screened to minimize sound and visibility from residences and to preclude visibility from residences or from a public right-of-way. Service areas shall be screened by a masonry wall and landscape buffer on three (3) sides if it is located in areas visible to residences or from a public right-of-way. The screening wall shall be six (6) feet high, include architectural design, materials and colors that are consistent with those of the residential structures. The landscape buffer shall be a minimum of five (5) feet in width and contain evergreen plants a minimum of three (3) feet in height spaced not more than 4 feet apart.

2.5.12 Mechanical equipment at ground level shall be screened from view of any street by fencing, dense landscaping vegetation, faux facades, or by being incorporated into a building.

2.5.13 Fences between units or yards shall be prohibited.

2.5.14 If Tract N and/or Tract O are developed with Four Unit Village Homes there shall be a minimum fifty-foot (50') setback from 19th Avenue North and a landscaped buffer shall be required. Alternatively, the setback from 19th Avenue may be thirty feet (30') if a six-foot (6') solid wall is provided.

2.6 Multi-Family Housing within Tracts I/J and H

A minimum of 15 percent of multi-family units developed in tracts I/J and H shall be set aside as workforce housing for households at or below 120% of the median income, adjusted by family size, for Hillsborough County/Tampa Metropolitan Statistical Area, as defined annually by the United States Department of Housing and Urban Development. The maximum annual rent that may be charged for a workforce housing unit may not exceed the rental limits for Hillsborough County based on income and number of bedrooms as provided annual by the Florida Housing Finance Corporation for the State Housing Initiatives Partnership (SHIP) Program. For purposes of determining household income, the household's annual gross income shall be calculated as defined per the Section 8 housing assistance payments programs in 24 CFR Part 5, and shall be calculated by projecting the prevailing rate of income for all adults in the household as the amount of income to be received in a household during the 12 months following the effective date of determination. Households eligible for workforce housing shall be placed in units in a manner which will ensure there will be no discrimination on the basis of race, creed, color, age, sex, familial or marital status, sexual orientation, gender identity or expression, handicap, religion, or national origin.

2.6.1 This Workforce Housing set aside shall be provided for a period of 15 years beginning with the issuance of Certificates of Occupancy for a development project. A development project shall be a project with an approved Site Development Construction Plan. Each development project shall set aside 15 percent of the units for workforce housing. If the development project provides a variety of unit types (i.e. one bedroom, two bedroom, etc.), the units set aside shall be proportionately allocated among each unit type (i.e. 15% one bedroom, 15% two bedroom, etc.) to provide for a variety of workforce housing types in the development project. To maintain a variety in unit type and variety in location within the development project, the units available for the workforce housing set aside shall be all the units within the development project, as opposed to setting aside specific units.

2.6.2 Monitoring/enforcement shall consist of the following requirements:

- a. The property owner, on its own or through a qualified third- party verification and monitoring company, shall determine each tenant's eligibility for a workforce housing set-aside unit by confirming the tenant's annual gross income for compliance with the income limits. Income must be recertified annually.
 - b. The property owner shall provide to the County's Affordable Housing Services Department (AHS) an annual report in a format approved by AHS demonstrating compliance with the workforce set-aside requirement, including compliance with tenant income and rent limit requirements.
 - c. As part of the Construction Plan application submittal, the applicant shall submit a copy of an executed Restrictive Covenant which memorializes the workforce housing requirements outlined in this condition. The format of the Restrictive Covenant shall be approved in advance by the Hillsborough County Affordable Housing Services Department and the County Attorney's Office. The Restrictive Covenant shall be executed by all owners of the property, and be recorded in the public records of Hillsborough County. Restrictions will run with the land regardless of the transfer of ownership.
- 2.6.3 Development of multi-family housing in Tracts I/J and H shall promote pedestrian connectivity both within said tracts and to perimeter pedestrian facilities such that a minimum of four sidewalk connections to the frontage of 30th Street NE shall be provided; should Tracts I/J and H not be developed under a singular development, sidewalk stubouts with cross-access easements shall be provided between all individual developments for eventual internal pedestrian connections; and the use of cul-de-sacs shall be prohibited, except where necessary to avoid naturally sensitive areas and to provide vehicular access to isolated areas.
- 2.6.4 Sufficient Right of Wall shall be preserved in accordance with the Hillsborough County Preservation Plan (CPP). If any segment is removed from the CPP during an update, preservation requirements will no longer be required of that section and modification to the zoning shall not be required for the change.
- 2.6.5 Pedestrian connections from Tract I/J's internal pedestrian network to the County Trail along 19th Avenue shall be provided.
- 2.6.6 The number and spacing of vehicle access points shall be regulated based on the Land Development Code.
- 2.6.7 Multi-family buildings within Tracts I/J and H shall be developed in accordance with RMC-16 standards except as stated below and otherwise herein.
- a. Maximum building height shall be 70 feet/5-stories
 - b. No additional setback for buildings over 20 feet in height shall be required
 - c. Minimum Zoning Lot area per dwelling unit requirements of the Land Development Code shall not apply.
- 2.6.8 Vehicular use areas shall be buffered and screened in accordance with LDC, Section 6.06.04.G with the exception that at least one tree for each 30 linear feet or part thereof of required buffer shall be planted in the buffer with trees located to maximize the shading of the off-street

vehicular use area. All other landscaping shall be consistent with the requirements of the regulations of the Hillsborough County Land Development Code.

2.6.9 All fencing within any required front yard (30 feet along 30th Street and 19th Avenue and 15 feet along all other roadways) shall be limited to a maximum height of 4 feet.

2.7 A minimum of fifty percent (50%) of the single-family detached lots shall be a minimum of 5,000 square feet in size with a minimum lot width of 50 feet, or shall be rear loaded with alley access.

2.8 Zero lot line development shall be permitted and shall be subject to zero lot line regulations in the Land Development Code. Rear yards shall be a minimum of 20 feet.

2.9 Except for townhomes and Four Village Homes, multi-family development shall comply with the RMC-16 regulations of the Hillsborough County Land Development Code. Townhomes, Four Unit Villages, and multi-family within Tracts I/J and H shall not be subject to the 2-to-1 additional setback for every foot above 20 feet in height requirements of the Land Development Code.

3. Commercial uses and office uses shall be developed in accordance with CG zoning district standards. Light industrial/RCP uses shall be developed in accordance with M zoning district standards. Schools shall be developed in accordance with the provisions of the Interlocal Agreement for educational facility siting dated October 15, 1997, as amended. Colleges shall be developed in accordance with Land Development Code Section 6.11.27.

4. Buffering and screening requirements shall be those of the Land Development Code unless otherwise noted within these conditions.

4.1 In Tract G2 and Tract I/J, there shall be a 30-foot-wide buffer along 19th Avenue. For Tract I/J, the 30-foot-wide trail corridor required in condition #26 may be located within the required 30-foot wide buffer to accommodate a County trail. Within this buffer area, and unless otherwise stated, screening shall be achieved through the use of Screening Standard "B." No Type B screening shall be required for a convenience store with gas use located within the western 355 feet of Tract G2.

4.2 If either Tract K or Tract M2 are developed with RCP uses, there shall be a 30-foot-wide buffer along 19th Avenue. Within this buffer area, screening shall be achieved through the use of Screening Standard "B."

5. Lighting within the project shall be fully shielded to diffuse glare off site.

6. All trash/refuse/dumpster storage facilities shall be completely enclosed. Said facilities shall be architecturally finished in materials similar to those of the principal structures. Dumpsters shall not be emptied between the hours of 9:00 p.m. and 7:00 a.m., excluding Tracts A, B, C, E, F1, G1, G2 and G3. Such time limitations shall also not apply to Tracts H and I/J if either tract is developed in its entirety with non-residential (RCP) uses.

7. Approval of this application does not ensure that public wastewater and potable water services will be available at the time when the applicant seeks approval to actually develop.

8. The Developer shall apply for reclaimed water service in accordance with the County's Reclaimed Water Waiting List Standard Operating Procedure 6.23 within 30 days of zoning approval or prior to General Site Plan certification, whichever comes first.

9. The Developer shall design and install an irrigation system consistent with the requirements of the County's Dryline Standard Operating Procedure 6.2.4. If groundwater from existing wells is used for irrigation purposes, the irrigation system shall be built to County standards pursuant to a right-of-way use permit, and shall be maintained by the developer or designee until reclaimed water becomes available and the system is accepted by Hillsborough County for maintenance.
10. Prior to any development permit approvals, construction or improvement of the project, the Developer shall submit a Master Drainage Plan for review and approval by the Hillsborough County Public Works Department and Development Services Department and to the South West Florida Water Management District. Any required drainage easements will be dedicated to Hillsborough County.
11. 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.
12. 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, which has been received, 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.
13. 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).
14. 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.
15. The locations of all lakes, retention area and potential mitigation areas are conceptual.
16. To provide interconnectivity and internal capacity for circulation, each tract adjacent to a roadway shown on the general site plan shall demonstrate, as determined by Hillsborough County, the ability to provide cross access and internal circulation to adjacent parcels or tracts, except where such cross access would require a crossing of Wolf Creek. The character and design of the cross access shall be: (a) proportional to the proposed development for the site; and (b) may be limited to pedestrian-only access, including nonvehicular cross access provided via the proposed County trail. Character and design of required cross access shall be as determined by Hillsborough County. Tracts G and S shall support traffic circulation with internal roadway connections to the roadways shown on the general site plan. Tracts with development that includes parking lots shall have efficient parking lot circulation to accomplish the goal of internal circulation by connecting to the access points shown on the general site plan or other locations as approved by Hillsborough County. School sites and park tracts shall accommodate non-vehicular or vehicular cross access and internal circulation appropriate to their use.
17. Upon written request of the County or prior to Construction Plan or Final Plat approval for adjacent development, whichever is earlier, the applicant shall dedicate and convey to Hillsborough County a 60 foot wide right-of-way for the future extension of 21st Street from Shell Point Road to 19th Avenue. The alignment of the right-of-way will be at the discretion of the Developer.

