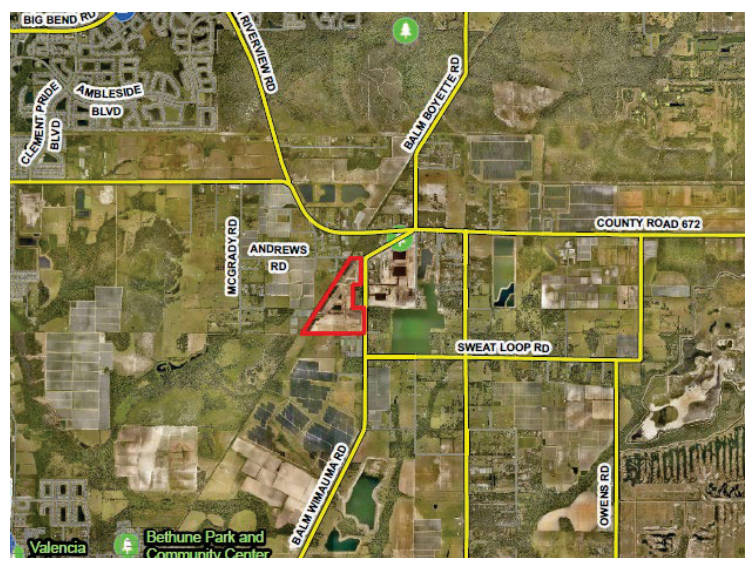


1.0 APPLICATION SUMMARY

Applicant: William J. Molloy
Overall PD: RP-2 and AR (overall PD)
FLU Category: PRS Area: RP-2 (367 acres) and AR (32.3 acres)
Service Area: Rural
Site Acreage: Overall PD: 965.2
 PRS Area: 165
Community Plan Area: Overall PD: Riverview and Balm
 PRS Area: Balm
Overlay: None



Introduction Summary:

PD 17-0619 is a 965-acre, non-contiguous PD with three sub-areas: South Fork, Carlton, and Balm. Under PD 17-0619, the Balm sub-area transferred 367 residential units to the South Fork and Carlton sub-areas. This resulted in 1,068 residential units (2.6 u/a) in the South Fork, 426 residential units (2.6 u/a) in the Carlton, and 373 residential units (1 u/a) in the Balm sub-areas. The most recent modification is PRS 20-1315 (approved on 4/13/21) (PRS 21-0245 was approved on 3/11/21).

PD 17-0609 was approved under the former Planned Village Land Development Code standards. In exchange for the density of 2 units per acre, developments had to provide large open space areas, clustered residential and on-site retail (“village nodes”). The amount of on-site retail depended on the assumptions of persons within a household and the square footage of commercial per person. The Comprehensive Plan further specified the percentage of that overall square footage that was required on-site based on the size of the Planned Village. The location of Village Nodes was required to be within a half-mile of 90% of the residential. To ensure provision of the commercial, percentages of residential units could not be developed until a C.O. for a percentage of the required square footage were done. The provision of all or a portion of the Village Node development could be waived if neighborhood retail and shopping was located within 1.5 miles of the 50% of the site and not located within another Planned Village. Any square footage waived needed to be provided instead as a village square, which were community open spaces improved with landscaping, walkways, benches, fountains, gazebos, and similar amenities.

This PRS relates to Balm sub-area, specifically Pocket A. The Balm sub-area consists of six pockets, which primarily permit single-family development. The Balm sub-area was already approved for 10,260 sf of CG zoning district uses in the now Pockets C and D. Pockets C and D are located and the northwestern area of the PD along CR 672. Because the previously approved commercial did not meet the distance requirements to 90% of the residential, it was not used to meet the Village Node square footage requirement. Therefore, the site was required to provide 7,431.75 square feet of neighborhood retail uses in a Village Node meeting the internal distance requirements within Pocket A (only 367 of the approved 373 units in the Balm sub-area are within RP-2). The maximum FAR permitted in a Village Node was 0.35; therefore, if acreage beyond what is needed to meet the 0.35 FAR for the neighborhood retail uses was provided, office and residential support uses development could be developed, in addition to open space/gathering space, in the Village Node as well. Only the retail uses would meet the requirement for specified neighborhood retail square footage within the Village Node.

Existing Approval(s):	Proposed Modification(s):
Requirement of a Village Node (50% of 7,431.75 sf of on-site neighborhood retail uses) in the Balm sub-area	<ul style="list-style-type: none"> • Allow development of a Village Square (in whole or in part) in the place of a Village Node. • Allow the Village Node (in whole or in part) to contain neighborhood retail and/or non-neighborhood retail uses. • Allow for redevelopment of either the Village Node or Village Square after the residential threshold is met.
Prior to the issuance of building permits for more than 75% of the residential units in Pockets A, B and C within the Balm sub-area, Certificates of Occupancy shall be issued for a minimum of 50 percent of the 7,431.75 s.f. of required on-site commercial in the Balm Village Node.	<ul style="list-style-type: none"> • Require a maximum of 7,431.75 sf (to allow for partial development). • Allow neighborhood retail and/or non-neighborhood retail uses to count towards the maximum square footage required if Village Node is developed. • Require a Village Square to be constructed prior to the issuance of 75% of the residential building permits in Pockets A, B and C.

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

Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, Subject to Conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

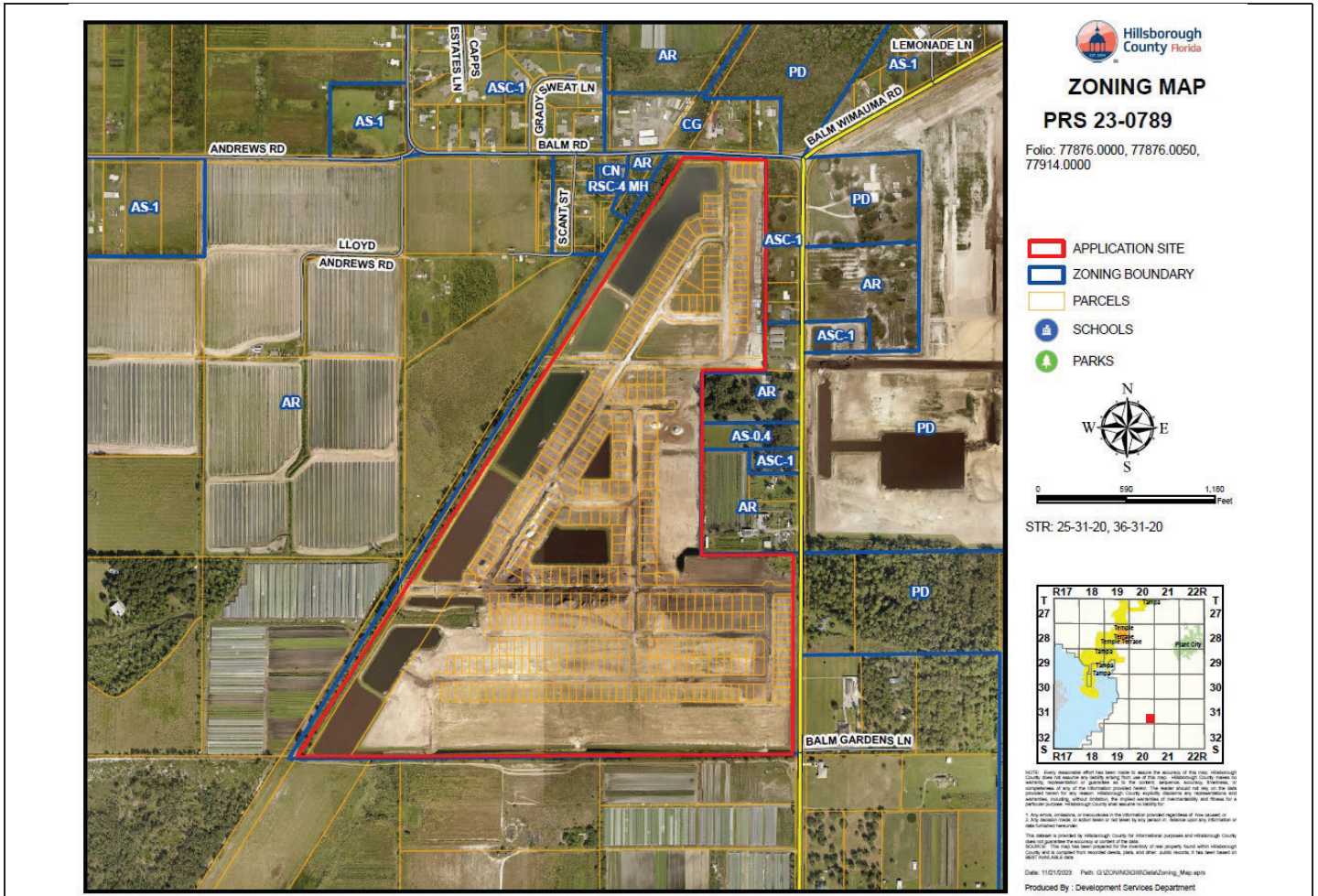


Context of Surrounding Area:

The site is located on the west side of Balm Riverview Road, south of CR 672 in the Balm community. The area consists of agricultural and residential uses. Portions of the Balm community, which are in the RP-2 Future Land Use category, are currently being developed as Planned Villages.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Immediate Area Map

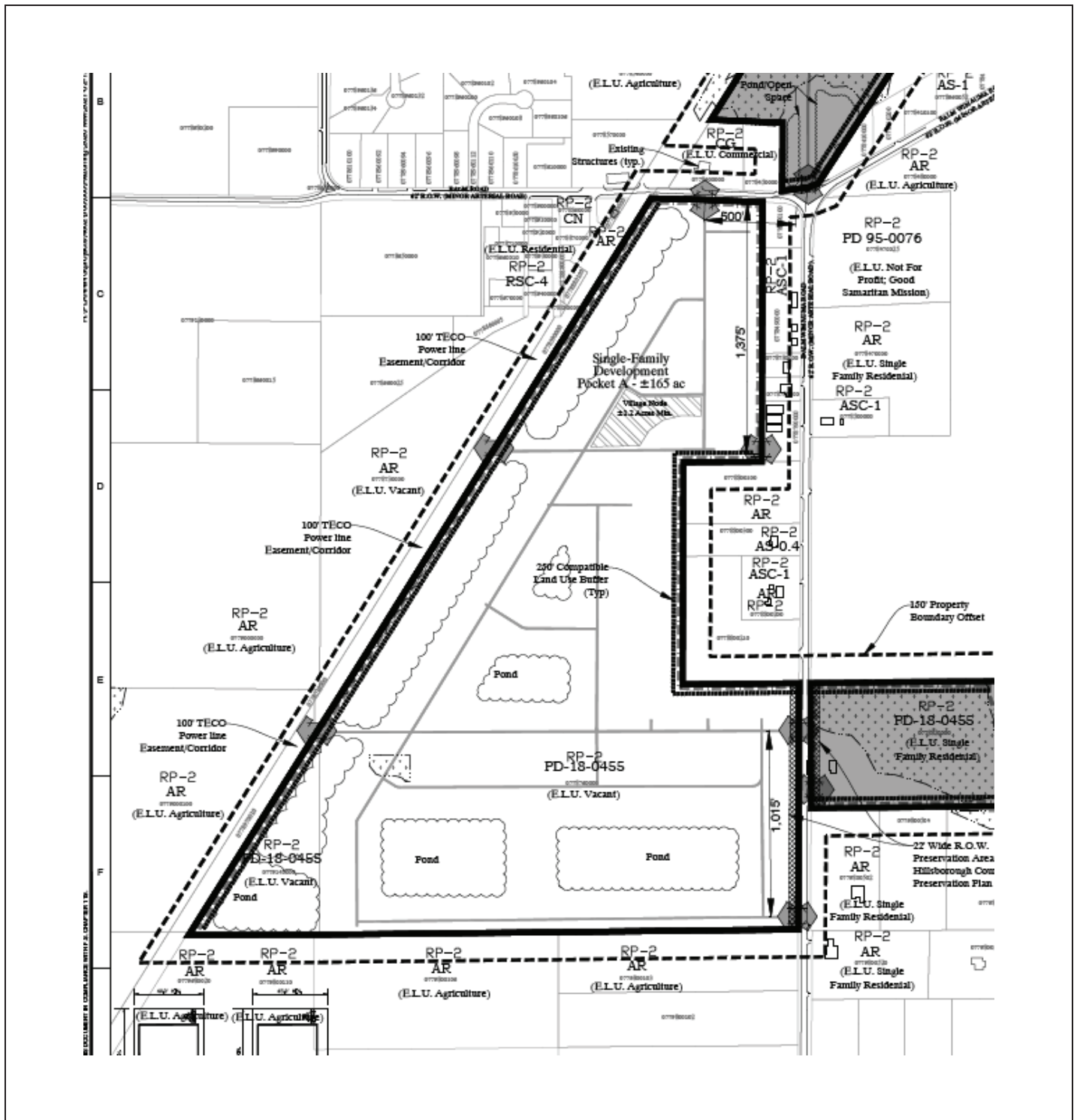


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 17-0619	1 u/a (gross)	Single-Family Residential	Undeveloped
South	PD 17-0619	1 u/a (gross)	Single-Family Residential	Undeveloped
East	PD 17-0619	1 u/a (gross)	Single-Family Residential	Undeveloped
West	PD 17-0619	1 u/a (gross)	Single-Family Residential	Undeveloped