18. Developer of the parcels adjacent to 24th Street and Shell Point Road (west of 30th Street) has designed and constructed to County Standards, Shell Point Road (west of 30th Street) as a two-lane roadway, and has designed 24th Street as a four lane roadway and constructed the first two lanes. Permitting, and construction of a traffic signal at the intersection of 24th Street and Shell Point Road, when warranted, shall be the responsibility of the Developer. The traffic signal shall be designed and constructed to Hillsborough County Standards. The Developer(s) shall be responsible for providing 100 percent of the right-of-way.
19. The general design, location and number of access points shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code. The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department and/or the Florida Department of Transportation, if applicable. Final design, if approved by Hillsborough County Development Services Department and/or the Florida Department of Transportation may include, but is not limited to, left turn lanes, acceleration lane(s), and deceleration lane(s). Access points may be restricted in movements.
20. The Optional Right In/Right Out access location on 24th Street in Tract M2 and Optional Right In/Right Out access location on 24th Street in Tract M1 shall meet the Hillsborough County Access Management Regulations and the determination of feasibility of the proposed access shall be made by Hillsborough County at Site Plan Review based on the traffic conditions at this location. The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department.
21. Prior to Preliminary Site Plan approval, the Developer shall provide a traffic analysis, signed by a professional engineer, showing the amount of left and right turn lane storage needed to serve development traffic. The Developer shall provide, at his expense, left and right turn lanes at each project access on roads that are shown on the Long Range Transportation Plan and/or the South Shore Corridor Plan. The left and right turn lanes shall be of sufficient length to accommodate anticipated left and right turning traffic. The design and construction of these left and right turn lanes shall be approved by the Hillsborough County Development Services Department and/or FDOT. All roadway construction of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement.
 - a. For Developments along 24th Street the intersections of 24th Street and 19th Avenue, 24th Street and Shell Point Drive and 24th Street and S.R. 674 as well as project driveways shall be analyzed to determine if turn lanes are adequate to accommodate the project traffic.
 - b. For Developments along 30th Street the intersections of 30th Street and 19th Avenue, 30th Street and Shell Point Drive and 30th Street and S.R. 674 as well as project driveways shall be analyzed to determine if turn lanes are adequate to accommodate the project traffic.
22. When warranted, the Developer shall also construct a traffic signal at the intersection of SR 674 & 24th Street. The traffic signal shall be designed to FDOT and Hillsborough County standards.
23. The Developer shall install a traffic signal at the intersection of 24th Street & 19th Avenue at the time Site Development Approval is sought for parcels adjacent to the intersection. The Developer shall be responsible for the signal, only if Site Development Approval is sought for development on the south side of 19th Ave at 24th Street. If a signal were to be warranted due to traffic coming south on the future extension of 24th Street north of 19th Ave, then the Developer would not be required to install the traffic signal. The Developer has the option of either installing the signal or making payment to the County for the cost of the signal in lieu of installation. If the Developer chooses the payment option, direct payment in the form of a Letter of Credit is acceptable or a Certified Check paid to the County to hold in Escrow. Payment shall be made to the County prior to preliminary site plan approval. If the Developer chooses to install the signal the Developer shall indicate on the preliminary

site plan that a traffic signal will be installed. Prior to Construction Plan Approval, the Developer shall submit 60% design plans. Prior to the issuance of a Certificate of Occupancy (CO) the traffic signal shall be installed. The Developer shall be responsible for the cost of design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department.

24. If project traffic exceeds 30% of the daily traffic on 30th Street, Developer shall install a traffic signal at the intersection of 30th Street & 19th Ave. If a signal were to be warranted due to traffic coming south on the future extension of 30th Street north of 19th Ave, Developer shall not be required to install the traffic signal. The Developer has the option of either installing the signal or making payment to the County for the cost of the signal in lieu of installation. If the Developer chooses the payment option, direct payment in the form of a Letter of Credit is acceptable or a Certified Check paid to the County to hold in Escrow. Payment shall be made to the County prior to preliminary site plan approval. If the Developer chooses to install the signal the Developer shall indicate on the preliminary site plan that a traffic signal will be installed. Prior to Construction Plan Approval, the Developer shall submit 60% design plans. Prior to the issuance of a Certificate of Occupancy (CO) the traffic signal shall be installed. The Developer shall be responsible for the cost of design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department. The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department.
25. The directional median included in PRS 21-1034 on 30th Street shall be limited to left in movements for vehicles traveling southbound. The proposed additional access to Tract G2 included in PRS 21-1034 shall be restricted to right in right out and left in traffic movements.
26. The developers of Tract I/J, Tract K, Tract S, and Tract X have participated in the implementation of the Hillsborough Greenways Master Plan by providing Hillsborough County a 30-foot wide trail corridor easement across their properties along the west side of Wolf Branch Creek, where needed between 19th Avenue and the Tampa Electric Company easement south of 19th Avenue. The developer(s) of Tract I/J shall participate by providing Hillsborough County a 30-foot wide trail corridor easement along the south side of 19th Avenue west of 30th Street provided such trail easement is required for use by the County as part of the trail that comprises part of the County's trail network. The easement interest shall be conveyed at such time that the County identifies funding for design and construction of the trail through the project. The County shall be responsible for trail design, permitting, construction and maintenance of the trail. Except for that portion of the trail along the south side of 19th Avenue which crosses over Wolf Branch Creek, the 30-foot trail corridor may be adjacent to, but not overlap, the wetland buffer.
27. The Developer shall coordinate with the County regarding the design and construction of the proposed County trail through the project and shall design an internal bicycle/pedestrian trail network compatible with and connected to the County trail.
28. To ensure the safety of trail users, the Developer shall design any lakes/ponds adjacent to the South Coast trail corridor in a manner that creates a slope no greater than 6:1 along the trail side of the lake/pond system.
29. To ensure connectivity between the County trail and the internal bicycle/pedestrian trail network, the stormwater drainage system to be located on the west side of the trail corridor shall not be one continuous open body of water along the entire length of the trail corridor through the project. The stormwater system shall be designed as two or more lakes/ponds with sufficient land between them to allow the Developer to provide the internal bicycle/pedestrian trail connection(s) to the County trail. At a minimum, one bicycle/pedestrian trail connection to the County trail shall be provided in the vicinity of the community college/park/schools.


30. Project signs shall be limited to building signs and monument signs. All monument signs shall be a maximum of 15 feet in height. Billboards, pole signs, banners and pennants shall be prohibited.
31. All Phase I residential development beyond 607 units (multi-family or single-family) shall provide mitigation for hurricane shelter space through application of the following formula:
- 31.1 Number of dwelling units (x) 2.5 (occupancy factor) = the number of potential evacuees.
 - 31.2 Number of potential evacuees (x) .25 (historical public shelter demand) = shelter space demand.
 - 31.3 Number of shelter space demand (x) \$129.00 = offset cost/mitigation for shelter impact.

Conditions 32 through 37 shall only apply to PRS 25-0415 and PRS 25-0576 as specified.

32. The charter school located on folio 54973.0000 is permitted for up to 882 students, and via PRS 25-0415, shall be permitted an expansion of 138 additional students, for a total of up to 1,020 students. After the expansion of the school is open which utilizes all or a portion of the additional 138 student stations, the school shall be subject to the following operational standards.
- 32.1 The school will utilize two staggered start and dismissal times. Neither of the staggered start or dismissal times shall exceed 882 students. The staggered start times in the morning will be staggered no less than 30 minutes apart and the staggered dismissal times in the afternoon will be staggered no less than 54 minutes apart.
 - 32.2 The school will open the exterior gate twenty minutes prior to the first dismissal period.
 - 32.3 Students enrolled in the early dismissal time with an older sibling enrolled in the later dismissal will be offered a holding area to cover the difference between dismissal periods.
 - 32.4 There shall be an on-site aftercare school program serving a minimum of 138 students. Such use shall be an accessory to the charter school and serve only students of the charter school.
 - 32.5 Pick-up time for all extra-curricular campus activities must occur after one hour after the later dismissal time.
 - 32.6 Pick-up time for all student off-campus appointments must occur prior to the early dismissal time.
 - 32.7 Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to assess the sufficiency of queuing both on-site and off-site at the project access points. Such report shall be submitted to the Hillsborough County Development Service and Public Works Departments. This annual monitoring requirement shall remain in effect for one year beyond the time the total enrollment reaches 1,020 students. In the event that significant offsite queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered start and ends times, staggered arrival/departure times and/or a revised onsite circulation plan to alleviate off-site queuing. Such revised plan shall be subject to review and approval by Hillsborough County Public Works. Notwithstanding the above, the minimum temporal separation of arrival and dismissal periods shall be maintained (i.e. while Public Works may approve alternate start and dismissal times, time periods between pick-up/drop-off periods shall be no less than 30 minutes between start periods and 54 minutes between dismissal periods).

- 32.8 Access management, vehicle queuing, and staff placement shall occur consistent with the Vehicle Circulation Plan (dated February 17, 2025). Modifications to these plans may be submitted in accordance with Condition 32.7, above, or as otherwise approved by the Hillsborough County Public Works and Development Services Departments. No queueing stacking may occur on or along 30th Street NE, Laurel Ridge Avenue, or any other facility not identified as a queuing area on the Vehicle Circulation Plan.
- 32.9 Concurrent with site/construction plan approval for the 138 additional student stations, the school shall submit an Event Parking Plan, which shall be incorporated into the site/construction plan approval.
- 32.10 The charter school shall not permit students to be dropped off outside of the school property, including along the property's 30th Street NE frontage. In such instance, the school shall take actions necessary to ensure such violation of the conditions of approval and/or Vehicle Circulation Plan are cured.
33. Development shall be as depicted on the general site plan and comply with the following standards.
- 33.1 Gross floor area shall not exceed 79,672 square feet.
- 33.2 Minimum setbacks shall be as follows:
- North: 56';
- South: 12.2' (covered pick-up area);
- East: 190.6' (as shown); and
- West: 350.4'
- 33.3 The gymnasium expansion shall not exceed two-stories or 32 feet in height.
- 33.4 The number of classrooms shall not exceed 62.
34. The trade-off of DRI entitlements is not granted through this PRS. Documentation of the exchange of entitlements is required prior site plan approval.
35. Should PRS 25-0576 be certified prior to PRS 24-0415, conditions of approval shall contain those approved for PRS 25-0415 and include the queuing plan for PRS 25-0415 as one of the plan sheets. Should PRS 25-0415 be certified prior to PRS 25-0576, conditions of approval shall contain those approved for PRS 25-0576. The certification of one of the two PRS applications does not negate the requirement to certify each PRS application.
- ~~36.32.~~ In the event there is conflict between a zoning condition of approval, as stated herein, and any written or graphic notation on the general site plan, the more restrictive requirement shall apply.
- ~~37. 33.~~ Development of the project shall proceed in strict accordance with the terms and conditions contained in the DRI (DRI# 249) Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
- ~~38. 34.~~ If the notes and/or graphics 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 any stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- ~~39. 35.~~ Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Site Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect

the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.

Zoning Administrator Sign Off:	
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SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary building permits for on-site structures.