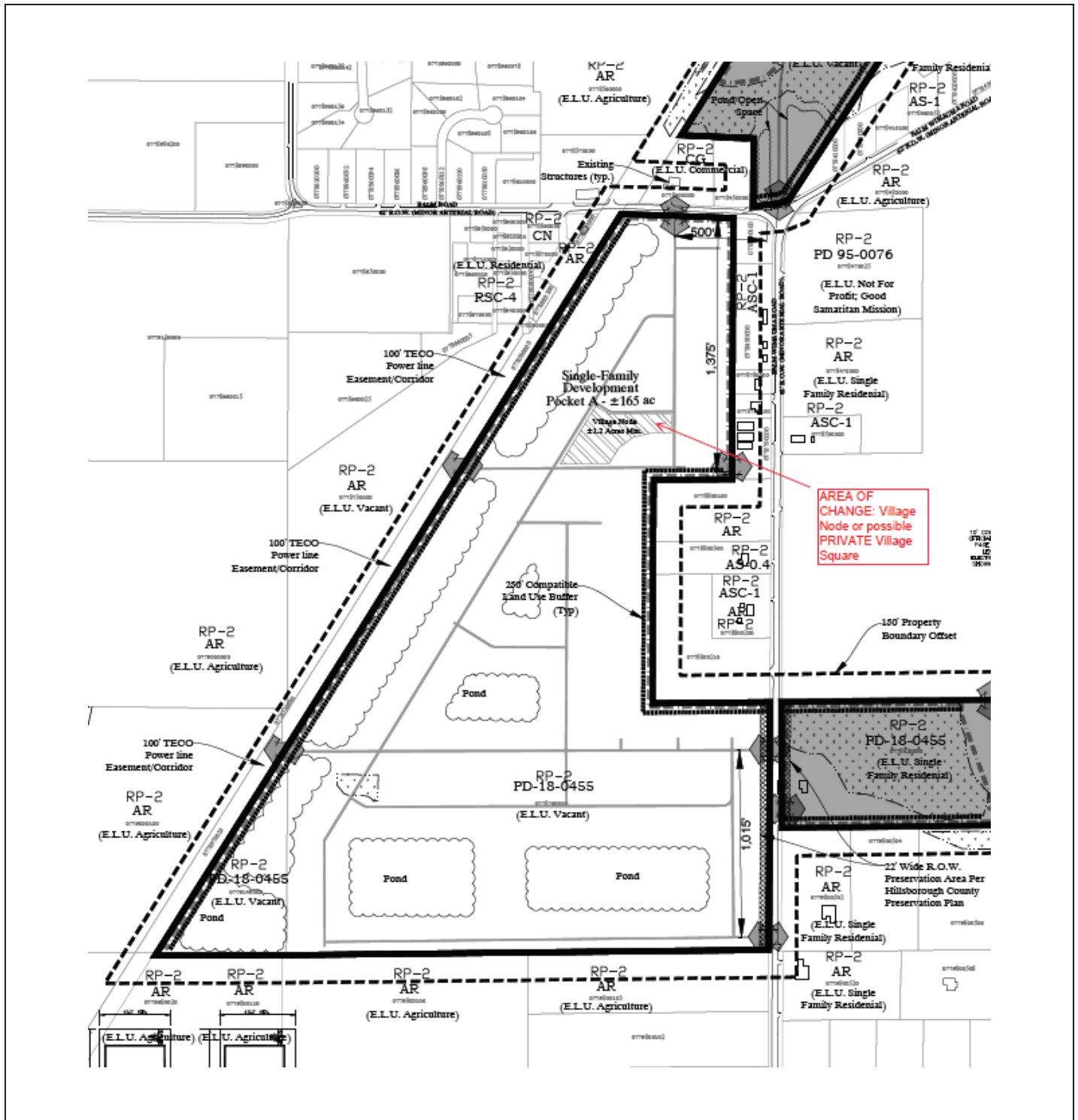
2.0 LAND USE MAP SET AND SUMMARY DATA

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



2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (Modification Area Only) (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Balm Wimauma Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (For Urban)	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (Determined at Site Review)
Balm Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (Determined at Site Review)
	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 (Balm Parcels Only) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	4,253	315	387
Proposed	4,253	315	387
Difference (+/-)	No Change	No Change	No Change

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	X	Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West	X	Vehicular & Pedestrian	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.
Notes: Sec. 6.04.02.B. Administrative Variances (AVs) and Design Exceptions (DEs) were not considered as a part of the original zoning approval, in accordance with policies and procedures in place at that time. The proposed change does not trigger the need to evaluate AVs and DEs in accordance with today's procedures. AVs and DEs may have been considered as a part of plat/site/construction plan review processes, as was typical for cases with zonings approved prior to certain procedural changes; however, such requests or approvals are not listed here as they were not done as a part of the zoning process.		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY																
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments												
Environmental Protection Commission	<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													
Natural Resources	<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													
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: <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"><input type="checkbox"/> Wetlands/Other Surface Waters</td> <td style="width: 50%; border: none;"><input type="checkbox"/> Potable Water Wellfield Protection Area</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</td> <td style="border: none;"><input type="checkbox"/> Significant Wildlife Habitat</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Wellhead Protection Area</td> <td style="border: none;"><input type="checkbox"/> Coastal High Hazard Area</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Surface Water Resource Protection Area</td> <td style="border: none;"><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</td> </tr> <tr> <td style="border: none;"></td> <td style="border: none;"><input type="checkbox"/> Adjacent to ELAPP property</td> </tr> <tr> <td style="border: none;"></td> <td style="border: none;"><input type="checkbox"/> Other _____</td> </tr> </table>					<input type="checkbox"/> Wetlands/Other Surface Waters	<input type="checkbox"/> Potable Water Wellfield Protection Area	<input type="checkbox"/> Use of Environmentally Sensitive Land Credit	<input type="checkbox"/> Significant Wildlife Habitat	<input type="checkbox"/> Wellhead Protection Area	<input type="checkbox"/> Coastal High Hazard Area	<input type="checkbox"/> Surface Water Resource Protection Area	<input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor		<input type="checkbox"/> Adjacent to ELAPP property		<input type="checkbox"/> Other _____
<input type="checkbox"/> Wetlands/Other Surface Waters	<input type="checkbox"/> Potable Water Wellfield Protection Area															
<input type="checkbox"/> Use of Environmentally Sensitive Land Credit	<input type="checkbox"/> Significant Wildlife Habitat															
<input type="checkbox"/> Wellhead Protection Area	<input type="checkbox"/> Coastal High Hazard Area															
<input type="checkbox"/> Surface Water Resource Protection Area	<input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor															
	<input type="checkbox"/> Adjacent to ELAPP property															
	<input type="checkbox"/> Other _____															
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments												
Transportation <input 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No													
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa (to the west) <input checked="" 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 checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No													
Impact/Mobility Fees N/A																
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments												
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No													

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The applicant seeks an alternative development to the required Village Node (on-site neighborhood retail uses), which would be a Village Square. A Village Square is a passive park use improved with amenities (such as fountains, walkways, gazebos) for neighborhood residents.

Given that the alternative use is less intense than the currently required use, no compatibility issues have been identified.

5.2 Recommendation

Supported, subject to proposed conditions of approval.

The former Planned Village regulations permitted consideration of alternative assumptions, which the applicant has proposed. The LDC assumptions are based a demand for neighborhood retail, which is to be provided in the Village Node. The applicant notes that Parcels E and D, which are located in the PD but at the perimeter adjacent to CR 672, already permit commercial uses and would be available for the residents. No development with those areas has occurred.

Per the applicant, development of internal retail has been found to not be realistic due to the location, market forces and retail trends. The location does not provide for drive-by capture and exposure, that would be needed in addition to the internal residential customers. Other externally located commercial uses found on collector and arterial roads within the greater the community are more visible and therefore more successful. Additionally, since the creation of the former Planned Village regulations, the need for brick-and-mortar retail has lessened. Retail trends have also changed with the use of on-line shopping. In total, this removes the need for on-site retail during residential development.

New RP-2 regulations (not in effect) no longer require construction within a Village Node (now Neighborhood Center) and do not require it to be within 90% of the residential units. Additionally, Neighborhood Center size is based on the project size, rather than the number of units and the demand assumptions. Lastly, Neighborhood Centers can be developed with uses beyond retail, such as office uses, public use facilities and childcare centers.

In the absence of off-site commercial to meet a waiver requirement, the applicant will fulfill the requirement of a Village Square at the required size. The Village Square is a compatible use within the neighborhood and would continue to benefit residents.

6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted January 29, 2024.

- 1. The South Fork receiving parcel shall be permitted a maximum of 1,068 single-family lots with following development standards:

Table with 2 columns: Requirement (e.g., Minimum lot size, Minimum lot width, Minimum front yard setback, etc.) and Value (e.g., 4,400 square feet/5,500 square feet, 40 feet/50 feet, etc.).

*this additional garage setback for standard and corner lots shall not apply to the following folio numbers: 77714.1084, 77714.1094, 77714.1096, 77714.1098, 77714.1100, 77714.1102, 77714.1104, 77714.1106, 77714.1108, 77714.1126, 77714.1128, 77714.1130, 77714.1132, 77714.1134, 77714.1136, 77714.0488, 77714.0490, 77714.0492, 77714.0494, 77714.0496, 77714.0498, 77714.0500, 77714.0504, 77714.0564, 77714.0566, 77714.0568, 77714.0360, 77714.0362, 77714.0364, 77714.0366, 77714.0368, 77714.0370, 77714.0372, 77714.0374, 77714.0376, 77714.0378, 77714.0740, 77714.0838, 77714.0842, 77714.0850, 77714.0742, 77714.0744, 77714.0786, 77714.0810, 77714.0812, 77714.0814, 77714.0738, 77714.0818, 77714.0724, 77714.0732, 77714.0756, 77714.0760, 77714.0762, 77714.0764, 77714.0766, 77714.0768, 77714.0770, 77714.0772, 77714.0778, 77714.0800, 77714.0836 and 77714.0872.

Additionally, this additional garage setback for standard and corner lots shall not apply to lots developed with a lot width of 50 feet or more within Pockets 4, 5, 6, 7 and 8. Excluding the above referenced folio numbers, all lots within Pocket 1, 2 and 3 shall provide a 25 foot minimum garage setback.

- 1.1 Along the southern and western common boundaries adjacent to PD 05-1950, single family residential lots/units shall be permitted to be partially located in both the subject PD and PD 05-1950 as part of a unified plan of development. For lots platted after the approval of PRS 18-0455 along the southern and western common boundaries, lots shall be assigned to the density of either the subject PD or the adjacent PD 05-1950 during the platting process. Should previously platted lots along the common boundaries need reassignment to the density of the adjacent PD or should lots previously double counted need reassignment to the density of only one of the PDs, subsequent plats shall provide a new accounting of the lots assigned to each PD. These lots/units along the common boundaries shall be platted and developed in accordance with the 5,500 square foot lot standards below. Cross access along the southern and western common boundaries shall be permitted.

- 2. The maximum number of 4,400 square foot lots shall be 267.
- 3. Lots at a width of less than 50 feet shall provide a 2-car garage and a minimum 18 foot wide driveway, as depicted on the general site plan.

4. Residential units shall be arranged to provide a maximum number of dwelling units that have views across internal open spaces or perimeter buffers of the South Fork receiving parcel. Where there are a significant number of interior lots, then the design shall incorporate interior open spaces in the forms of village greens or natural corridors.
5. A minimum of 9,558 square feet of neighborhood retail uses and/or day care center uses shall be provided within the 3.5 acre South Fork Village Node, as depicted on the general site plan. Neighborhood retail shall include: grocery store/market/food product stores, convenience stores (without gas sales), pharmacies and other retail uses permitted in the CN zoning district. The following shall apply:
 - 5.1 The South Fork Village Node may also contain improved open space/community gathering areas, and a maximum of 43,803 square feet of office uses, personal service uses, general indoor/outdoor recreational uses and residential support uses such as churches, adult care centers and daycare centers. With exception to the day care center uses, square footage for these uses shall not count towards the minimum square footage required for on-site commercial/retail specified in condition 5 above. The maximum F.A.R. permitted over the entire South Fork Village Node is 0.35.
 - 5.2 The South Fork Village Node shall be improved with landscaping, walkways, benches, fountains, gazebos and/or similar amenities to encourage and accommodate use by residents.
 - 5.3 No minimum building setbacks shall be required.
 - 5.4 Buffering and screening in accordance with Land Development Code Section 6.06.06 shall be provided along adjacent property lines of differing land use classifications.
 - 5.5 Building height shall be limited to a maximum of 35 feet with no additional setback for buildings over 20 feet in height where adjacent to a street.
 - 5.6 Roads adjacent to and within the South Fork Village Node shall be limited to a maximum of two lanes (excluding turn lanes, acceleration and deceleration lanes, on-street parking, etc.).
 - 5.7 Buildings within the South Fork Village Node shall be architecturally finished on all sides.
 - 5.8 Parking lots in the South Fork Village Node shall be located at the rear or to the side of buildings, or to the interior of a block.
 - 5.9 Signage within the South Fork Village Node shall be limited to monument signs.
6. Prior to the issuance of building permits for more than 75% of the residential units (lots 801-1,068), Certificates of Occupancy shall be issued for a minimum of 50 percent of the 9,558 s.f. of required on-site commercial and/or day care center uses in the South Fork Village Node.
7. The western “clubhouse/pool/amenity area” shall be located where depicted on the site plan and shall serve as a Village Square. This Village Square shall be at least 4,509 square feet (.10 acres) in size. The Village Square shall be bound on all sides by streets and internally improved with landscaping, walkways, benches, fountains, gazebos and/or other similar amenities to encourage and accommodate use by community residents. Building setbacks and maximum building height within this Village Square shall be in accordance with the South Fork residential development standards.