APPLICATION NUMBER: PRS 25-0415

ZHM HEARING DATE: NA

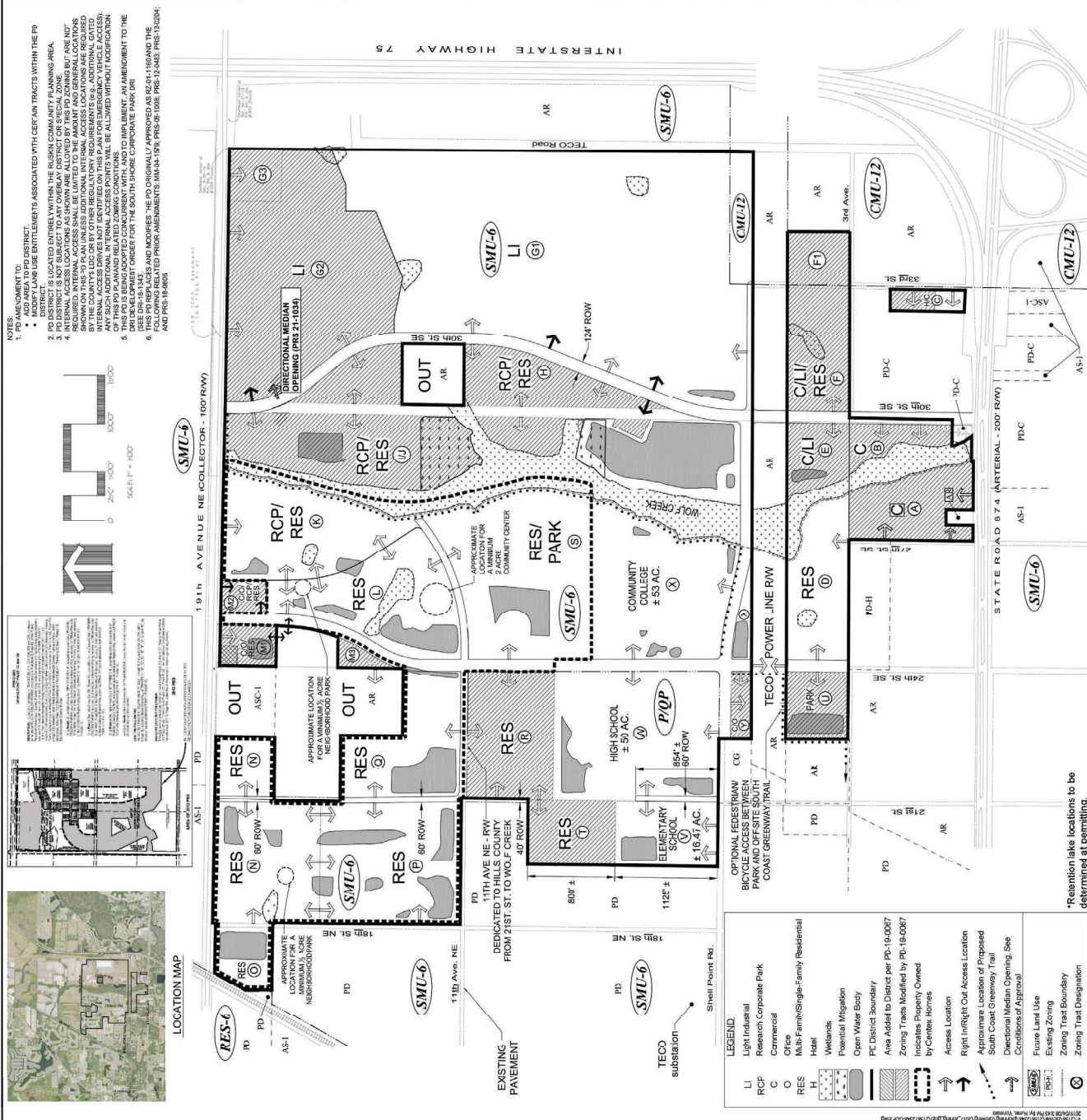
BOCC LUM MEETING DATE: May 13, 2025

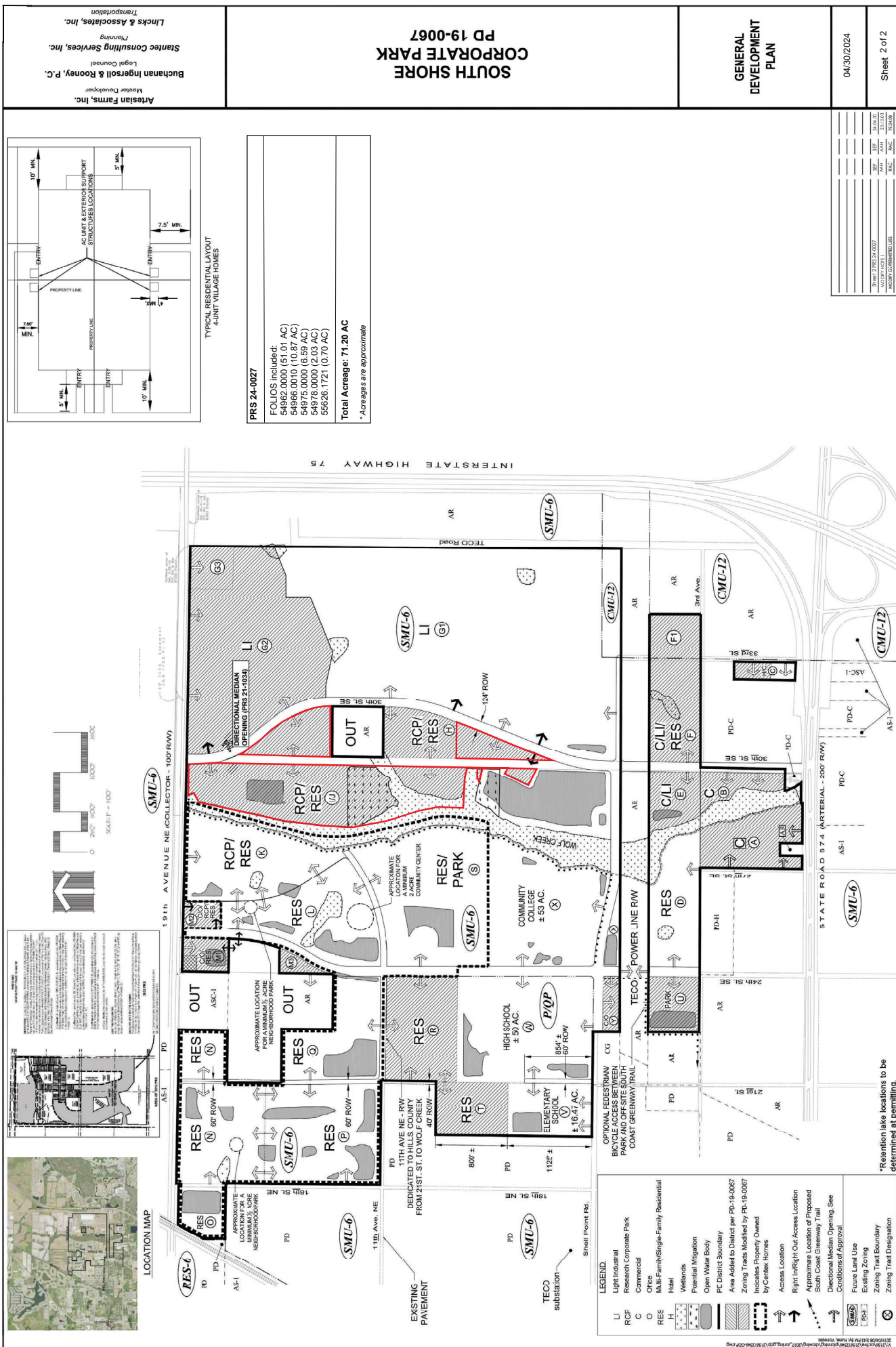
Case Reviewer: Sam Ball

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 SITE PLANS (FULL)

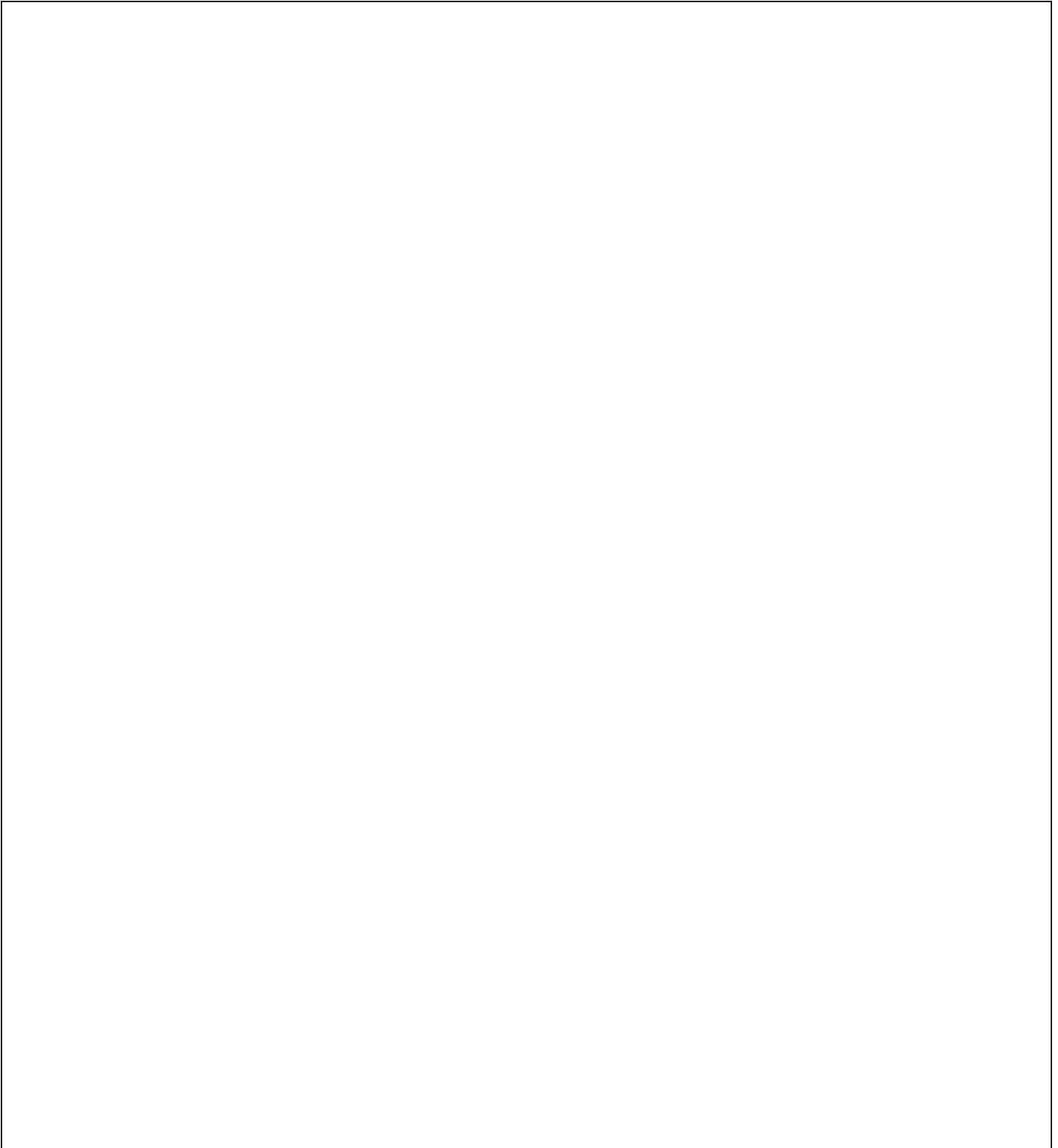
8.1 Approved Site Plan (Full)