8. The developer shall provide a pedestrian network of sidewalks and/or stabilized pathways, a minimum of 5 feet in width, throughout the South Fork receiving parcel providing pedestrian connections between the residential, open space, the South Fork Village Node and the South Fork Village Square areas.
9. A waiver from the 250 foot buffer requirement found in Land Development Code Section 5.04.02.G (Compatibility with Adjacent Uses) has been granted, with the exception of a 180 foot buffer along the eastern boundary as depicted on the general site plan, Sheet 2. The buffer can be reduced to a minimum of 40 feet, as noted on the general site plan, Sheet 2, in the event (per condition 10 herein), mitigation of Significant Wildlife Habitat within the buffer is provided for in accordance with the Land Development Code mitigation provisions for upland signification wildlife habitat. No stormwater ponds, or other site improvements, shall be located within the buffer. This buffer is to be platted as a separate tract to be owned and maintained by the Homeowner’s Association, or other similar entity.
10. An evaluation of this property identified the potential existence of significant wildlife habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map (including the 180’ eastern buffer). The potential for upland significant wildlife habitat within the boundaries of the proposed application shall require the site plan to identify its existence by type (mesic or xeric) and location and how the Land Development Code preservation and/or mitigation provisions for upland significant wildlife habitat will be addressed.
11. The eastern area of the South Fork receiving parcel is located adjacent to the Balm-Boyette Scrub Nature Preserve. As required by Land Development Code Section 4.01.11 (Natural Preserves), a compatibility plan will need to be submitted at the time of site development plan review. The plan must address issues related to how the development will ensure compatibility with the preserve, such as access, prescribed fire and landscaping.
12. The developer shall construct the Ambleside Boulevard extension from the western South Fork area boundary and the roadway shall be constructed as a 2-lane collector roadway consistent with the County’s Transportation Technical Manual. The developer shall construct the north/south collector from the northern South Fork boundary (connecting Pradera Reserve Boulevard) to the southern South Fork boundary and the roadway shall be constructed a 2-lane collector roadway consistent with the County’s Transportation Technical Manual.
13. Residential homes are restricted from fronting on Ambleside Boulevard and the north/south collector.
14. All project roadways shall be consistent with the County’s Transportation Technical Manual, unless otherwise approved through the Public Works Design Exception Process. Notwithstanding anything shown on the general site plan to the contrary, the number, location and spacing of access points shall comply with all applicable access management standards, unless otherwise approved by Hillsborough County Public Works. Internal roadways may be public or private and if private, may be gated; however, Ambleside Boulevard and the north/south collector shall remain a freely transversable, ungated roadway.

The following shall apply to the Carlton receiving parcel:

15. The Carlton receiving parcel shall be permitted a maximum of 426 single-family lots with following development standards:

Minimum lot size:	4,400 square feet / 5,500 square feet
Minimum lot width:	40 feet/50 feet
Minimum lot depth:	120’ along the western boundary only

Minimum front yard setback: 20 feet, except for garages shall be setback a minimum of 25 feet. Front yards functioning as side yards shall be 10 feet, except for garages shall be setback a minimum of 25 feet.

Minimum side yard setback: 5 feet

16. Lots of 4,400 square feet are permitted in the following areas of the Carlton receiving parcel:
 - 16.1 Pocket 1 (previously delineated as Pocket 3 in PD 13-0124);
 - 16.2 Pocket 2 (previously delineated as the southern area of Pocket 4 in PD 13-0124); and,
 - 16.3 The southwestern area of the Carlton receiving parcel bound by Carlton Fields Drive to the north, Clement Pride to the east, CR 672 to the south and the PD boundary to the west (previously delineated as Pocket 5 in PD 13-0124).
17. All lots with less than 50 feet in width shall provide a 2-car garage and a minimum 18 foot wide driveway, as depicted on the general site plan.
18. Lots with less than 50 feet in width within the noted southwestern area (Pocket 5 in PD 13-0124) shall provide staggered front yard setbacks of 20 feet and 30 feet. Garages shall be setback an additional 5 feet. Additionally, there shall be no two identical garage doors adjacent to one another.
19. A waiver to the required on-site commercial square footage (Village Node) has been approved. Therefore, a minimum 1.0 acre Carlton Village Square (noted as a Village Center on PD 13-0124) shall be provided where depicted on the site plan. The Village Square shall bound on all sides by streets and internally improved with landscaping, walkways, benches, fountains, gazebos and/or other similar amenities to encourage and accommodate use by community residents. Building setbacks and maximum building height within this Carlton Village Square shall be in accordance with the Carlton residential development standards.
20. Three pond/open space/park areas shall be provided as depicted on the site plan. These spaces will be owned/maintained by the HOA, CDD or other entity. Pond/Open Space/Park areas A and B shall provide an active recreational area consisting of a mulched or grassed path around the pond. Pond A shall provide a 36" - 48" high decorative fence along the rear lot lines of the adjacent single-family lots.
21. The developer shall provide a pedestrian network of sidewalks and/or stabilized pathways, a minimum of 5 feet in width, throughout the Carlton receiving parcel providing pedestrian connections between the residential, open space and the Carlton Village Square areas.
22. A waiver from the 250 foot buffer requirement found in Land Development Code Section 5.04.02.G (Compatibility with Adjacent Uses) has been granted. However, buffering along the south and east may be required in accordance with the below:
 - 22.1 If the adjoining use to the east of the Carlton receiving parcel is not developed with a comparable use, then a 50 foot wide buffer shall be provided.
 - 22.2 Landscaping along Balm Road, as shown on the general site plan, shall include a 100 foot buffer with a minimum of 15 feet of Florida-friendly landscaping and grass. Trees shall be planted on 30-foot centers and can be grouped to meet design consideration. Otherwise, screening shall be a Type B, including a solid wall or fence, per the Land Development Code, with a 100 foot buffer. Screening can also be

achieved within a 100 foot buffer by use of a berm and hedge with trees at intervals. The hedge shall be a minimum of 3 feet in height and 75% opaque at time of planting. The final screening design shall be subject to Natural Resources approval. The buffer area may be reduced to address right-of-way improvements for the entrance of the residential development.

22.3 The planting of trees shall be sensitive to overhead utility lines. Trees that exceed a mature, overall height of 20 feet shall not be planted within 30 feet of an existing or proposed electric utility line.

23. The applicant shall construct a north-south collector road (Clement Pride Boulevard extension) to extend Clement Pride Boulevard from the northern PD boundary to Balm Road (CR 672) and shall be designed as shown on the general site plan.

24. The applicant shall construct an eastbound 455-foot left turn lane at the south end of the Clement Pride Boulevard extension along Balm Road.

25. The applicant shall construct a westbound 405-foot right turn lane at the south end of the Clement Pride Boulevard extension along Balm Road.

26. Prior to Final Plat approval, the developer shall dedicate up to a total of thirty-one (31) feet of right-of-way on Balm Road (CR 672). The right-of-way shall be dedicated to allow for the future construction of Balm Road as a four (4) lane, divided roadway.

The following shall apply to the Balm donating parcel:

27. The Balm donating parcel shall be permitted a maximum of 373 single-family lots within Pockets A, B, C and E.

28. Pockets A, B and C shall be permitted a maximum of 367 lots (which includes the existing structure to remain on folio 77970.0000) and shall be developed in accordance with the following development standards:

- Minimum lot size: 4,400 square feet/5,500 square feet
- Minimum lot width: 40 feet/50 feet
- Minimum front yard setback: 20 feet, except for garages shall be setback a minimum of 25 feet. Front yards functioning as side yards shall be 10 feet, except for garages shall be setback a minimum of 25 feet.
- Minimum side yard setback: 5 feet
- Minimum rear yard setback: 15 feet
- Maximum building height: 35 feet/2-stories

29. Pocket E shall be permitted a maximum of 6 lots and shall be developed in accordance with the AR zoning district development standards. Compliance with the AR zoning district standards may result in less than the maximum number of permitted lots in this Pocket.

30. The maximum number of 4,400 square foot lots shall be 100.

31. Lots at a width of less than 50 feet shall provide a 2-car garage and a minimum 18 foot wide driveway, as depicted on the general site plan.

32. A maximum of 17,691.75 square feet commercial uses shall be provided within Commercial Development Pocket C, Commercial Development Pocket D and the internal specialty retail area.

33. A maximum of 10,260 square feet of CG uses shall be permitted in Commercial Development Pockets C and D and shall be limited to CG (Commercial General) uses and developed with CG development standards.
34. At the developer's option, a Balm Village Node and/or a Balm Village Square shall be developed within the 1.2 acre Village Node/Village Square location.
- 34.1 If developed as the Balm Village Node, development is limited to a maximum of 18,295.2 square feet of neighborhood retail uses and/or non-neighborhood retail uses at a maximum FAR of 0.35 for the Balm Village Node development area. At no time shall the, ~~The maximum minimum~~ square footage of neighborhood retail uses shall not exceed permitted is of 7,431.75 square feet of neighborhood retail uses. At no time shall the maximum square footage of non-neighborhood retail uses exceed ~~permitted is 10,863.45 square feet.~~ In no case shall the Balm Village Node exceed a 0.35 FAR (18,295.2 sf) shall be provided within the 1.2 acre internal specialty retail area (Balm Village Node). Neighborhood retail shall include: grocery store/market/food product stores, convenience stores (without gas sales), pharmacies and other retail uses permitted in the CN zoning district. Non-neighborhood retail uses shall include office uses, personal service uses, general indoor/outdoor recreation uses, and residential support uses such as churches, adult day care centers and daycare centers. The following shall apply to the Balm Village Node:
- 34.12 Alternatively, a Village Square (the Balm Village Square) may be developed in lieu of the Balm Village Node. The Balm Village Square shall at a minimum be bound on three sides by streets and internal areas of the 1.2 acre parcel shall be improved with landscaping, walkways, benches, fountains, gazebos and/or similar amenities to encourage and accommodate use by residents. ~~The Balm Village Node may also contain improved open space/community gathering areas, and a maximum of 10,863.45 square feet of office uses, personal service uses, general indoor/outdoor recreational uses and residential support uses such as churches, adult care centers and daycare centers. Square footage for these uses shall not count towards the minimum square footage required for on-site commercial. The maximum F.A.R. permitted over the entire Balm Village Node is 0.35.~~
- 34.23 The Balm Village Node at a minimum shall be bound on three sides by streets and internal areas shall be improved with landscaping, walkways, benches, fountains, gazebos and/or similar amenities to encourage and accommodate use by residents.
- 34.34 Within the Balm Village Node, a grid development pattern shall be utilized.
- 34.45 Within the Balm Village Node, no ~~No~~ minimum building setbacks shall be required.
- 34.56 Within the Balm Village Node and/or Balm Village Square ~~b~~Buffering and screening in accordance with Land Development Code Section 6.06.06 shall be provided along adjacent property lines of differing land use classifications.
- 34.67 Within the Balm Village Node and/or Balm Village Square ~~b~~Building and structure height shall be limited to a maximum of 35 feet with no additional setback for buildings over 20 feet in height where adjacent to a street.
- 34.78 Roads adjacent to and within the Balm Village Node and/or Balm Village Square shall be limited to a maximum of two lanes (excluding turn lanes, acceleration and deceleration lanes, on-street parking, etc.).

- 34.89 Buildings within the Balm Village Node and/or Balm Village Square shall be architecturally finished on all sides.
- 34.910 Parking lots in the Balm Village Node shall be located at the rear or to the side of retail buildings, or to the interior of a block. Not more than two rows of angled parking shall be located between a retail building and the roadway.
- ~~34.1011~~ Signage within the Balm Village Node and/or Balm Village Square shall be limited to monument signs.
35. If the Developer opts to develop a Village Node, then Pprior to the issuance of building permits for more than 75% of the residential units (lots 275 –367) in Pockets A, B and C, Certificates of Occupancy shall be issued for minimum of 50 percent of the 7,431.75 s.f. of on-site commercial permitted neighborhood retail and non-neighborhood retail uses as described in condition 34.1 in the Balm Village Node.
36. If the Developer opts to develop a Village Square, then prior to the issuance of building permits for more than 75% of the residential units (lots 275-367) in Pockets A, B and C, the Developer shall construct the Balm Village Square. Subsequent to meeting this requirement, nothing shall preclude the previously developed Village Square from being redeveloped in part or in total as a Village Node in accordance with condition 34.1.
367. The developer shall provide a pedestrian system of sidewalks and/or stabilized pathways, a minimum of 5 feet wide, throughout the project with direction connections of the sidewalks and/or stabilized pathways between residential, perimeter buffer, and Carlton Village Node areas.
378. A 250-foot wide buffer shall be provided where depicted on the site plan. These buffers are to be platted as a separate tracts to be owned and maintained by the Homeowner’s Association, or other similar entity.
389. The Balm donating parcel is located near the Balm Scrub Nature Preserve. As required by the County’s Upland Habitat Ordinance, a compatibility plan will need to be submitted at site development. The plan must address issues related to how the development will ensure compatibility with the preserve, such as access, prescribed fire and landscaping.
- ~~3940.~~ The developer shall construct a roundabout at the intersection of the project’s southern access to the northernmost development pod (serving Commercial Development Pockets C and D) with Balm Wimauma Rd. and Balm Rd. Alternatively, the developer may eliminate this access.
- ~~4041.~~ The project shall utilize Access Option A, as shown on the certified site plan. Additionally:
- ~~4041.1~~ Utilization of Access Option A shall require the following:
- ~~4041.1.1~~ The developer shall construct the northern +/- 650 feet of Shelley Ln. to current County standards for a Typical Section - 4 (TS-4) urban collector roadway as detailed within the Hillsborough County Transportation Technical Manual (TTM);
- ~~4041.1.2~~ The developer shall construct a northbound to westbound left turn lane, and a northbound to eastbound right turn lane on Shelley Ln. onto CR 672. The through movement will be shared with either of the above turn lanes, at the discretion of Hillsborough County. Final determination of lane configuration will be made at the time of plat/site/construction plan review;

401.1.3 The developer shall construct a southbound to westbound right turn lane, and a southbound to eastbound left turn lane on Balm Boyette Rd. onto CR 672. The through movement will be shared with either of the above turn lanes, at the discretion of Hillsborough County. Final determination of lane configuration will be made at the time of plat/site/construction plan review; and,

401.1.4 Prior to or concurrent with the initial increment of development during the plat/site/construction plan review process, conduct a signal warrant analysis at the intersection of County 672 and Balm Boyette Rd./Shelley Ln. Such signal warrant analysis shall examine existing traffic, project traffic, and vested project trips (for approved Planned Developments within 1.5 miles of the above referenced intersection). Additionally:

401.1.4.1 The developer shall design the signal infrastructure and adjacent interconnects concurrent and install the signals with the initial phase of development; and,

401.1.4.2 The traffic signal shall not be activated until warrants are met.

401.2 Utilization of Access Option B may be permitted only upon further consideration through the zoning modification process. In such case, the developer shall be required to provide alternate easement access to folios 088698.7500, 088698.7200 and 88698.7100. Alternatively, the developer may maintain the existing access easements with the approval of Hillsborough County Public Works.

422. As Sweat Loop Rd. is a substandard collector roadway, if more than 10 homes are constructed within Pocket E, the developer shall improve Sweat Loop Rd., between the project's easternmost driveway and the nearest standard roadway, to current County standards for a Typical Section – 7 (TS-7) rural local/collector roadway as detailed within the Transportation Technical Manual (TTM).

423. As CR 672 (Balm-Picnic Rd.) is a substandard arterial roadway, the developer will be required to improve Balm Rd. (between its easternmost and westernmost Balm Rd. access driveways, as well continuing west to the nearest standard roadway) to current County standards unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.

Notwithstanding the above, the developer has proffered construction of certain improvements to CR 672 which—irrespective of any Section 6.04.02.B Administrative Variances or Design Exceptions which may be granted in accordance with Section 1.7.2. or other applicable sections of the Hillsborough County TTM, of the Hillsborough County LDC—shall result (at a minimum) in the following improvements to the facility:

423.1 Between the project's western project boundary and the western limits of the eastbound left and right turn lanes plus transitions at the intersection of CR 672 and Balm Boyette Rd./Shelley Ln., the developer shall:

423.1.1 Widen the road as may be necessary to ensure there are 12-foot wide travel lanes; and,

423.1.2 Construct 8-foot wide shoulders on both sides of the roadway, of which 5-feet shall be paved and serve as a bicycle facility, and an additional 3-feet shall be stabilized but unpaved.

423.2 Between the western limits of the eastbound left and right turn lanes plus transitions and the intersection of CR 672 and Balm Boyette Rd./Shelley Ln., the developer shall:

423.2.1 Widen the road as may be necessary to ensure there are 12-foot wide travel lanes;

423.2.2 Construct 8-foot wide shoulders on both sides of the roadway, of which 5-feet shall be paved and serve as a bicycle facility, and an additional 3-feet shall be stabilized but unpaved;

423.2.3 Construct a 12-foot wide eastbound to northbound left turn lane on CR 672 onto Balm Boyette Rd.; and,

423.2.4 Construct a 12-foot wide eastbound to southbound right turn lane on CR 672 onto Shelley Ln.

423.3 Between the eastern limits of the westbound left turn lane and transition and the intersection of CR 672 and Balm Boyette Rd./Shelley Ln., the developer shall:

423.3.1 Widen the road as may be necessary to ensure there are 12-foot wide travel lanes;

423.3.2 Construct 8-foot wide shoulders on both sides of the roadway, of which 5-feet shall be paved and serve as a bicycle facility, and an additional 3-feet shall be stabilized but unpaved; and,

423.2.3 Construct a 12-foot wide westbound to southbound left turn lane on CR 672 onto Shelley Ln.

434. As Balm Wimauma Rd. is a substandard collector roadway, the developer shall be required to improve Balm Wimauma Rd. (between its southernmost access driveway and continuing north to Balm Rd.) to current County standards unless otherwise approved in accordance with Section 6.04.04.B of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2 and other applicable sections of the Hillsborough County TTM.

Notwithstanding the above, the developer has proffered construction of certain improvements to Balm Wimauma Rd. which—irrespective of any Section 6.04.02.B Administrative Variances or Design Exceptions which may be granted in accordance with Section 1.7.2. or other applicable sections of the Hillsborough County TTM, of the Hillsborough County LDC—shall result (at a minimum) in the following improvements to the facility:

434.1 Between the southern project access and a point +/- 100 feet north of the northern boundary of folio 77847.0025 (in the vicinity of the Balm Wimauma Rd. and Balm Rd. intersection), the developer shall:

434.1.1 Widen the road as may be necessary to ensure there are 11-foot wide travel lanes; and,

434.1.2 Construct 8-foot wide shoulders on both sides of the roadway, of which 7-feet shall be paved and serve as a bicycle facility, and an additional 1-foot shall be stabilized but unpaved.

434.2 Between a point +/- 100 feet north of the northern boundary of folio 77847.0025 (in the vicinity of the Balm Wimauma Rd. and Balm Rd. intersection) and the intersection of Shelley Ln. and CR 672 (irrespective of whether such route also includes additional roadways, i.e. Shelley Rd.) the developer shall construct the roadway(s) to current County standards for a Typical Section - 4 (TS-4) urban collector roadway as detailed within the Hillsborough County TTM.

445. As Balm Rd. is a substandard roadway, the developer shall be required to improve Balm Rd. (between the westernmost project boundary and Balm Wimauma Rd.) to current County standards unless otherwise approved in accordance with Section 6.04.02.B of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2 and other applicable sections of the Hillsborough County TTM.

Notwithstanding the above, the developer has proffered construction of certain improvements to Balm Rd. which—irrespective of any Section 6.04.02.B Administrative Variances or Design Exceptions which may be granted in accordance with Section 1.7.2. or other applicable sections of the Hillsborough County TTM, of the Hillsborough County LDC—shall result (at a minimum) in the following improvements to the facility:

445.1 Between the westernmost project boundary and Balm Wimauma Rd.), the developer shall:

445.1.1 Widen the road as may be necessary to ensure there are 11-foot wide travel lanes; and,

445.1.2 Construct 8-foot wide shoulders on both sides of the roadway, of which 5-feet shall be paved and serve as a bicycle facility, and an additional 3-feet shall be stabilized but unpaved.

456. Unless otherwise approved by Hillsborough County Public Works the developer shall relocate the speed table on Balm Rd. (in the vicinity of the proposed access to Single Family Development Pocket A).

467. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to 22 feet of right-of-way along its Balm Wimauma Rd. frontages, such that a minimum of 54 feet of right-of-way is preserved east and west of the existing right-of-way centerline. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.

478. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to 14 feet of right-of-way along its CR 672 frontage, such that a minimum of 54 feet of right-of-way is preserved south of the existing right-of-way centerline. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.

489. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic Control Devices (MUTCHD), the developer shall place signage which identifies roadway stubouts as a “Future Roadway Connection.”

The following conditions shall apply to the entire Planned Development:

4950. Access shall be provided as shown on the PD site plan unless otherwise provided for herein these conditions. Internal roadways may be public or private, and if private, roadways may be gated.

501. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

512. Prior to or concurrent with plat/site/construction plan review for each increment of development, the developer shall submit a trip generation and site access analysis which evaluates whether auxiliary (turn) lanes or other site access improvements are warranted. Any required improvements may require the developer to convey or otherwise acquire additional right-of-way.

- 523. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
- 534. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate cover pursuant to Chapter 1-11, Wetlands, Rules of the EPC, to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- 545. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/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).
- 556. An evaluation of the properties identified a number of mature trees that appear to include grand oaks. The potential stature of these trees warrants every effort to minimize their removal. The applicant is encouraged to consult with staff of the Natural Resource Unit for design input addressing these trees prior to submittal of preliminary plans through the Land Development Code's Site Development or Subdivision process.
- 567. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area or Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals and where land alterations are restricted.
- 578. 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.
- 589. Stormwater management systems shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.
- 5960. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or Land Development Code (LDC) requirements, the more restrictive regulation shall apply, unless specifically conditions otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

Zoning Administrator Sign Off:



J. Brian Grady
Mon Jan 29 2024 08:11:54

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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Figure 7.1 Overall PD Areas

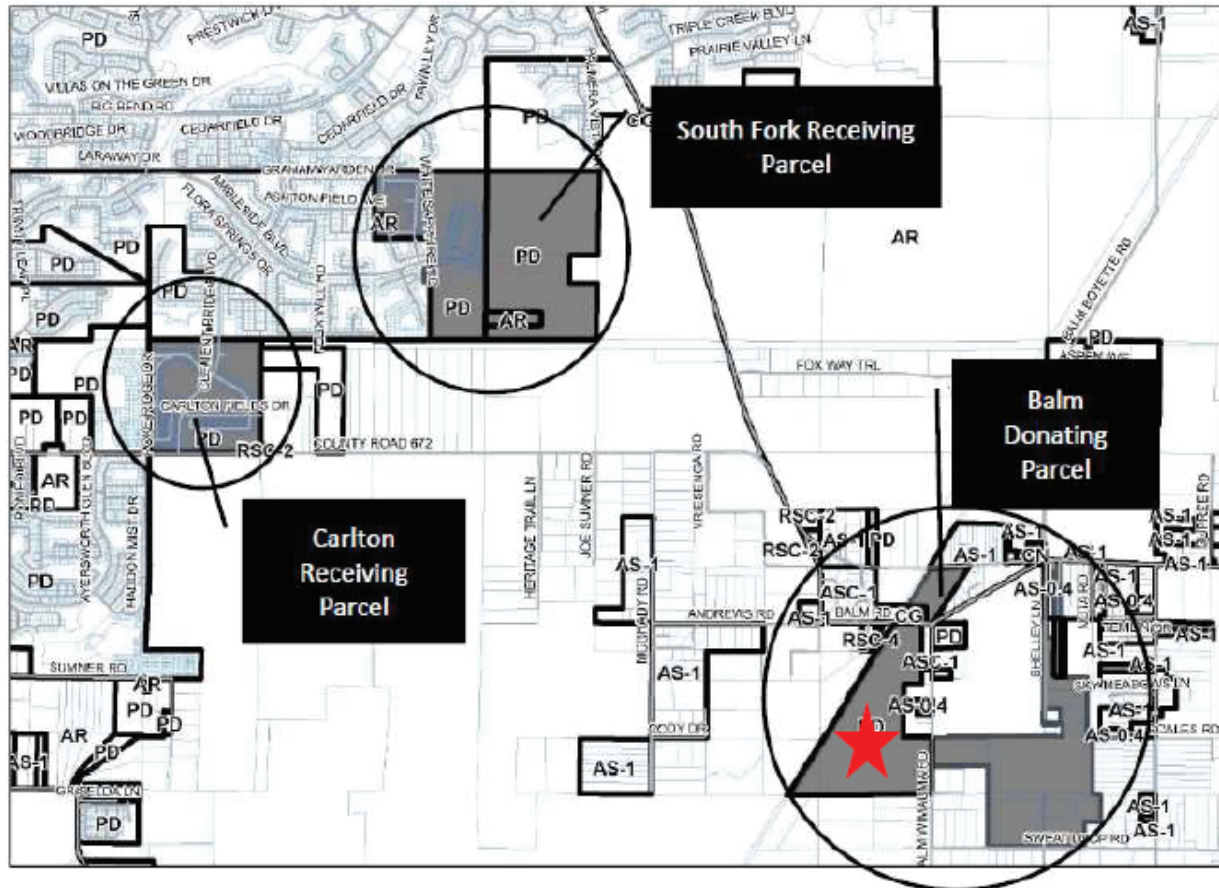
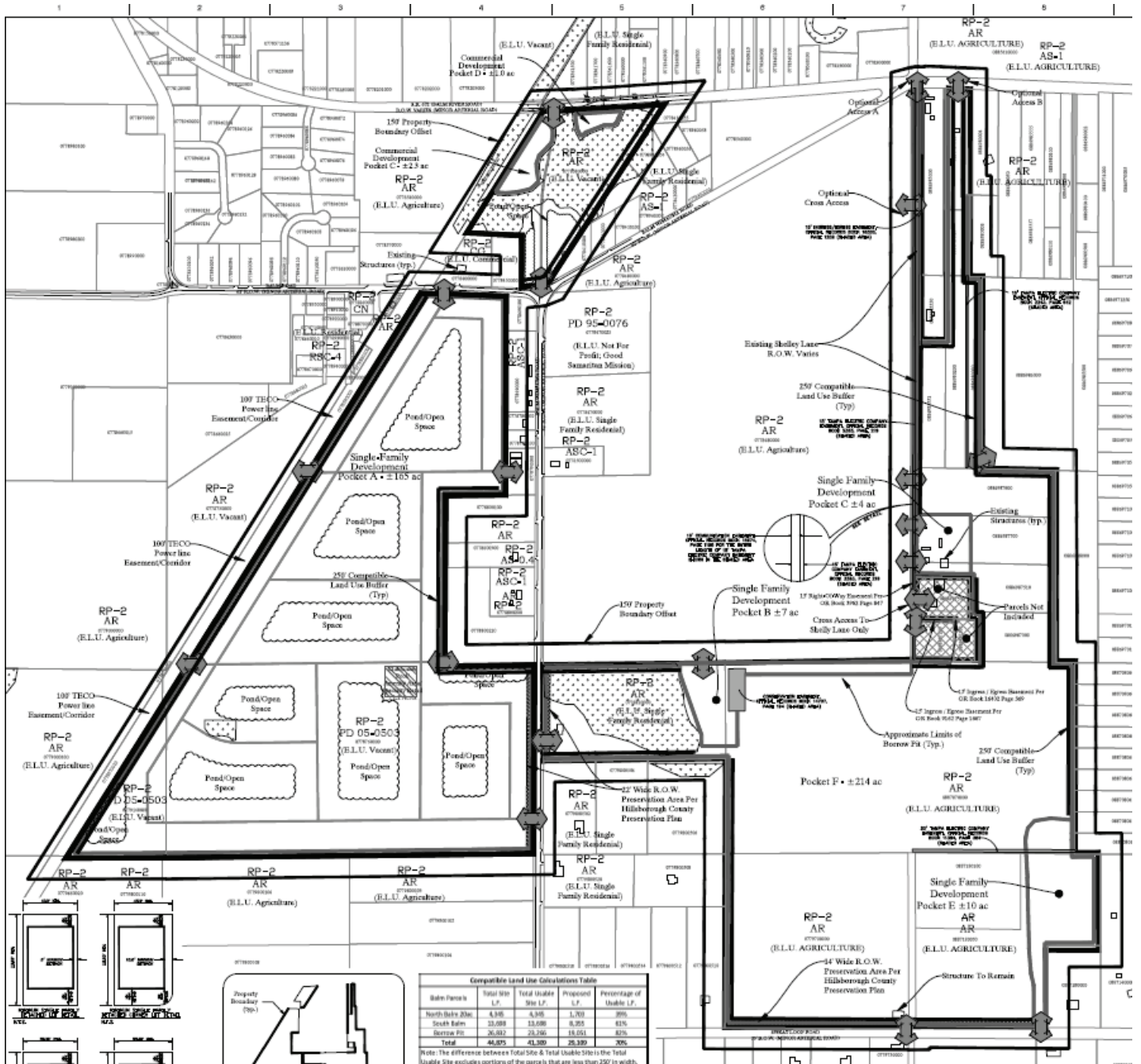