8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



APPLICATION NUMBER: PRS 25-0415

ZHM HEARING DATE: NA

BOCC LUM MEETING DATE: May 13, 2025

Case Reviewer: Sam Ball

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 04/30/2025

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: South/ RU

PETITION NO: MM 25-0415

- ☐ This agency has no comments.
- ☐ This agency has no objection.
- ☒ This agency has no objection, subject to listed or attached conditions.
- ☐ This agency objects, based on the listed or attached grounds.

NEW CONDITIONS OF APPROVAL

All previously approved transportation-related conditions shall carry forward, in addition to the new conditions proposed hereinbelow.

New Conditions

32. The charter school located on folio 54973.0000 is permitted for up to 882 students, and via PRS 25-0415, shall be permitted an expansion of 138 additional students, for a total of up to 1,020 students. After the expansion of the school is open which utilizes all or a portion of the additional 138 student stations, the school shall be subject to the following operational standards:
- 32.1 The school will utilize two (2) staggered start and dismissal times. Neither of the staggered start or dismissal times shall exceed 882 students. The staggered start times in the morning will be staggered no less than 30 minutes apart and the staggered dismissal times in the afternoon will be staggered no less than 54 minutes apart.
 - 32.2 The school will open the exterior gate twenty minutes prior to the first dismissal period.
 - 32.3 Students enrolled in the early dismissal time with an older sibling enrolled in the later dismissal will be offered a holding area to cover the difference between dismissal periods.
 - 32.4 There shall be an on-site aftercare School program serving a minimum of 138 students. Such use shall be an accessory to the charter school and serve only students of the charter school.
 - 32.5 Pick-up time for all extra-curricular campus activities must occur after one hour after the later dismissal time.
 - 32.6 Pick-up time for all student off-campus appointments must occur prior to the early dismissal time.

- 32.7 Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to assess the sufficiency of queuing both on-site and off-site at the project access points. Such report shall be submitted to the Hillsborough County Development Service and Public Works Departments. This annual monitoring requirement shall remain in effect for one (1) year beyond the time the total enrollment reaches 1,020 students. In the event that significant offsite queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered start and ends times, staggered arrival/departure times and/or a revised onsite circulation plan to alleviate off-site queuing. Such revised plan shall be subject to review and approval by Hillsborough County Public Works. Notwithstanding the above, the minimum temporal separation of arrival and dismissal periods shall be maintained (i.e. while Public Works may approve alternate start and dismissal times, time periods between pick-up/drop-off periods shall be no less than 30 minutes between start periods and 54 minutes between dismissal periods).
- 32.8 Access management, vehicle queuing, and staff placement shall occur consistent with the Vehicle Circulation Plan (dated February 17, 2025). Modifications to these plans may be submitted in accordance with Condition 32.7, above, or as otherwise approved by the Hillsborough County Public Works and Development Services Departments. No queueing stacking may occur on or along 30th St. NE, Laurel Ridge Ave., nor any other facility not identified as a queuing area on the Vehicle Circulation Plan.
- 32.9 Concurrent with site/construction plan approval for the 138 additional student stations, the school shall submit an Event Parking Plan, which shall be incorporated into the site/construction plan approval.
- 32.10 The charter school shall not permit students to be dropped off outside of the school property, including along the property's 30th St. NE frontage. In such instance, the school shall take actions necessary to ensure such violation of the conditions of approval and/or Vehicle Circulation Plan are cured.

Other Conditions

- Prior to PD site plan certification, the applicant shall revise the PD site plan to incorporate the Vehicle Circulation Plan referenced in condition 32.8.

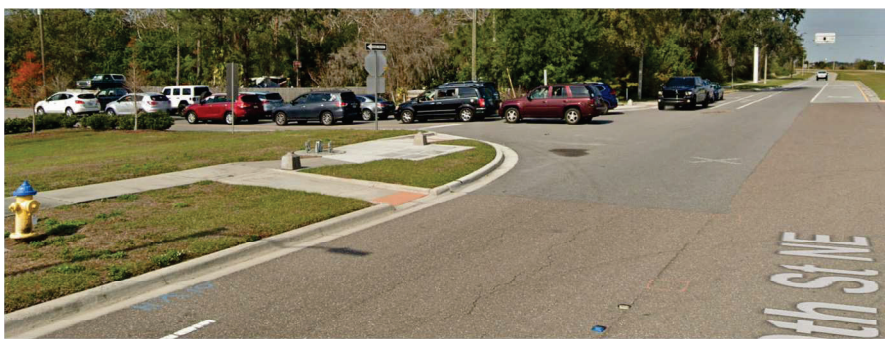
PROJECT OVERVIEW, TRIP GENERATION, AND ANALYSIS OF ISSUES

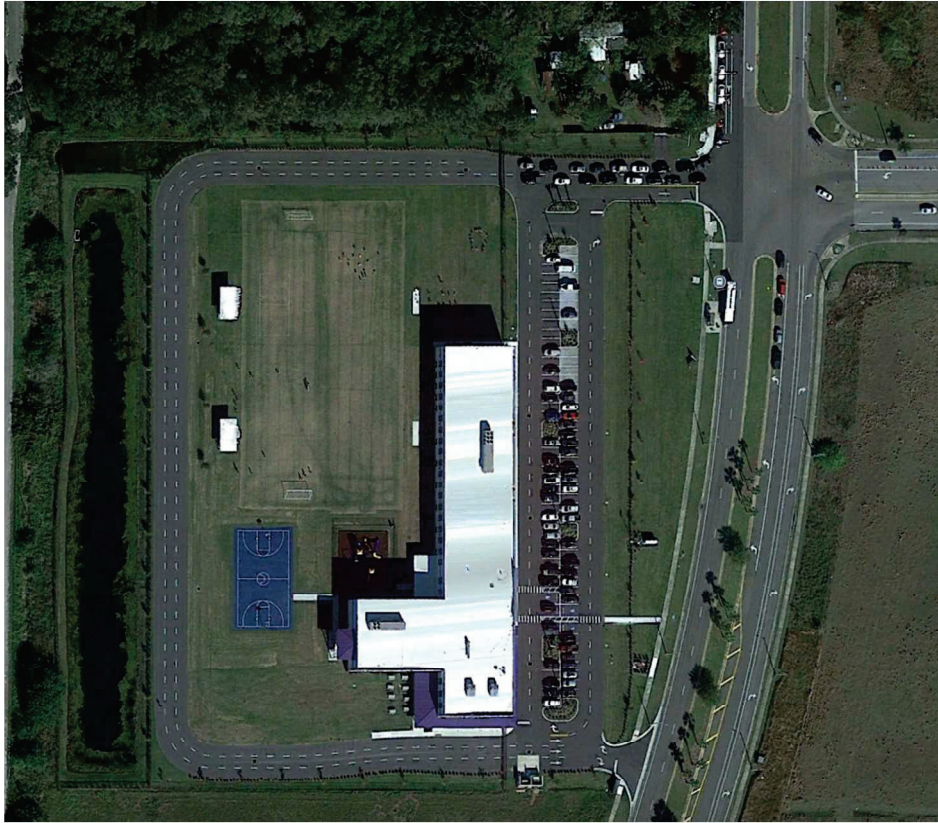
The applicant is requesting a Minor Modification (also known as a personal appearance) to a +/- 9.16 ac. parcel within Planned Development (PD) #19-0067, and as most recently modified via PRS 24-0027. The existing PD is approved for a variety of uses, as outlined in the PD and Development of Regional Impact (DRI) Development Order. The modification area has approval for a K-8 charter school with up to 882 students, and via PRS 25-0415, is seeking an expansion of 138 additional students, for a total of up to 1,020 K-8 students.

The applicant is seeking approval of alternate standards in lieu of a strict application of LDC Sec. 6.03.13, which provide a formula for minimum queueing and circulation required to serve the project. That section of the LDC would require 6,248 linear feet of queue for 1,020, while the queueing and circulation plan shows sufficient to accommodate only 892 students (or 5,466 feet of queue). In lieu of the providing additional stacking, the applicant is proposing a variety of measures including staggered start and dismissal times and controls on other certain pick-up times, maximum enrollment caps by grade level, a holding area for younger students waiting for their older siblings to finish school, and an accessory child care center which they have committed will serve a minimum of 328 students (lessening peak pick-up period demand). Staff has also included boilerplate conditions on the school to provide limited flexibility (but also accountability), as is standard operating procedure for private and charter schools.

Lastly, staff notes that there have been documented queueing issues from the existing school which have spilled out into 30th St. NE and negatively affected the safety and operational efficiency of this Level of Service (LOS) F (failing) roadway. These events have largely been attributed to the school's failure to open the school gates and allow parents to utilize the queueing lanes which were constructed and designed for such purpose. Staff was made aware that queueing has occasionally backed up far enough to exceed available southbound right turn lane queues, thereby shutting down southbound traffic on 30th St. NE, which is a 2-lane divided collector roadway north of the site (i.e. the separated median makes it impossible to bypass a back-up or even U-turn to find an alternative route). Queues utilizing the northbound left turn lane prohibit other traffic from utilizing that turn lane for U-turning movements. While land to the south of the school is currently vacant (and so this is not currently an issue), if the existing situation were to continue, use of this turn lane for queueing and stacking could result in adjacent development being unable to be reasonably accessed from the south (since no opportunities for U-turn would exist during drop-off and pick-up periods). Example photos showing traffic beginning to queue up and spill back are included below.