Figure 7.2 Overall Balm Sub-Area



8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)

SOUTH FORK PARCEL (RECEIVING PARCEL-1)

EXISTING FEMA MAP

EXISTING ZONING MAP

FUTURE LAND USE MAP

VICINITY MAP

LEGEND

GENERAL SITE DEVELOPMENT PLAN

South Fork, Carlton & Balm Parcels

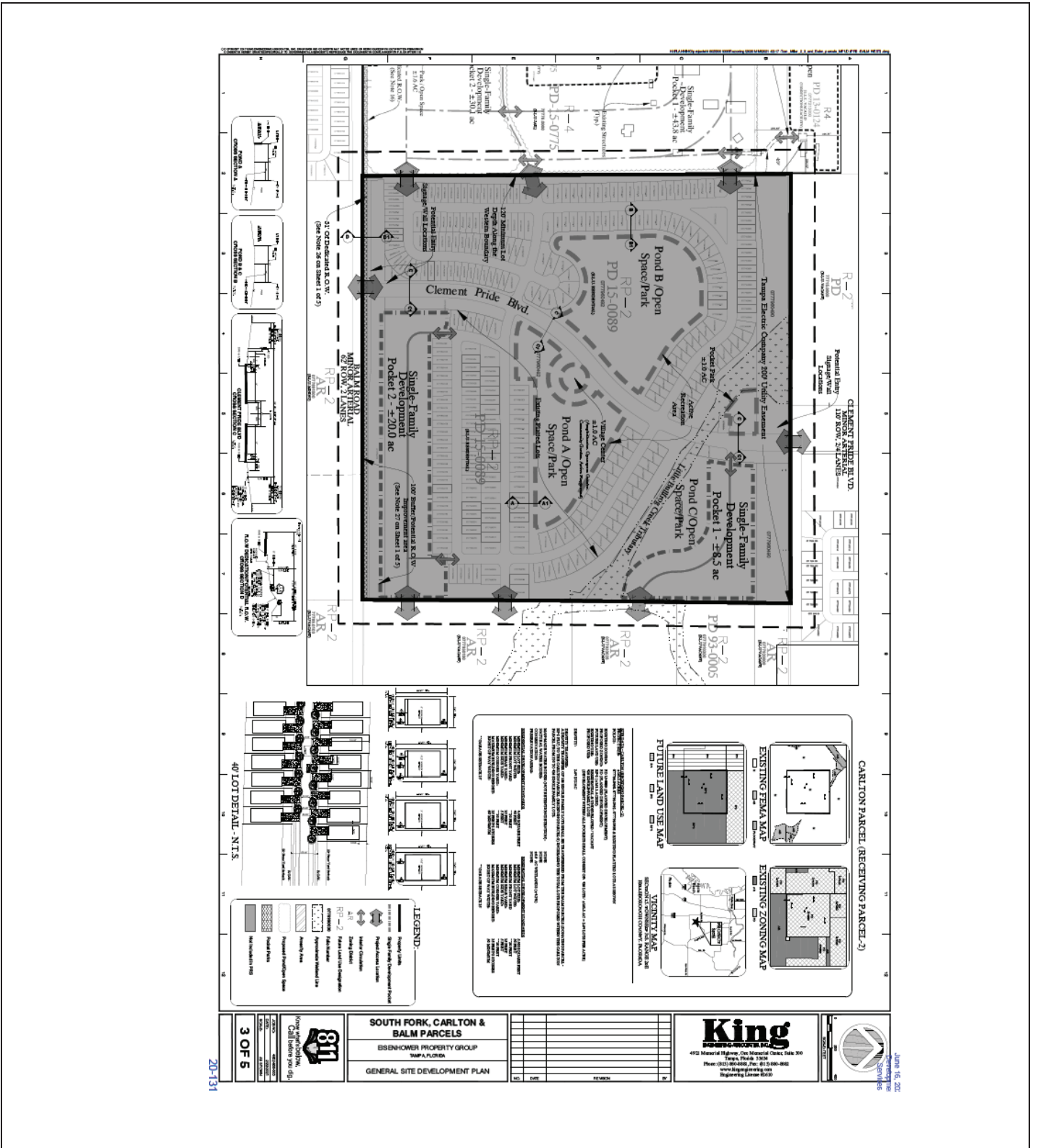
ESSENHOWER PROPERTY GROUP
MIAMI, FLORIDA

King
ENGINEERS-ARCHITECTS-PLANERS
4923 Memorial Highway, One Memorial Check Dale 300
31624 Marietta, Georgia 30066
Phone: (404) 860-0400, Fax: (404) 860-0402
www.king-engineers.com
Professional Seal
Registration Expires 03/2025

20-131

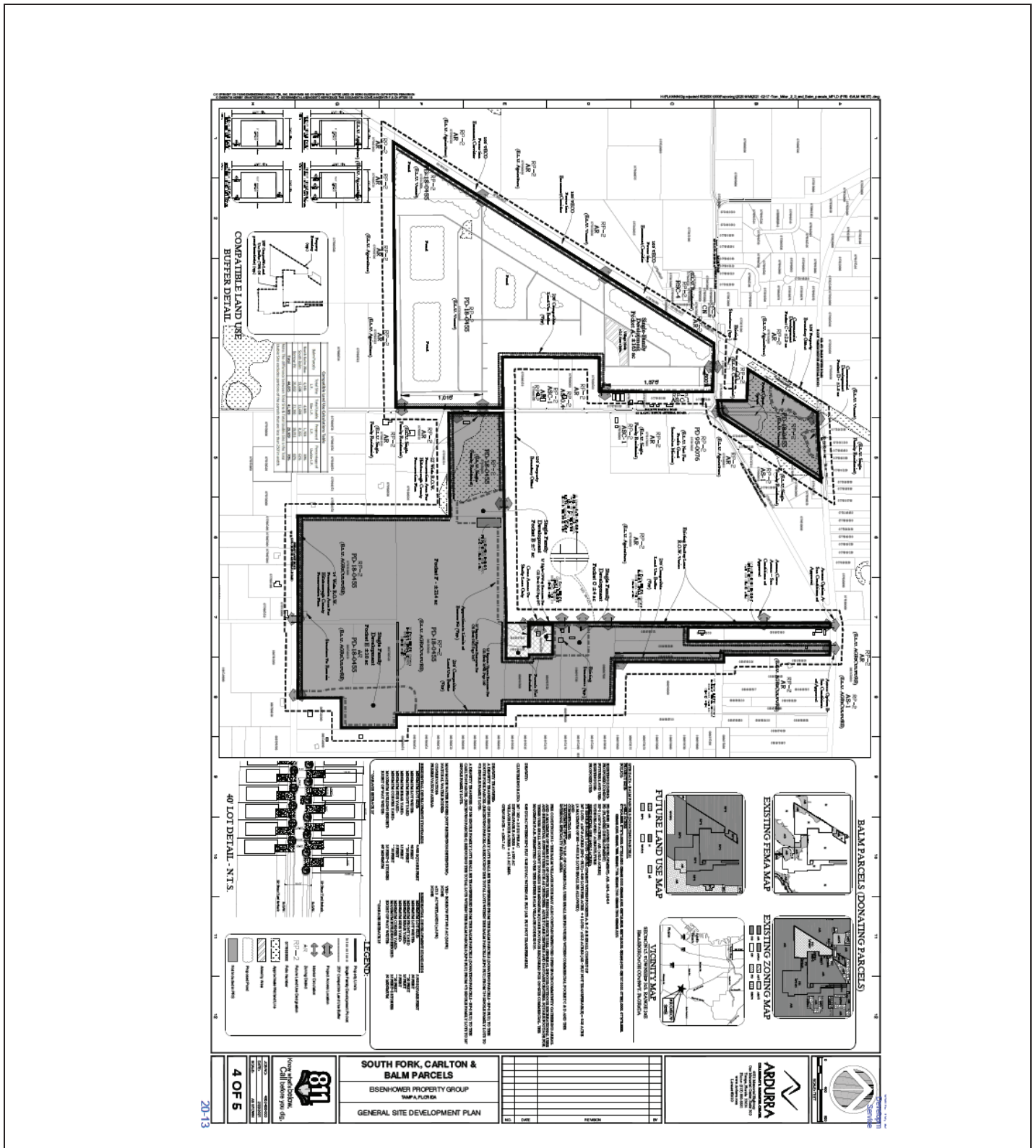
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)

SOUTH FORK, CARLTON & BALM PARCELS GENERAL SITE DEVELOPMENT PLAN HILLSBOROUGH COUNTY, FLORIDA

FOR:
EISENHOWER PROPERTY GROUP
111 SOUTH ASHLANDA, AVE
TAMPA, FL 33609
RT:

King
4271 National Highway, Suite 100
Tampa, FL 33611
Phone: (813) 988-8881 | Fax: (813) 988-8882
Engineering | Planning | Surveying
Tampa, FL | Austin, TX | Miami, FL | Orlando, FL

Planning | Transportation | Estimating | Land Development | Water | Solid Waste | Sewerage

LOCATION MAP

COMBINED SOUTH FORK (RECEIVING PARCEL-1), CARLTON (RECEIVING PARCEL-2) & BALM PARCELS (DONATING PARCELS)

1. THE PROJECT IS A DEVELOPMENT OF 1,000 SINGLE-FAMILY HOMES TO BE CONSTRUCTED ON THE SOUTH FORK, CARLTON, AND BALM PARCELS.
2. THE PROJECT IS A DEVELOPMENT OF 1,000 SINGLE-FAMILY HOMES TO BE CONSTRUCTED ON THE SOUTH FORK, CARLTON, AND BALM PARCELS.
3. THE PROJECT IS A DEVELOPMENT OF 1,000 SINGLE-FAMILY HOMES TO BE CONSTRUCTED ON THE SOUTH FORK, CARLTON, AND BALM PARCELS.
4. THE PROJECT IS A DEVELOPMENT OF 1,000 SINGLE-FAMILY HOMES TO BE CONSTRUCTED ON THE SOUTH FORK, CARLTON, AND BALM PARCELS.
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6. THE PROJECT IS A DEVELOPMENT OF 1,000 SINGLE-FAMILY HOMES TO BE CONSTRUCTED ON THE SOUTH FORK, CARLTON, AND BALM PARCELS.
7. THE PROJECT IS A DEVELOPMENT OF 1,000 SINGLE-FAMILY HOMES TO BE CONSTRUCTED ON THE SOUTH FORK, CARLTON, AND BALM PARCELS.
8. THE PROJECT IS A DEVELOPMENT OF 1,000 SINGLE-FAMILY HOMES TO BE CONSTRUCTED ON THE SOUTH FORK, CARLTON, AND BALM PARCELS.
9. THE PROJECT IS A DEVELOPMENT OF 1,000 SINGLE-FAMILY HOMES TO BE CONSTRUCTED ON THE SOUTH FORK, CARLTON, AND BALM PARCELS.
10. THE PROJECT IS A DEVELOPMENT OF 1,000 SINGLE-FAMILY HOMES TO BE CONSTRUCTED ON THE SOUTH FORK, CARLTON, AND BALM PARCELS.