Lastly, staff notes that there is a planned/warranted traffic signal (by others) going in at the intersection of 30th St. NE and Laurel Ridge Ave. Staff notes that Developer Services leadership has meet with the applicant and reviewed their proposed alternative measures and found that the applicant proposed conditions together with the standard boilerplate conditions will be sufficient ensure the queue issue is alleviated, and provide sufficiency certainty that any future queueing problems will be avoided (or otherwise corrected).





As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the subject site. Staff prepared the below analysis, comparing trips potentially generated within the modification area under the approved and proposed zoning, utilized a generalized worst-case scenario. Data provided below is based on information from the Institute of Transportation Engineers' Trip Generation Manual, 11th Edition. Data for ITE LUC 536 (K-5 Charter School) is used due to a lack of ITE data for K-8 charter schools. These rates are in line with rates developed by FDOT during its 2017 Study of 10 area K-8 charter schools, for example, 1.04 a.m. peak hour trips from the ITE data vs 1.07 a.m. peak hour trips from the FDOT study.

Existing Use (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
882 Student K-8 Charter (ITE LUC 536)	1,632	924	141

Proposed Use (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
1,020 Student K-8 Charter (ITE LUC 536)	1,887	1,069	163

Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
	(+) 255	(+) 145	(+) 22

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

30th Street is a 2-lane, divided, collector roadway from SR 674 to Laurel Ridge Avenue and 2-lane divided from Laurel Ridge Avenue to 19th Avenue in good condition. In the vicinity of the proposed project, 30th Street is characterized by 12 foot lanes lying within +/-140 feet of right of way. There are sidewalks and bike lanes along 30th Street in the vicinity of the project.

SITE ACCESS

No changes to site access are proposed.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Internal project roadways are not regulated roadways and were not included in the 2020 Level of Service (LOS) Report. As such, staff is unable to provide LOS information for these facilities.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
30 th St.	Shell Point Rd.	19 th Ave NE	D	F

Source: Hillsborough County 2020 Level of Service Report

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
30 th St.	County Collector - Urban	2-4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Modification Area Only) <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,632	924	141
Proposed	1,887	1,069	163
Difference (+/-)	(+) 255	(+) 145	(+) 22

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

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

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

Transportation Comment Sheet

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

**CURRENTLY
APPROVED**



Hillsborough County Florida

DEVELOPMENT SERVICES

PO Box 1110 Tampa, FL 33601-1110

April 11, 2019

Reference: RZ-PD 19-0067 RU
Artesian Farms, Inc. & Dickman
Investments, LLC
19th Ave., NE & 30th St., NE
54955.0100 + multiple

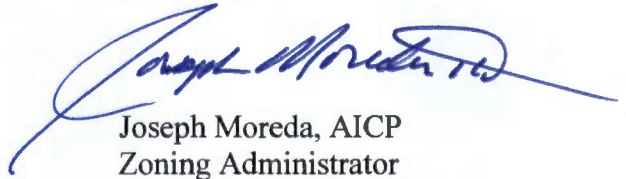
Andrea Zelman, Esq.
Buchanan Ingersoll & Rooney
401 E. Jackson St., Ste. 2400
Tampa, FL 33602

Dear Applicant:

At the regularly scheduled public meeting on April 9, 2019, the Board of County Commissioners approved your request for rezoning the tract of land described in your application from AR & PD (01-1160) (Agricultural Rural and Planned Development (01-1160)) to PD (Planned Development) with the attached conditions. Please keep this letter for your records.

If you have any questions regarding this, please feel free to contact Brian Grady at 813-276-8343 or by email at GradyB@HCFLGov.net.

Sincerely,



Joseph Moreda, AICP
Zoning Administrator

JM/mn
Attachment

BOARD OF COUNTY COMMISSIONERS

Ken Hagan

Pat Kemp

Lesley "Les" Miller, Jr.

Sandra L. Murman

Kimberly Overman

Mariella Smith

Stacy R. White

COUNTY ADMINISTRATOR

Michael S. Merrill

COUNTY ATTORNEY

Christine M. Beck

INTERNAL AUDITOR

Peggy Caskey

CHIEF DEVELOPMENT & INFRASTRUCTURE SERVICES

ADMINISTRATOR

Lucia E. Garsys

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted April 9, 2019.

1. Per the companion DRI Development Order (DRI # 249), the project is to be developed in two Phases (Phase I and II). The additional DRI analysis required by earlier Development Orders prior to the commencement of development Phase 2 has been approved based upon DRI DO 18-1343 and the resulting amended Development Order.

In order to track project development in accordance with the DRI phasing schedule and trade-off mechanism (Equivalency Matrix), an original certified copy of the South Shore Corporate Park Tracking Table shall be submitted to Development Services Department prior to Construction Site Plan or Preliminary Plat approval for each portion of project development. Each Tracking Table submittal shall show the amount of development permits approved to date at the time of permit submittal for the subject portion of the project.

1.1 Development on the site shall be limited to the following uses:

- A maximum of 1,641 residential units;
- A maximum of 3,742,220 square feet of M zoning district uses.

Within the areas designated for Research Corporate Park (RCP) uses, M zoning district uses shall be permitted and limited as follows:

- Permitted M zoning district uses shall be (a) manufacturing, processing, production and assembly within enclosed structures, and (b) warehousing with or without distribution within enclosed structures.
- Heavy industrial uses and open storage shall be prohibited.
- Public Service Facilities shall be permitted.
- Accessory retail uses shall be permitted, provided that accessory retail uses shall not be "stand alone" uses but shall be contained within structures containing permitted principal uses.
- A maximum of 315,000 square feet of Commercial General (CG) zoning district uses;
- A maximum of 150 rooms for hotel/motel uses;
- A minimum of 10.28 acres for park and recreation uses unless otherwise provided herein;
- A maximum of 556,000 square feet of Commercial Neighborhood (CN) and Business Professional Office (BPO) zoning district uses; and
- A minimum of 119.6 acres for educational facilities.

As expressed in DRI Development Order, the above listed totals may be adjusted through application of land use exchanges.

1.2 Individual tracts within the site shall be developed with the uses listed below. Four Unit Village Homes shall only be allowed on Tract N, Tract O and Tract P.

- Tract A - Commercial General (CG) zoning district uses;
- Tract B - CG zoning district uses;
- Tract C - CG zoning district uses;
- Tract D - residential units;
- Tract E - CG and Manufacturing (M) zoning district uses, and Research Corporate Park (RCP) uses;
- Tract F - CG and M zoning district uses, RCP uses, and residential units;
- Tract F1 - Public Service Facilities;
- Tract G1 - M zoning district uses and RCP uses;
- Tract G2 - M zoning district uses and RCP uses;
- Tract G3 - Public Service Facilities;
- Tract H - RCP uses and residential units*;
- Tract I/J - RCP uses and residential units*;
- Tract K - RCP uses and residential units;
- Tract L - residential units;
- Tract M1 - CN (Commercial Neighborhood) zoning district uses, Business Professional Office (BPO) zoning district uses, and residential units;
- Tract M2 - CN and BPO zoning district uses, RCP uses, and residential units;
- Tract M3 - A (Agriculture) and AI (Agricultural Industrial) zoning district uses.
- Tract N - residential units, including but not limited to, Four Unit Village Homes;
- Tract O - residential units, including but not limited to, Four Unit Village Homes;
- Tracts P - residential units, including but not limited to, Four Unit Village Homes;
- Tract Q - residential units;
- Tract R - residential units;
- Tract S - residential units or Park uses;
- Tract T - residential units;
- Tract U - park facilities to be dedicated and conveyed by the Developer to Hillsborough County;
- Tract V - school;
- Tract W - school;
- Tract X - college/community college; and,
- Tract Y - CN and BPO zoning district uses and an automated car wash.

*residential development in these tracts shall be limited to multi-family housing in accordance with conditions 2.6.

1.3 Agricultural uses shall be allowed on an interim basis, excluding logging in wetlands.

1.4 The uses on Tracts K, M1 and M2, will be established at the time of issuance of the first permit for each tract. For example, if the first permit for any portion of Tract K is for residential housing

units, then the remainder of Tract K will be required to be developed with residential units unless tract boundaries are modified in accordance with LDC regulations governing modifications to certified General Site Plans.

- 1.5 A neighborhood park, a minimum of ½ acre in size, shall be constructed within Tract N in the general location shown on the general site plan.
- 1.6 A neighborhood park, a minimum of ½ acre in size and a community center, a minimum of 2 acres in size, shall be constructed within Tract L in the general location shown on the general site plan.

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

2.1 Single family (front loaded only):

Minimum Lot Size:	4,400 sf
Minimum Lot Width:	40 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet (1)
Maximum Lot Coverage:	60%
Maximum Height:	3-stories

2.2 Single family (rear loaded with garage and access from an alley);

Minimum Lot Size:	2,100 sf
Minimum Lot Width:	30 feet
Minimum Front Yard:	(no porch) 10 feet
Minimum Front Yard:	(with porch) 5 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	3 feet
Maximum Lot Coverage:	70%
Minimum Height:	2-stories

A two (2) car garage shall be required for all single-family rear loaded units. The garage shall be accessed from an alley.

2.3 Townhouse:

Minimum Lot Size:	1,500 sf
Minimum Lot Width:	16 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	0 feet
Minimum Rear Yard:	15 feet (1)
Maximum Lot Coverage:	70%
Maximum Height:	3-stories

2.4 Villa-duplex:

Minimum Lot Size:	3,500 sf
Minimum Lot Width:	35 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet ⁽¹⁾
Maximum Lot Coverage:	70%
Maximum Height:	3-stories

⁽¹⁾ The shaded areas as shown on the graphic of the General Certified Site Plan are permitted to have a minimum rear yard setback of 10 feet.

2.5 Four Unit Village Homes:

Minimum Lot Size (per unit):	1,000 sf
Minimum Lot Width (per unit):	25 feet
Maximum Lot Coverage (per unit):	70%
Minimum Height (per unit):	2-stories

Setbacks and other dimensional standards for the Four Unit Village Homes shall be as shown on the certified site plan.

Development of Four Unit Village Homes shall be subject to the following requirements and standards:

- 2.5.1 Parking for the Four Unit Village Homes shall be provided within designated parking areas or on-street. On-street parking shall comply with parking standards contained in the Technical Review Manual for the road type being constructed.
- 2.5.2 All parking lots, common areas and landscaping, including but not limited to, yards of individual units shall be maintained by a Home Owner's Association or similar entity.
- 2.5.3 A park and/or recreational facilities (a minimum of 10,000 square feet in size) shall be constructed in Tract N. All such facilities shall be owned and maintained by a Home Owner's Association or similar entity.
- 2.5.4 The front façade of each building shall have a front porch. The porch shall have a minimum of eight feet in width and five feet in depth. The porch shall be covered with a solid roof but shall not be screened or otherwise enclosed. Railings, if provided, shall be consistent with the architectural style of the structure.
- 2.5.5 The front of façade of each building shall at least one architectural enhancement such as, but not limited to, recessed doors, arches, transoms, sidelights, or porticos, consistent with the architectural style of the structure.

- 2.5.6 All exterior wall surfaces shall be architecturally finished with cement plaster, brick or hardieplank / lap siding. If lap siding is used, lap exposure shall be no less than four inches and no more than eight inches. Paint shall not constitute architectural finish.
- 2.5.7 Windows shall be provided on all sides of each structure at a minimum rate of one window per 20 feet of exterior wall length or fraction thereof for each dwelling unit. This requirement shall be met per individual story on each wall.
- 2.5.8 Decorative shutters, if provided, shall be made of wood, metal, or copolymer material and shall not be scored into the cement plaster (stucco).
- 2.5.9 Roofs shall be gable or hipped roof styles. Pitched roofs shall have a minimum pitch of 4/12. Rolled roofing and built-up roofing are prohibited.
- 2.5.10 If fascias are provided, they shall have a minimum vertical dimension of six inches and maximum vertical dimension of eight inches.
- 2.5.11 Solid waste facilities provided outside of a building, shall be screened from public rights-of-way and adjacent property by an enclosure constructed of materials compatible with the materials on the front building wall of the main building. Trash, recycling receptacles, and other similar areas must be located in parking areas or in a central location, and must be screened to minimize sound and visibility from residences and to preclude visibility from residences or from a public right-of-way. Service areas shall be screened by a masonry wall and landscape buffer on three (3) sides if it is located in areas visible to residences or from a public right-of-way. The screening wall shall be six (6) feet high, include architectural design, materials and colors that are consistent with those of the residential structures. The landscape buffer shall be a minimum of five (5) feet in width and contain evergreen plants a minimum of three (3) feet in height spaced not more than 4 feet apart.
- 2.5.12 Mechanical equipment at ground level shall be screened from view of any street by fencing, dense landscaping vegetation, faux facades, or by being incorporated into a building.
- 2.5.13 Fences between units or yards shall be prohibited.
- 2.5.14 If Tract N and/or Tract O are developed with Four Unit Village Homes there shall be a minimum fifty foot (50') setback from 19th Avenue North and a landscaped buffer shall be required. Alternatively the setback from 19th Avenue may be thirty feet (30') if a six-foot (6') solid wall is provided.

2.6 Multi-Family Housing within Tracts I/J and H

A minimum of 15 percent of multi-family units developed in tracts I/J and H shall be set aside as workforce housing for households at or below 120% of the median income, adjusted by family size, for Hillsborough County/Tampa Metropolitan Statistical Area, as defined annually by the United States Department of Housing and Urban Development. The maximum annual rent that may be charged for a workforce housing unit may not exceed the rental limits for

Hillsborough County based on income and number of bedrooms as provided annual by the Florida Housing Finance Corporation for the State Housing Initiatives Partnership (SHIP) Program. For purposes of determining household income, the household's annual gross income shall be calculated as defined per the Section 8 housing assistance payments programs in 24 CFR Part 5, and shall be calculated by projecting the prevailing rate of income for all adults in the household as the amount of income to be received in a household during the 12 months following the effective date of determination. Households eligible for workforce housing shall be placed in units in a manner which will ensure there will be no discrimination on the basis of race, creed, color, age, sex, familial or marital status, sexual orientation, gender identity or expression, handicap, religion, or national origin.

2.6.1 This Workforce Housing set aside shall be provided for a period of 15 years beginning with the issuance of Certificates of Occupancy for a development project. A development project shall be a project with an approved Site Development Construction Plan. Each development project shall set aside 15 percent of the units for workforce housing. If the development project provides a variety of unit types (i.e. one bedroom, two bedroom, etc.), the units set aside shall be proportionately allocated among each unit type (i.e. 15% one bedroom, 15% two bedroom, etc.) to provide for a variety of workforce housing types in the development project. To maintain a variety in unit type and variety in location within the development project, the units available for the workforce housing set aside shall be all the units within the development project, as opposed to setting aside specific units.

2.6.2 Monitoring/enforcement shall consist of the following requirements:

- a) The property owner, on its own or through a qualified third party verification and monitoring company, shall determine each tenant's eligibility for a workforce housing set-aside unit by confirming the tenant's annual gross income for compliance with the income limits. Income must be recertified annually.
- b) The property owner shall provide to the County's Affordable Housing Services Department (AHS) an annual report in a format approved by AHS demonstrating compliance with the workforce set-aside requirement, including compliance with tenant income and rent limit requirements.
- c) As part of the Construction Plan application submittal, the applicant shall submit a copy of an executed Restrictive Covenant which memorializes the workforce housing requirements outlined in this condition. The format of the Restrictive Covenant shall be approved in advance by the Hillsborough County Affordable Housing Services Department and the County Attorney's Office. The Restrictive Covenant shall be executed by all owners of the property, and be recorded in the public records of Hillsborough County. Restrictions will run with the land regardless of the transfer of ownership.

2.6.3 Development of multi-family housing in Tracts I/J and H shall utilize a grid street network to promote vehicular and pedestrian connectivity both within said tracts and to perimeter roadways. This grid street network shall be established through the use of block standards and connections to 30th Street. The use of cul-de-sacs shall be

prohibited. Should Tracts I/J and H not be developed under a singular development, paved street stubouts shall be provided between all individual developments for eventual internal roadway connections. Exceptions to this are permitted where necessary due to natural features.

- 2.6.4 Roadway connections to 30th Street from Tracts I/J and H shall be provided at a maximum of every 800 feet. Connections to 30th Street of less than 800 feet from another connection shall meet minimum spacing standards per the Land Development Code.
- 2.6.5 Pedestrian connections from Tract I/J's internal pedestrian network to the County Trail along 19th Avenue shall be provided.
- 2.6.6 Multi-family housing within Tracts I/J and H shall be developed using blocks of no more than 800 feet in length and nor more than 500 feet in width. Roadways shall border each block on all sides. Exceptions to this are permitted where necessary due to natural features. In cases wherein a roadway cannot be provided due to natural features, those blocks shall provide roadways on at least 2 sides.
- 2.6.7 Multi-family buildings within Tracts I/J and H shall be located a maximum of 30 feet from the perimeter streets of 19th Avenue and 30th Street. The maximum setback from all other streets for multi-family buildings within Tracts I/J and H shall be 15 feet. Maximum building height shall be 60 feet/4-stories. No additional setback for buildings over 20 feet in height shall be required.
- 2.6.8 Surface parking lots serving the multi-family housing in Tracts I/J and H shall be located behind the multi-family buildings on at least three sides of the block. For blocks within these tracts providing roadways on at least 2 sides (as permitted in condition 2.6.6), surface parking lots shall be located behind the multi-family buildings on at least one side. In both instances, the block side with no buildings between the surface parking lot and roadway shall be permitted to be gated, which shall be in accordance with TD-09 standards of the Transportation Technical Manual.
- 2.6.9 Notwithstanding condition 2.6.8, private driveways between the multi-family buildings to the block's interior parking lot and/or garages shall be permitted. These private driveways shall be permitted to be gated, which shall be in accordance with TD-09 standards of the Transportation Technical Manual. Private driveways shall not account for more than 25% of the block's frontage.
- 2.6.10 All fencing within any required front yard (30 feet along 30th Street and 19th Avenue and 15 feet along all other roadways) shall be limited to a maximum height of 4 feet.
- 2.7 A minimum of fifty percent (50%) of the single-family detached lots shall be a minimum of 5,000 square feet in size with a minimum lot width of 50 feet, or shall be rear loaded with alley access.
- 2.8 Zero lot line development shall be permitted and shall be subject to zero lot line regulations in the Land Development Code. Rear yards shall be a minimum of 20 feet.

- 2.9 Except for townhomes, Four Unit Village Homes, and multi-family development within Tracts I/J and H, multi-family development shall comply with the RMC-16 regulations of the Hillsborough County Land Development Code. Townhomes, Four Unit Village Homes and multi-family development within Tracts I/J and H shall not be subject to the 2 to 1 additional setback for every foot above 20 feet in height requirements of the Land Development Code.
3. Commercial uses and office uses shall be developed in accordance with CG zoning district standards. Light industrial/RCP uses shall be developed in accordance with M zoning district standards. Schools shall be developed in accordance with the provisions of the Interlocal Agreement for educational facility siting dated October 15, 1997, as amended. Colleges shall be developed in accordance with Land Development Code Section 6.11.27.
4. Buffering and screening requirements shall be those of the Land Development Code unless otherwise noted within these conditions.
 - 4.1 In Tract G2 and Tract I/J, there shall be a 30-foot wide buffer along 19th Avenue. For Tract I/J, the 30-foot wide trail corridor required in condition #25 may be located within the required 30-foot wide buffer to accommodate a County trail. Within this buffer area, screening shall be achieved through the use of Screening Standard "B."
 - 4.2 If either Tract K or Tract M2 are developed with RCP uses, there shall be a 30-foot wide buffer along 19th Avenue. Within this buffer area, screening shall be achieved through the use of Screening Standard "B."
5. Lighting within the project shall be fully shielded to diffuse glare off site.
6. All trash/refuse/dumpster storage facilities shall be completely enclosed. Said facilities shall be architecturally finished in materials similar to those of the principal structures. Dumpsters shall not be emptied between the hours of 9:00 p.m. and 7:00 a.m, excluding Tracts A, B, C, E, F1, G1, G2 and G3. Such time limitations shall also not apply to Tracts H and I/J if either tract is developed in its entirety with non-residential (RCP) uses.
7. Approval of this application does not ensure that water will be available at the time when the applicant seeks approval to actually develop.
8. The Developer shall apply for reclaimed water service in accordance with the County's Reclaimed Water Waiting List Standard Operating Procedure 6.23 within 30 days of zoning approval or prior to General Site Plan certification, whichever comes first.
9. The Developer shall design and install an irrigation system consistent with the requirements of the County's Dryline Standard Operating Procedure 6.2.4. If groundwater from existing wells is used for irrigation purposes, the irrigation system shall be built to County standards pursuant to a right-of-way use permit, and shall be maintained by the developer or designee until reclaimed water becomes available and the system is accepted by Hillsborough County for maintenance.
10. Prior to any development permit approvals, construction or improvement of the project, the Developer shall submit a Master Drainage Plan for review and approval by the Hillsborough County Public Works

Department and Development Services Department and to the South West Florida Water Management District. Any required drainage easements will be dedicated to Hillsborough County.