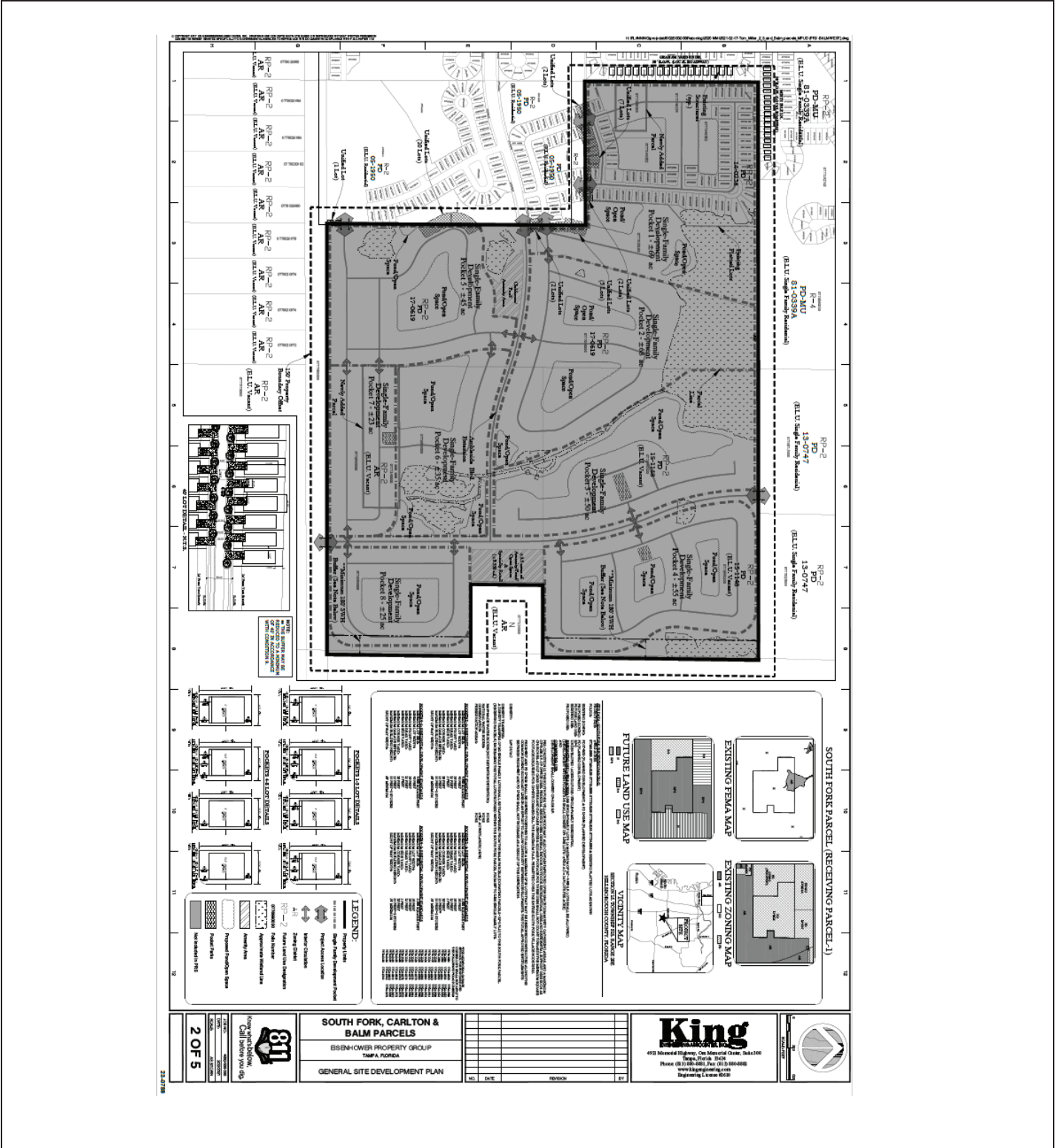
811
How, what, when, where
Call before you dig

SCALE: AS SHOWN
DATE: 02/08/24
1 OF 5

23-0789

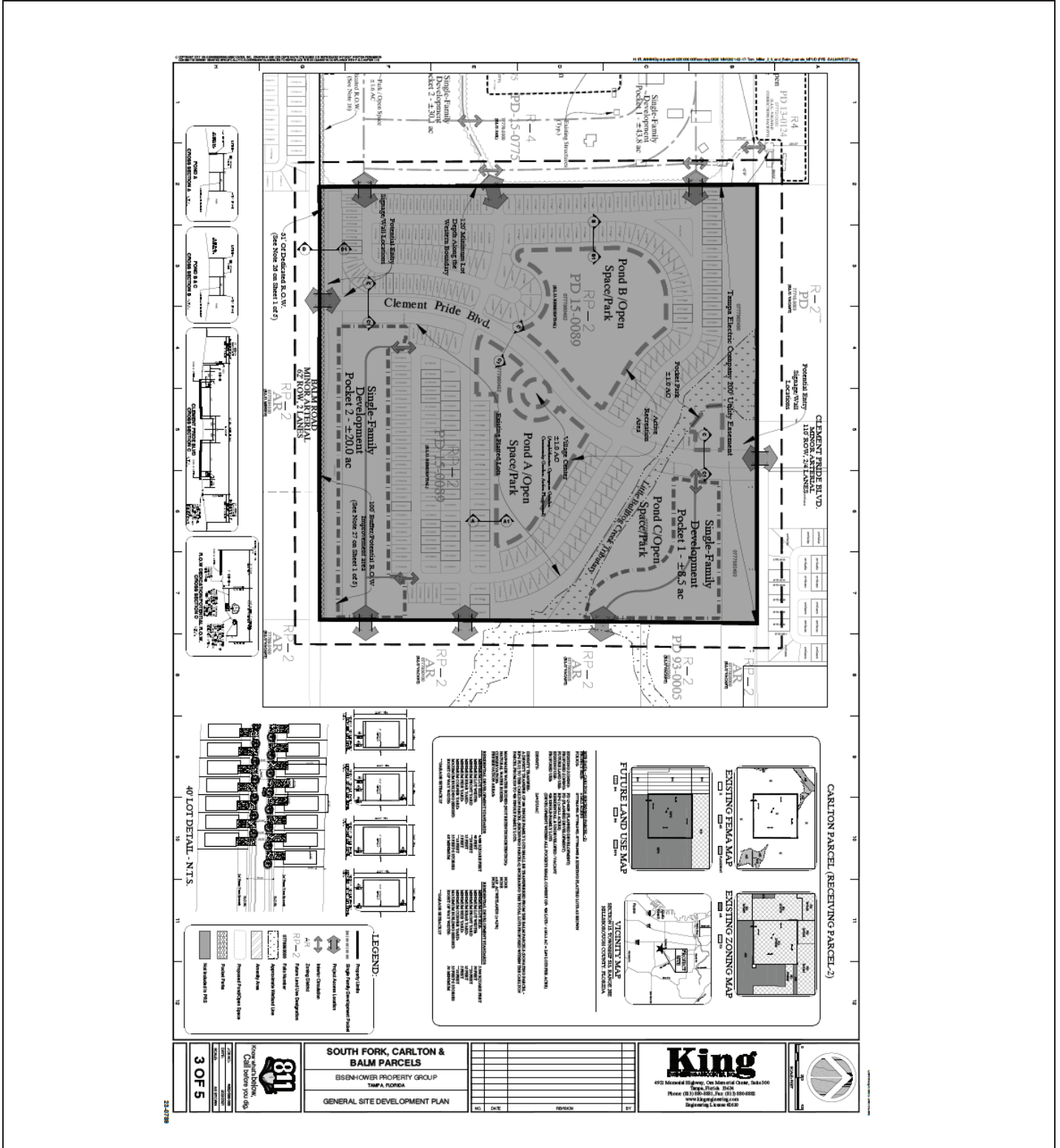
8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



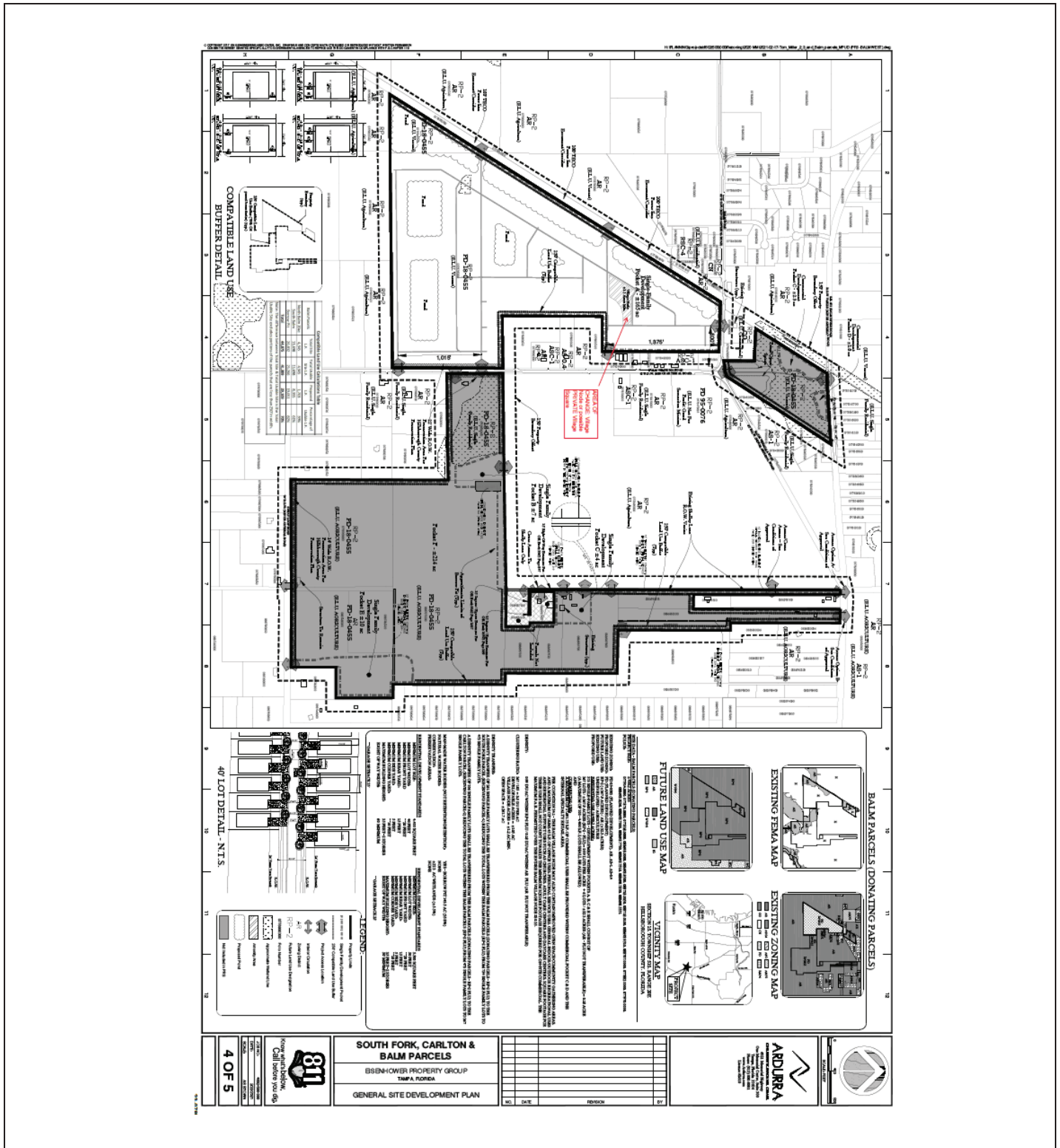
8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 1/29/2024

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: BYT & RV/ South

PETITION NO: RZ 23-0789

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to the listed or attached conditions.
- This agency objects for the reasons set forth below.

PROJECT SUMMARY AND CONCLUSIONS

The applicant is requesting to rezone a +/- 165 ac. portion of previously approved PD, 17-0619, as most recently modified via PRS 20-1315. The PD consists of three distinct and separate areas, consisting of multiple parcels totaling +/- 965.2 acres. Within the area which is the subject of this PD modification, i.e. the area shown as the Balm Parcels, the project is approved for a maximum of 373 single-family detached dwelling units and a maximum of 17,691.75 s.f. of commercial uses. The applicant is proposing to modify the PRS to allow a Village Square in lieu of all or a part of the required commercial uses. A previous and still applicable (according to zoning staff) section of the LDC, formerly known as Sec. 5.04.02.E.3. States "In Planned Villages where on-site commercial development requirements have been eliminated or reduced by waivers pursuant to Sec. 5.04.02.D.a. above, node(s) shall nevertheless be provided in accordance with the above design requirements. In such cases, the node(s) shall be comprised on the remaining on-site commercial development requirement, if any, and community open space in the form of village squares. The land area within the village squares shall meet or exceed the floor space of the commercial waiver. The village square shall be bounded on all sides by streets and improved with landscaping, walkways, benches, fountains, gazebos and/or similar amenities to encourage and accommodate use by community residents." Based on the above and the applicant's narrative, staff believes that the use is most akin to the Private Community Recreational Uses use within Article XII of the LDC. Because these community uses serve internal residents only, they do not typically generate any additional trips above and beyond those already accounted for in the calculations of trip impacts associated with the residential component of the project.

Given this, and the fact that the applicant wishes to retain the option to construct the commercial uses, this proposed modification is anticipated to have no impact on the maximum trip generation potential of the subject property (and may slightly decrease project traffic in the event the developer elects to build none of the commercial entitlements).

The project generates over 50 peak hour trips, whereby a trip generation and site access analysis would be needed in accordance with currently policies and procedures; however, the applicant filed a request to waive the required analysis. Due to the fact that the project is not increasing the maximum trip generation potential of the subject site, and that no changes in project access or site access improvements is proposed, staff found that a revised analysis would have no benefit in the adjudication of this request and waived the requirement for such analysis.

Based on the above, staff has no objection to the proposed request; however, staff notes that the conceptual site plan submitted should not be considered a binding site plan (since it does not meet DRPM

requirements and would conflict with the retained option to build commercial uses). Instead, the applicant must submit a revised site plan prior to certification which shows the area in question and labels the area according (e.g. “Proposed Village Node/ Village Square – See Conditions of Approval”).

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway segments is shown below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Balm Wimauma Rd.	SR 674	CR 672	C	B
CR 672	Balm Boyette Rd.	CR 39	D	B
Balm Rd./ CR 672	US 301	Balm Riverview Rd.	D	B

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 (Modification Area Only) (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Balm Wimauma Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (For Urban)	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (Determined at Site Review)
Balm Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (Determined at Site Review)
	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 (Balm Parcels Only) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	4,253	315	387
Proposed	4,253	315	387
Difference (+/-)	No Change	No Change	No Change

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	X	Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West	X	Vehicular & Pedestrian	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.
Notes: Sec. 6.04.02.B. Administrative Variances (AVs) and Design Exceptions (DEs) were not considered as a part of the original zoning approval, in accordance with policies and procedures in place at that time. The proposed change does not trigger the need to evaluate AVs and DEs in accordance with today's procedures. AVs and DEs may have been considered as a part of plat/site/construction plan review processes, as was typical for cases with zonings approved prior to certain procedural changes; however, such requests or approvals are not listed here as they were not done as a part of the zoning process.		

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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted February 23, 2021.

1. The South Fork receiving parcel shall be permitted a maximum of 1,068 single-family lots with following development standards:

Minimum lot size:	4,400 square feet/5,500 square feet
Minimum lot width:	40 feet/50 feet
Minimum front yard setback:	20 feet, except for garages shall be setback a minimum of 25 feet. Front yards functioning as side yards shall be 10 feet, except for garages shall be setback a minimum of 25 feet.*
Minimum side yard setback:	5 feet
Minimum rear yard setback:	15 feet
Maximum building height:	35 feet/2-stories

*this additional garage setback for standard and corner lots shall not apply to the following folio numbers: 77714.1084, 77714.1094, 77714.1096, 77714.1098, 77714.1100, 77714.1102, 77714.1104, 77714.1106, 77714.1108, 77714.1126, 77714.1128, 77714.1130, 77714.1132, 77714.1134, 77714.1136, 77714.0488, 77714.0490, 77714.0492, 77714.0494, 77714.0496, 77714.0498, 77714.0500, 77714.0504, 77714.0564, 77714.0566, 77714.0568, 77714.0360, 77714.0362, 77714.0364, 77714.0366, 77714.0368, 77714.0370, 77714.0372, 77714.0374, 77714.0376, 77714.0378, 77714.0740, 77714.0838, 77714.0842, 77714.0850, 77714.0742, 77714.0744, 77714.0786, 77714.0810, 77714.0812, 77714.0814, 77714.0738, 77714.0818, 77714.0724, 77714.0732, 77714.0756, 77714.0760, 77714.0762, 77714.0764, 77714.0766, 77714.0768, 77714.0770, 77714.0772, 77714.0778, 77714.0800, 77714.0836 and 77714.0872.

Additionally, this additional garage setback for standard and corner lots shall not apply to lots developed with a lot width of 50 feet or more within Pockets 4, 5, 6, 7 and 8. Excluding the above referenced folio numbers, all lots within Pocket 1, 2 and 3 shall provide a 25 foot minimum garage setback.

- 1.1 Along the southern and western common boundaries adjacent to PD 05-1950, single family residential lots/units shall be permitted to be partially located in both the subject PD and PD 05-1950 as part of a unified plan of development. For lots platted after the approval of PRS 18-0455 along the southern and western common boundaries, lots shall be assigned to the density of either the subject PD or the adjacent PD 05-1950 during the platting process. Should previously platted lots along the common boundaries need reassignment to the density of the adjacent PD or should lots previously double counted need reassignment to the density of only one of the PDs, subsequent plats shall provide a new accounting of the lots assigned to each PD. These lots/units along the common boundaries shall be platted and developed in accordance with the 5,500 square foot lot standards below. Cross access along the southern and western common boundaries shall be permitted.
2. The maximum number of 4,400 square foot lots shall be 267.
3. Lots at a width of less than 50 feet shall provide a 2-car garage and a minimum 18 foot wide driveway, as depicted on the general site plan.

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4. Residential units shall be arranged to provide a maximum number of dwelling units that have views across internal open spaces or perimeter buffers of the South Fork receiving parcel. Where there are a significant number of interior lots, then the design shall incorporate interior open spaces in the forms of village greens or natural corridors.
 5. A minimum of 9,558 square feet of neighborhood retail uses and/or day care center uses shall be provided within the 3.5 acre South Fork Village Node, as depicted on the general site plan. Neighborhood retail shall include: grocery store/market/food product stores, convenience stores (without gas sales), pharmacies and other retail uses permitted in the CN zoning district. The following shall apply:
 - 5.1 The South Fork Village Node may also contain improved open space/community gathering areas, and a maximum of 43,803 square feet of office uses, personal service uses, general indoor/outdoor recreational uses and residential support uses such as churches, adult care centers and daycare centers. With exception to the day care center uses, square footage for these uses shall not count towards the minimum square footage required for on-site commercial/retail specified in condition 5 above. The maximum F.A.R. permitted over the entire South Fork Village Node is 0.35.
 - 5.2 The South Fork Village Node shall be improved with landscaping, walkways, benches, fountains, gazebos and/or similar amenities to encourage and accommodate use by residents.
 - 5.3 No minimum building setbacks shall be required.
 - 5.4 Buffering and screening in accordance with Land Development Code Section 6.06.06 shall be provided along adjacent property lines of differing land use classifications.
 - 5.5 Building height shall be limited to a maximum of 35 feet with no additional setback for buildings over 20 feet in height where adjacent to a street.
 - 5.6 Roads adjacent to and within the South Fork Village Node shall be limited to a maximum of two lanes (excluding turn lanes, acceleration and deceleration lanes, on-street parking, etc.).
 - 5.7 Buildings within the South Fork Village Node shall be architecturally finished on all sides.
 - 5.8 Parking lots in the South Fork Village Node shall be located at the rear or to the side of buildings, or to the interior of a block.
 - 5.9 Signage within the South Fork Village Node shall be limited to monument signs.
 6. Prior to the issuance of building permits for more than 75% of the residential units (lots 801-1,068), Certificates of Occupancy shall be issued for a minimum of 50 percent of the 9,558 s.f. of required on-site commercial and/or day care center uses in the South Fork Village Node.
 7. The western “clubhouse/pool/amenity area” shall be located where depicted on the site plan and shall serve as a Village Square. This Village Square shall be at least 4,509 square feet (.10 acres) in size. The Village Square shall be bound on all sides by streets and internally improved with landscaping, walkways, benches, fountains, gazebos and/or other similar amenities to encourage and accommodate use by community residents. Building setbacks and maximum building height within this Village Square shall be in accordance with the South Fork residential development standards.

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8. The developer shall provide a pedestrian network of sidewalks and/or stabilized pathways, a minimum of 5 feet in width, throughout the South Fork receiving parcel providing pedestrian connections between the residential, open space, the South Fork Village Node and the South Fork Village Square areas.
 9. A waiver from the 250 foot buffer requirement found in Land Development Code Section 5.04.02.G (Compatibility with Adjacent Uses) has been granted, with the exception of a 180 foot buffer along the eastern boundary as depicted on the general site plan, Sheet 2. The buffer can be reduced to a minimum of 40 feet, as noted on the general site plan, Sheet 2, in the event (per condition 10 herein), mitigation of Significant Wildlife Habitat within the buffer is provided for in accordance with the Land Development Code mitigation provisions for upland significant wildlife habitat. No stormwater ponds, or other site improvements, shall be located within the buffer. This buffer is to be platted as a separate tract to be owned and maintained by the Homeowner's Association, or other similar entity.
 10. An evaluation of this property identified the potential existence of significant wildlife habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map (including the 180' eastern buffer). The potential for upland significant wildlife habitat within the boundaries of the proposed application shall require the site plan to identify its existence by type (mesic or xeric) and location and how the Land Development Code preservation and/or mitigation provisions for upland significant wildlife habitat will be addressed.
 11. The eastern area of the South Fork receiving parcel is located adjacent to the Balm-Boyette Scrub Nature Preserve. As required by Land Development Code Section 4.01.11 (Natural Preserves), a compatibility plan will need to be submitted at the time of site development plan review. The plan must address issues related to how the development will ensure compatibility with the preserve, such as access, prescribed fire and landscaping.
 12. The developer shall construct the Ambleside Boulevard extension from the western South Fork area boundary and the roadway shall be constructed as a 2-lane collector roadway consistent with the County's Transportation Technical Manual. The developer shall construct the north/south collector from the northern South Fork boundary (connecting Pradera Reserve Boulevard) to the southern South Fork boundary and the roadway shall be constructed a 2-lane collector roadway consistent with the County's Transportation Technical Manual.
 13. Residential homes are restricted from fronting on Ambleside Boulevard and the north/south collector.
 14. All project roadways shall be consistent with the County's Transportation Technical Manual, unless otherwise approved through the Public Works Design Exception Process. Notwithstanding anything shown on the general site plan to the contrary, the number, location and spacing of access points shall comply with all applicable access management standards, unless otherwise approved by Hillsborough County Public Works. Internal roadways may be public or private and if private, may be gated; however, Ambleside Boulevard and the north/south collector shall remain a freely transversable, ungated roadway.

The following shall apply to the Carlton receiving parcel:

15. The Carlton receiving parcel shall be permitted a maximum of 426 single-family lots with following development standards:

Minimum lot size:	4,400 square feet / 5,500 square feet
Minimum lot width:	40 feet/50 feet
Minimum lot depth:	120' along the western boundary only
Minimum front yard setback:	20 feet, except for garages shall be setback a minimum of 25 feet. Front yards functioning as side yards shall be 10 feet, except for garages shall be setback a minimum of 25 feet.
Minimum side yard setback:	5 feet

16. Lots of 4,400 square feet are permitted in the following areas of the Carlton receiving parcel:
- 16.1 Pocket 1 (previously delineated as Pocket 3 in PD 13-0124);
 - 16.2 Pocket 2 (previously delineated as the southern area of Pocket 4 in PD 13-0124); and,
 - 16.3 The southwestern area of the Carlton receiving parcel bound by Carlton Fields Drive to the north, Clement Pride to the east, CR 672 to the south and the PD boundary to the west (previously delineated as Pocket 5 in PD 13-0124).
17. All lots with less than 50 feet in width shall provide a 2-car garage and a minimum 18 foot wide driveway, as depicted on the general site plan.
18. Lots with less than 50 feet in width within the noted southwestern area (Pocket 5 in PD 13-0124) shall provide staggered front yard setbacks of 20 feet and 30 feet. Garages shall be setback an additional 5 feet. Additionally, there shall be no two identical garage doors adjacent to one another.
19. A waiver to the required on-site commercial square footage (Village Node) has been approved. Therefore, a minimum 1.0 acre Carlton Village Square (noted as a Village Center on PD 13-0124) shall be provided where depicted on the site plan. The Village Square shall bound on all sides by streets and internally improved with landscaping, walkways, benches, fountains, gazebos and/or other similar amenities to encourage and accommodate use by community residents. Building setbacks and maximum building height within this Carlton Village Square shall be in accordance with the Carlton residential development standards.
20. Three pond/open space/park areas shall be provided as depicted on the site plan. These spaces will be owned/maintained by the HOA, CDD or other entity. Pond/Open Space/Park areas A and B shall provide an active recreational area consisting of a mulched or grassed path around the pond. Pond A shall provide a 36" - 48" high decorative fence along the rear lot lines of the adjacent single-family lots.
21. The developer shall provide a pedestrian network of sidewalks and/or stabilized pathways, a minimum of 5 feet in width, throughout the Carlton receiving parcel providing pedestrian connections between the residential, open space and the Carlton Village Square areas.
22. A waiver from the 250 foot buffer requirement found in Land Development Code Section 5.04.02.G (Compatibility with Adjacent Uses) has been granted. However, buffering along the south and east may be required in accordance with the below:

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- 22.1 If the adjoining use to the east of the Carlton receiving parcel is not developed with a comparable use, then a 50 foot wide buffer shall be provided.
- 22.2 Landscaping along Balm Road, as shown on the general site plan, shall include a 100 foot buffer with a minimum of 15 feet of Florida-friendly landscaping and grass. Trees shall be planted on 30-foot centers and can be grouped to meet design consideration. Otherwise, screening shall be a Type B, including a solid wall or fence, per the Land Development Code, with a 100 foot buffer. Screening can also be achieved within a 100 foot buffer by use of a berm and hedge with trees at intervals. The hedge shall be a minimum of 3 feet in height and 75% opaque at time of planting. The final screening design shall be subject to Natural Resources approval. The buffer area may be reduced to address right-of-way improvements for the entrance of the residential development.
- 22.3 The planting of trees shall be sensitive to overhead utility lines. Trees that exceed a mature, overall height of 20 feet shall not be planted within 30 feet of an existing or proposed electric utility line.
23. The applicant shall construct a north-south collector road (Clement Pride Boulevard extension) to extend Clement Pride Boulevard from the northern PD boundary to Balm Road (CR 672) and shall be designed as shown on the general site plan.
24. The applicant shall construct an eastbound 455-foot left turn lane at the south end of the Clement Pride Boulevard extension along Balm Road.
25. The applicant shall construct a westbound 405-foot right turn lane at the south end of the Clement Pride Boulevard extension along Balm Road.
26. Prior to Final Plat approval, the developer shall dedicate up to a total of thirty-one (31) feet of right-of-way on Balm Road (CR 672). The right-of-way shall be dedicated to allow for the future construction of Balm Road as a four (4) lane, divided roadway.