11. 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.
12. 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.
13. 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).
14. 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.
15. The locations of all lakes, retention area and potential mitigation areas are conceptual.
16. To provide interconnectivity and internal capacity for circulation, each tract adjacent to a roadway shown on the general site plan shall demonstrate, as determined by Hillsborough County, the ability to provide cross access and internal circulation to adjacent parcels or tracts, except where such cross access would require a crossing of Wolf Creek. The character and design of the cross access shall be: (a) proportional to the proposed development for the site; and (b) may be limited to pedestrian-only access, including non-vehicular cross access provided via the proposed County trail. Character and design of required cross-access shall be as determined by Hillsborough County. Tracts G and S shall support traffic circulation with internal roadway connections to the roadways shown on the general site plan. Tracts with development that includes parking lots shall have efficient parking lot circulation to accomplish the goal of internal circulation by connecting to the access points shown on the general site plan or other locations as approved by Hillsborough County. School sites and park tracts shall accommodate non-vehicular or vehicular cross access and internal circulation appropriate to their use.
17. Upon written request of the County or prior to Construction Plan or Final Plat approval for adjacent development, whichever is earlier, the applicant shall dedicate and convey to Hillsborough County a 60 foot wide right-of-way for the future extension of 21st Street from Shell Point Road to 19th Avenue. The alignment of the right-of-way will be at the discretion of the Developer.
18. Developer of the parcels adjacent to 24th Street and Shell Point Road (west of 30th Street) has designed and constructed to County Standards, Shell Point Road (west of 30th Street) as a two-lane roadway, and has designed 24th Street as a four lane roadway and constructed the first two lanes. Permitting, and construction of a traffic signal at the intersection of 24th Street and Shell Point Road, when warranted, shall be the responsibility of the Developer. The traffic signal shall be designed and constructed to

Hillsborough County Standards. The Developer(s) shall be responsible for providing 100 percent of the right-of-way.

19. The general design, location and number of access points shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code. The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department and/or the Florida Department of Transportation, if applicable. Final design, if approved by Hillsborough County Development Services Department and/or the Florida Department of Transportation may include, but is not limited to, left turn lanes, acceleration lane(s), and deceleration lane(s). Access points may be restricted in movements.
20. The Optional Right In/Right Out access location on 24th Street in Tract M2 and Optional Right In/Right Out access location on 24th Street in Tract M1 shall meet the Hillsborough County Access Management Regulations and the determination of feasibility of the proposed access shall be made by Hillsborough County at Site Plan Review based on the traffic conditions at this location. The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department.
21. Prior to Preliminary Site Plan approval, the Developer shall provide a traffic analysis, signed by a professional engineer, showing the amount of left and right turn lane storage needed to serve development traffic. The Developer shall provide, at his expense, left and right turn lanes at each project access on roads that are shown on the Long Range Transportation Plan and/or the South Shore Corridor Plan. The left and right turn lanes shall be of sufficient length to accommodate anticipated left and right turning traffic. The design and construction of these left and right turn lanes shall be approved by the Hillsborough County Development Services Department and/or FDOT. All roadway construction of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement.
 - a) For Developments along 24th Street the intersections of 24th Street and 19th Avenue, 24th Street and Shell Point Drive and 24th Street and S.R. 674 as well as project driveways shall be analyzed to determine if turn lanes are adequate to accommodate the project traffic.
 - b) For Developments along 30th Street the intersections of 30th Street and 19th Avenue, 30th Street and Shell Point Drive and 30th Street and S.R. 674 as well as project driveways shall be analyzed to determine if turn lanes are adequate to accommodate the project traffic.
22. When warranted, the Developer shall also construct a traffic signal at the intersection of SR 674 & 24th Street. The traffic signal shall be designed to FDOT and Hillsborough County standards.
23. The Developer shall install a traffic signal at the intersection of 24th Street & 19th Avenue at the time Site Development Approval is sought for parcels adjacent to the intersection. The Developer shall be responsible for the signal, only if Site Development Approval is sought for development on the south side of 19th Ave at 24th Street. If a signal where to be warranted due to traffic coming south on the future extension of 24th Street north of 19th Ave, then the Developer would not be required to install the traffic signal. The Developer has the option of either installing the signal or making payment to the County for the cost of the signal in lieu of installation. If the Developer chooses the payment option, direct payment in the form of a Letter of Credit is acceptable or a Certified Check paid to the County to hold in Escrow. Payment shall be made to the County prior to preliminary site plan approval. If the Developer chooses to install the signal the Developer shall indicate on the preliminary site plan that a

traffic signal will be installed. Prior to Construction Plan Approval, the Developer shall submit 60% design plans. Prior to the issuance of a Certificate of Occupancy (CO) the traffic signal shall be installed. The Developer shall be responsible for the cost of design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department. The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department.

24. If project traffic exceeds 30% of the daily traffic on 30th Street, Developer shall install a traffic signal at the intersection of 30th Street & 19th Ave. If a signal were to be warranted due to traffic coming south on the future extension of 30th Street north of 19th Ave, Developer shall not be required to install the traffic signal. The Developer has the option of either installing the signal or making payment to the County for the cost of the signal in lieu of installation. If the Developer chooses the payment option, direct payment in the form of a Letter of Credit is acceptable or a Certified Check paid to the County to hold in Escrow. Payment shall be made to the County prior to preliminary site plan approval. If the Developer chooses to install the signal the Developer shall indicate on the preliminary site plan that a traffic signal will be installed. Prior to Construction Plan Approval, the Developer shall submit 60% design plans. Prior to the issuance of a Certificate of Occupancy (CO) the traffic signal shall be installed. The Developer shall be responsible for the cost of design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department. The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department.
25. The developers of Tract I/J, Tract K, Tract S, and Tract X have participated in the implementation of the Hillsborough Greenways Master Plan by providing Hillsborough County a 30-foot wide trail corridor easement across their properties along the west side of Wolf Branch Creek, where needed between 19th Avenue and the Tampa Electric Company easement south of 19th Avenue. The developer(s) of Tract I/J shall participate by providing Hillsborough County a 30-foot wide trail corridor easement along the south side of 19th Avenue west of 30th Street provided such trail easement is required for use by the County as part of the trail that comprises part of the County's trail network. The easement interest shall be conveyed at such time that the County identifies funding for design and construction of the trail through the project. The County shall be responsible for trail design, permitting, construction and maintenance of the trail. Except for that portion of the trail along the south side of 19th Avenue which crosses over Wolf Branch Creek, the 30-foot trail corridor may be adjacent to, but not overlap, the wetland buffer.
26. The Developer shall coordinate with the County regarding the design and construction of the proposed County trail through the project and shall design an internal bicycle/pedestrian trail network compatible with and connected to the County trail.
27. To ensure the safety of trail users, the Developer shall design any lakes/ponds adjacent to the South Coast trail corridor in a manner that creates a slope no greater than 6:1 along the trail side of the lake/pond system.
28. To ensure connectivity between the County trail and the internal bicycle/pedestrian trail network, the stormwater drainage system to be located on the west side of the trail corridor shall not be one continuous open body of water along the entire length of the trail corridor through the project. The stormwater system shall be designed as two or more lakes/ponds with sufficient land between them to allow the Developer to provide the internal bicycle/pedestrian trail connection(s) to the County trail.

At a minimum, one bicycle/pedestrian trail connection to the County trail shall be provided in the vicinity of the community college/park/schools.

29. Project signs shall be limited to building signs and monument signs. All monument signs shall be a maximum of 15 feet in height. Billboards, pole signs, banners and pennants shall be prohibited.
30. All Phase I residential development beyond 607 units (multi-family or single-family) shall provide mitigation for hurricane shelter space through application of the following formula:
 - 30.1 Number of dwelling units (x) 2.5 (occupancy factor) = the number of potential evacuees.
 - 30.2 Number of potential evacuees (x) .25 (historical public shelter demand) = shelter space demand.
 - 30.3 Number of shelter space demand (x) \$129.00 = offset cost/mitigation for shelter impact.
31. In the event there is conflict between a zoning condition of approval, as stated herein, and any written or graphic notation on the general site plan, the more restrictive requirement shall apply.
32. Development of the project shall proceed in strict accordance with the terms and conditions contained in the DRI (DRI # 249) Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
33. If the notes and/or graphics 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 any stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 04/30/2025

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: South/ RU

PETITION NO: MM 25-0415

- ☐ This agency has no comments.
- ☐ This agency has no objection.
- ☒ This agency has no objection, subject to listed or attached conditions.
- ☐ This agency objects, based on the listed or attached grounds.

NEW CONDITIONS OF APPROVAL

All previously approved transportation-related conditions shall carry forward, in addition to the new conditions proposed hereinbelow.

New Conditions

32. The charter school located on folio 54973.0000 is permitted for up to 882 students, and via PRS 25-0415, shall be permitted an expansion of 138 additional students, for a total of up to 1,020 students. After the expansion of the school is open which utilizes all or a portion of the additional 138 student stations, the school shall be subject to the following operational standards:
- 32.1 The school will utilize two (2) staggered start and dismissal times. Neither of the staggered start or dismissal times shall exceed 882 students. The staggered start times in the morning will be staggered no less than 30 minutes apart and the staggered dismissal times in the afternoon will be staggered no less than 54 minutes apart.
 - 32.2 The school will open the exterior gate twenty minutes prior to the first dismissal period.
 - 32.3 Students enrolled in the early dismissal time with an older sibling enrolled in the later dismissal will be offered a holding area to cover the difference between dismissal periods.
 - 32.4 There shall be an on-site aftercare School program serving a minimum of 138 students. Such use shall be an accessory to the charter school and serve only students of the charter school.
 - 32.5 Pick-up time for all extra-curricular campus activities must occur after one hour after the later dismissal time.
 - 32.6 Pick-up time for all student off-campus appointments must occur prior to the early dismissal time.

- 32.7 Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to access the sufficiency of queuing both on-site and off-site at the project access points. Such report shall be submitted to the Hillsborough County Development Service and Public Works Departments. This annual monitoring requirement shall remain in effect for one (1) year beyond the time the total enrollment reaches 1,020 students. In the event that significant offsite queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered start and ends times, staggered arrival/departure times and/or a revised onsite circulation plan to alleviate off-site queuing. Such revised plan shall be subject to review and approval by Hillsborough County Public Works. Notwithstanding the above, the minimum temporal separation of arrival and dismissal periods shall be maintained (i.e. while Public Works may approve alternate start and dismissal times, time periods between pick-up/drop-off periods shall be no less than 30 minutes between start periods and 54 minutes between dismissal periods).
- 32.8 Access management, vehicle queuing, and staff placement shall occur consistent with the Vehicle Circulation Plan (dated February 17, 2025). Modifications to these plans may be submitted in accordance with Condition 32.7, above, or as otherwise approved by the Hillsborough County Public Works and Development Services Departments. No queueing stacking may occur on or along 30th St. NE, Laurel Ridge Ave., nor any other facility not identified as a queuing area on the Vehicle Circulation Plan.
- 32.9 Concurrent with site/construction plan approval for the 138 additional student stations, the school shall submit an Event Parking Plan, which shall be incorporated into the site/construction plan approval.
- 32.10 The charter school shall not permit students to be dropped off outside of the school property, including along the property's 30th St. NE frontage. In such instance, the school shall take actions necessary to ensure such violation of the conditions of approval and/or Vehicle Circulation Plan are cured.

Other Conditions

- Prior to PD site plan certification, the applicant shall revise the PD site plan to incorporate the Vehicle Circulation Plan referenced in condition 32.8.

PROJECT OVERVIEW, TRIP GENERATION, AND ANALYSIS OF ISSUES

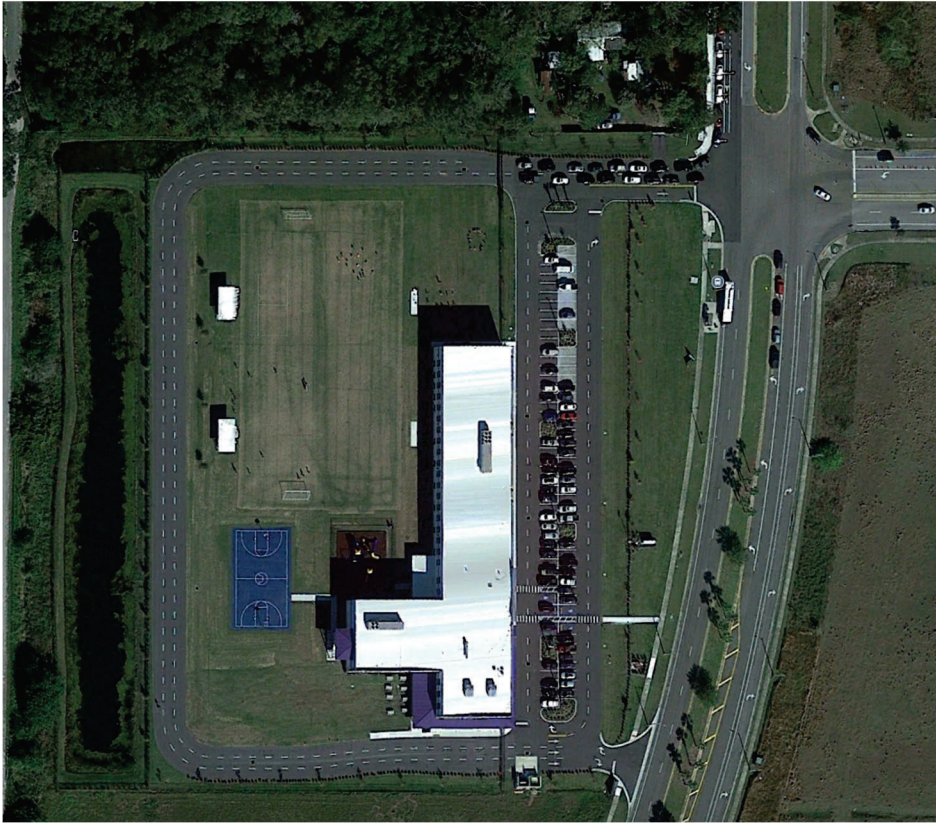
The applicant is requesting a Minor Modification (also known as a personal appearance) to a +/- 9.16 ac. parcel within Planned Development (PD) #19-0067, and as most recently modified via PRS 24-0027. The existing PD is approved for a variety of uses, as outlined in the PD and Development of Regional Impact (DRI) Development Order. The modification area has approval for a K-8 charter school with up to 882 students, and via PRS 25-0415, is seeking an expansion of 138 additional students, for a total of up to 1,020 K-8 students.

The applicant is seeking approval of alternate standards in lieu of a strict application of LDC Sec. 6.03.13, which provide a formula for minimum queueing and circulation required to serve the project. That section of the LDC would require 6,248 linear feet of queue for 1,020, while the queueing and circulation plan shows sufficient to accommodate only 892 students (or 5,466 feet of queue). In lieu of the providing additional stacking, the applicant is proposing a variety of measures including staggered start and dismissal times and controls on other certain pick-up times, maximum enrollment caps by grade level, a holding area for younger students waiting for their older siblings to finish school, and an accessory child care center which they have committed will serve a minimum of 328 students (lessening peak pick-up period demand). Staff has also included boilerplate conditions on the school to provide limited flexibility (but also accountability), as is standard operating procedure for private and charter schools.

Lastly, staff notes that there have been documented queueing issues from the existing school which have spilled out into 30th St. NE and negatively affected the safety and operational efficiency of this Level of Service (LOS) F (failing) roadway. These events have largely been attributed to the school's failure to open the school gates and allow parents to utilize the queueing lanes which were constructed and designed for such purpose. Staff was made aware that queueing has occasionally backed up far enough to exceed available southbound right turn lane queues, thereby shutting down southbound traffic on 30th St. NE, which is a 2-lane divided collector roadway north of the site (i.e. the separated median makes it impossible to bypass a back-up or even U-turn to find an alternative route). Queues utilizing the northbound left turn lane prohibit other traffic from utilizing that turn lane for U-turning movements. While land to the south of the school is currently vacant (and so this is not currently an issue), if the existing situation were to continue, use of this turn lane for queueing and stacking could result in adjacent development being unable to be reasonably accessed from the south (since no opportunities for U-turn would exist during drop-off and pick-up periods). Example photos showing traffic beginning to queue up and spill back are included below.

Lastly, staff notes that there is a planned/warranted traffic signal (by others) going in at the intersection of 30th St. NE and Laurel Ridge Ave. Staff notes that Developer Services leadership has meet with the applicant and reviewed their proposed alternative measures and found that the applicant proposed conditions together with the standard boilerplate conditions will be sufficient ensure the queue issue is alleviated, and provide sufficiency certainty that any future queueing problems will be avoided (or otherwise corrected).





As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the subject site. Staff prepared the below analysis, comparing trips potentially generated within the modification area under the approved and proposed zoning, utilized a generalized worst-case scenario. Data provided below is based on information from the Institute of Transportation Engineers' Trip Generation Manual, 11th Edition. Data for ITE LUC 536 (K-5 Charter School) is used due to a lack of ITE data for K-8 charter schools. These rates are in line with rates developed by FDOT during its 2017 Study of 10 area K-8 charter schools, for example, 1.04 a.m. peak hour trips from the ITE data vs 1.07 a.m. peak hour trips from the FDOT study.

Existing Use (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
882 Student K-8 Charter (ITE LUC 536)	1,632	924	141

Proposed Use (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
1,020 Student K-8 Charter (ITE LUC 536)	1,887	1,069	163

Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
	(+) 255	(+) 145	(+) 22

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

30th Street is a 2-lane, divided, collector roadway from SR 674 to Laurel Ridge Avenue and 2-lane divided from Laurel Ridge Avenue to 19th Avenue in good condition. In the vicinity of the proposed project, 30th Street is characterized by 12 foot lanes lying within +/-140 feet of right of way. There are sidewalks and bike lanes along 30th Street in the vicinity of the project.

SITE ACCESS

No changes to site access are proposed.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Internal project roadways are not regulated roadways and were not included in the 2020 Level of Service (LOS) Report. As such, staff is unable to provide LOS information for these facilities.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
30 th St.	Shell Point Rd.	19 th Ave NE	D	F

Source: Hillsborough County 2020 Level of Service Report

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
30 th St.	County Collector - Urban	2-4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Modification Area Only) <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,632	924	141
Proposed	1,887	1,069	163
Difference (+/-)	(+) 255	(+) 145	(+) 22

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

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

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

Transportation Comment Sheet

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

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AGENCY COMMENT SHEET

REZONING	
HEARING DATE: 4/8/2025	COMMENT DATE: 2/20/2025
PETITION NO.: 25-0415	PROPERTY ADDRESS: 1090 30 th St NE, Ruskin, FL 33570
EPC REVIEWER: Melissa Yanez	FOLIO #: 054973-0000
CONTACT INFORMATION: (813) 627-2600 x 1360	STR: 03-32S-19E
EMAIL: yanezm@epchc.org	
REQUESTED ZONING: Variance to PD	
FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Desktop Review – Aerial review, soil survey and EPC file search.
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again.</p> <p>INFORMATIONAL COMMENTS:</p> <p>The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.</p> <p>EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite/ within the proposed construction boundaries.</p> <p>Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a "WDR30 - Delineation Request Application". Once approved, the formal wetland delineation would be binding for five years.</p>	

My/cb
ec:brian.smith@element-cc.com

AGENCY COMMENT SHEET

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

FROM: **Reviewer:** Andria McMaugh **Date:** 03/06/2025

Agency: Natural Resources **Petition #:** 25-0415

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



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:** 1/31/2025

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 2/14/2025

PROPERTY OWNER: Literacy, Leadership, Technology Academy, Inc. **PID:** 25-0415

APPLICANT: Literacy, Leadership, Technology Academy, Inc.

LOCATION: 1090 30th Street NE Ruskin, FL 33570

FOLIO NO.: 54973.0000

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.

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

PETITION NO.: PRS 25-0415 REVIEWED BY: Clay Walker, E.I. DATE: 2/4/2025

FOLIO NO.: 54973.0000

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 ___ feet from the site), ☒ (adjacent to the site), and is located east of the subject property within the west Right-of-Way of 30th Street Northeast. 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 4 inch wastewater forcemain exists ☐ (approximately ___ feet from the project site), ☒ (adjacent to the site) and is located east of the subject property within the east Right-of-Way of 30th Street Northeast. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

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