The following shall apply to the Balm donating parcel:

27. The Balm donating parcel shall be permitted a maximum of 373 single-family lots within Pockets A, B, C and E.
28. Pockets A, B and C shall be permitted a maximum of 367 lots (which includes the existing structure to remain on folio 77970.0000) and shall be developed in accordance with the following development standards:

Minimum lot size:	4,400 square feet/5,500 square feet
Minimum lot width:	40 feet/50 feet
Minimum front yard setback:	20 feet, except for garages shall be setback a minimum of 25 feet. Front yards functioning as side yards shall be 10 feet, except for garages shall be setback a minimum of 25 feet.
Minimum side yard setback:	5 feet
Minimum rear yard setback:	15 feet
Maximum building height:	35 feet/2-stories

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29. Pocket E shall be permitted a maximum of 6 lots and shall be developed in accordance with the AR zoning district development standards. Compliance with the AR zoning district standards may result in less than the maximum number of permitted lots in this Pocket.
 30. The maximum number of 4,400 square foot lots shall be 100.
 31. Lots at a width of less than 50 feet shall provide a 2-car garage and a minimum 18 foot wide driveway, as depicted on the general site plan.
 32. A maximum of 17,691.75 square feet commercial uses shall be provided within Commercial Development Pocket C, Commercial Development Pocket D and the internal specialty retail area.
 33. A maximum of 10,260 square feet of CG uses shall be permitted in Commercial Development Pockets C and D and shall be limited to CG (Commercial General) uses and developed with CG development standards.
 34. A minimum of 7,431.75 square feet of neighborhood retail uses shall be provided within the 1.2 acre internal specialty retail area (Balm Village Node). Neighborhood retail shall include: grocery store/market/food product stores, convenience stores (without gas sales), pharmacies and other retail uses permitted in the CN zoning district. The following shall apply to the Balm Village Node:
 - 34.1 The Balm Village Node may also contain improved open space/community gathering areas, and a maximum of 10,863.45 square feet of office uses, personal service uses, general indoor/outdoor recreational uses and residential support uses such as churches, adult care centers and daycare centers. Square footage for these uses shall not count towards the minimum square footage required for on-site commercial. The maximum F.A.R. permitted over the entire Balm Village Node is 0.35.
 - 34.2 The Balm Village Node shall be bound on three sides by streets and internal areas shall be improved with landscaping, walkways, benches, fountains, gazebos and/or similar amenities to encourage and accommodate use by residents.
 - 34.3 Within the Balm Village Node, a grid development pattern shall be utilized.
 - 34.4 No minimum building setbacks shall be required.
 - 34.5 Buffering and screening in accordance with Land Development Code Section 6.06.06 shall be provided along adjacent property lines of differing land use classifications.
 - 34.6 Building height shall be limited to a maximum of 35 feet with no additional setback for buildings over 20 feet in height where adjacent to a street.
 - 34.7 Roads adjacent to and within the Balm Village Node shall be limited to a maximum of two lanes (excluding turn lanes, acceleration and deceleration lanes, on-street parking, etc.).
 - 34.8 Buildings within the Balm Village Node shall be architecturally finished on all sides.

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- 34.9 Parking lots in the Balm Village Node shall be located at the rear or to the side of retail buildings, or to the interior of a block. Not more than two rows of angled parking shall be located between a retail building and the roadway.
- 34.10 Signage within the Balm Village Node shall be limited to monument signs.
35. Prior to the issuance of building permits for more than 75% of the residential units (lots 275 –367) in Pockets A, B and C, Certificates of Occupancy shall be issued for a minimum of 50 percent of the 7,431.75 s.f. of required on-site commercial in the Balm Village Node.
36. The developer shall provide a pedestrian system of sidewalks and/or stabilized pathways, a minimum of 5 feet wide, throughout the project with direction connections of the sidewalks and/or stabilized pathways between residential, perimeter buffer, and Carlton Village Node areas.
37. A 250-foot wide buffer shall be provided where depicted on the site plan. These buffers are to be platted as a separate tracts to be owned and maintained by the Homeowner’s Association, or other similar entity.
38. The Balm donating parcel is located near the Balm Scrub Nature Preserve. As required by the County’s Upland Habitat Ordinance, a compatibility plan will need to be submitted at site development. The plan must address issues related to how the development will ensure compatibility with the preserve, such as access, prescribed fire and landscaping.
39. The developer shall construct a roundabout at the intersection of the project’s southern access to the northernmost development pod (serving Commercial Development Pockets C and D) with Balm Wimauma Rd. and Balm Rd. Alternatively, the developer may eliminate this access.
40. The project shall utilize Access Option A, as shown on the certified site plan. Additionally:
- 40.1 Utilization of Access Option A shall require the following:
- 40.1.1 The developer shall construct the northern +/- 650 feet of Shelley Ln. to current County standards for a Typical Section - 4 (TS-4) urban collector roadway as detailed within the Hillsborough County Transportation Technical Manual (TTM);
- 40.1.2 The developer shall construct a northbound to westbound left turn lane, and a northbound to eastbound right turn lane on Shelley Ln. onto CR 672. The through movement will be shared with either of the above turn lanes, at the discretion of Hillsborough County. Final determination of lane configuration will be made at the time of plat/site/construction plan review;
- 40.1.3 The developer shall construct a southbound to westbound right turn lane, and a southbound to eastbound left turn lane on Balm Boyette Rd. onto CR 672. The through movement will be shared with either of the above turn lanes, at the discretion of Hillsborough County. Final determination of lane configuration will be made at the time of plat/site/construction plan review; and,

40.1.4 Prior to or concurrent with the initial increment of development during the plat/site/construction plan review process, conduct a signal warrant analysis at the intersection of County 672 and Balm Boyette Rd./Shelley Ln. Such signal warrant analysis shall examine existing traffic, project traffic, and vested project trips (for approved Planned Developments within 1.5 miles of the above referenced intersection). Additionally:

40.1.4.1 The developer shall design the signal infrastructure and adjacent interconnects concurrent and install the signals with the initial phase of development; and,

40.1.4.2 The traffic signal shall not be activated until warrants are met.

40.2 Utilization of Access Option B may be permitted only upon further consideration through the zoning modification process. In such case, the developer shall be required to provide alternate easement access to folios 088698.7500, 088698.7200 and 88698.7100. Alternatively, the developer may maintain the existing access easements with the approval of Hillsborough County Public Works.

41. As Sweat Loop Rd. is a substandard collector roadway, if more than 10 homes are constructed within Pocket E, the developer shall improve Sweat Loop Rd., between the project's easternmost driveway and the nearest standard roadway, to current County standards for a Typical Section – 7 (TS-7) rural local/collector roadway as detailed within the Transportation Technical Manual (TTM).

42. As CR 672 (Balm-Picnic Rd.) is a substandard arterial roadway, the developer will be required to improve Balm Rd. (between its easternmost and westernmost Balm Rd. access driveways, as well continuing west to the nearest standard roadway) to current County standards unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.

Notwithstanding the above, the developer has proffered construction of certain improvements to CR 672 which—irrespective of any Section 6.04.02.B Administrative Variances or Design Exceptions which may be granted in accordance with Section 1.7.2. or other applicable sections of the Hillsborough County TTM, of the Hillsborough County LDC—shall result (at a minimum) in the following improvements to the facility:

42.1 Between the project's western project boundary and the western limits of the eastbound left and right turn lanes plus transitions at the intersection of CR 672 and Balm Boyette Rd./Shelley Ln., the developer shall:

42.1.1 Widen the road as may be necessary to ensure there are 12-foot wide travel lanes; and,

42.1.2 Construct 8-foot wide shoulders on both sides of the roadway, of which 5-feet shall be paved and serve as a bicycle facility, and an additional 3-feet shall be stabilized but unpaved.

42.2 Between the western limits of the eastbound left and right turn lanes plus transitions and the intersection of CR 672 and Balm Boyette Rd./Shelley Ln., the developer shall:

- 42.2.1 Widen the road as may be necessary to ensure there are 12-foot wide travel lanes;
- 42.2.2 Construct 8-foot wide shoulders on both sides of the roadway, of which 5-feet shall be paved and serve as a bicycle facility, and an additional 3-feet shall be stabilized but unpaved;
- 42.2.3 Construct a 12-foot wide eastbound to northbound left turn lane on CR 672 onto Balm Boyette Rd.; and,
- 42.2.4 Construct a 12-foot wide eastbound to southbound right turn lane on CR 672 onto Shelley Ln.
- 42.3 Between the eastern limits of the westbound left turn lane and transition and the intersection of CR 672 and Balm Boyette Rd./Shelley Ln., the developer shall:
 - 42.3.1 Widen the road as may be necessary to ensure there are 12-foot wide travel lanes;
 - 42.3.2 Construct 8-foot wide shoulders on both sides of the roadway, of which 5-feet shall be paved and serve as a bicycle facility, and an additional 3-feet shall be stabilized but unpaved; and,
 - 42.2.3 Construct a 12-foot wide westbound to southbound left turn lane on CR 672 onto Shelley Ln.
- 43. As Balm Wimauma Rd. is a substandard collector roadway, the developer shall be required to improve Balm Wimauma Rd. (between its southernmost access driveway and continuing north to Balm Rd.) to current County standards unless otherwise approved in accordance with Section 6.04.04.B of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2 and other applicable sections of the Hillsborough County TTM.

Notwithstanding the above, the developer has proffered construction of certain improvements to Balm Wimauma Rd. which—irrespective of any Section 6.04.02.B Administrative Variances or Design Exceptions which may be granted in accordance with Section 1.7.2. or other applicable sections of the Hillsborough County TTM, of the Hillsborough County LDC—shall result (at a minimum) in the following improvements to the facility:

- 43.1 Between the southern project access and a point +/- 100 feet north of the northern boundary of folio 77847.0025 (in the vicinity of the Balm Wimauma Rd. and Balm Rd. intersection), the developer shall:
 - 43.1.1 Widen the road as may be necessary to ensure there are 11-foot wide travel lanes; and,
 - 43.1.2 Construct 8-foot wide shoulders on both sides of the roadway, of which 7-feet shall be paved and serve as a bicycle facility, and an additional 1-feet shall be stabilized but unpaved.

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- 43.2 Between a point +/- 100 feet north of the northern boundary of folio 77847.0025 (in the vicinity of the Balm Wimauma Rd. and Balm Rd. intersection) and the intersection of Shelley Ln. and CR 672 (irrespective of whether such route also includes additional roadways, i.e. Shelley Rd.) the developer shall construct the roadway(s) to current County standards for a Typical Section - 4 (TS-4) urban collector roadway as detailed within the Hillsborough County TTM.
44. As Balm Rd. is a substandard roadway, the developer shall be required to improve Balm Rd. (between the westernmost project boundary and Balm Wimauma Rd.) to current County standards unless otherwise approved in accordance with Section 6.04.02.B of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2 and other applicable sections of the Hillsborough County TTM.
- Notwithstanding the above, the developer has proffered construction of certain improvements to Balm Rd. which—irrespective of any Section 6.04.02.B Administrative Variances or Design Exceptions which may be granted in accordance with Section 1.7.2. or other applicable sections of the Hillsborough County TTM, of the Hillsborough County LDC—shall result (at a minimum) in the following improvements to the facility:
- 44.1 Between the westernmost project boundary and Balm Wimauma Rd.), the developer shall:
- 44.1.1 Widen the road as may be necessary to ensure there are 11-foot wide travel lanes; and,
- 44.1.2 Construct 8-foot wide shoulders on both sides of the roadway, of which 5-feet shall be paved and serve as a bicycle facility, and an additional 3-feet shall be stabilized but unpaved.
45. Unless otherwise approved by Hillsborough County Public Works the developer shall relocate the speed table on Balm Rd. (in the vicinity of the proposed access to Single Family Development Pocket A).
46. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to 22 feet of right-of-way along its Balm Wimauma Rd. frontages, such that a minimum of 54 feet of right-of-way is preserved east and west of the existing right-of-way centerline. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
47. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to 14 feet of right-of-way along its CR 672 frontage, such that a minimum of 54 feet of right-of-way is preserved south of the existing right-of-way centerline. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
48. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic Control Devices (MUTCHD), the developer shall place signage which identifies roadway stubouts as a “Future Roadway Connection.”

The following conditions shall apply to the entire Planned Development:

49. Access shall be provided as shown on the PD site plan unless otherwise provided for herein these conditions. Internal roadways may be public or private, and if private, roadways may be gated.
50. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
51. Prior to or concurrent with plat/site/construction plan review for each increment of development, the developer shall submit a trip generation and site access analysis which evaluates whether auxiliary (turn) lanes or other site access improvements are warranted. Any required improvements may require the developer to convey or otherwise acquire additional right-of-way.
52. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
53. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate cover pursuant to Chapter 1-11, Wetlands, Rules of the EPC, to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
54. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/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).
55. An evaluation of the properties identified a number of mature trees that appear to include grand oaks. The potential stature of these trees warrants every effort to minimize their removal. The applicant is encouraged to consult with staff of the Natural Resource Unit for design input addressing these trees prior to submittal of preliminary plans through the Land Development Code's Site Development or Subdivision process.
56. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area or Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals and where land alterations are restricted.
57. 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.
58. Stormwater management systems shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.
59. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or Land Development Code (LDC) requirements, the more restrictive regulation shall apply, unless specifically

conditions otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 1/29/2024

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: BYT & RV/ South

PETITION NO: RZ 23-0789

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to the listed or attached conditions.
- This agency objects for the reasons set forth below.

PROJECT SUMMARY AND CONCLUSIONS

The applicant is requesting to rezone a +/- 165 ac. portion of previously approved PD, 17-0619, as most recently modified via PRS 20-1315. The PD consists of three distinct and separate areas, consisting of multiple parcels totaling +/- 965.2 acres. Within the area which is the subject of this PD modification, i.e. the area shown as the Balm Parcels, the project is approved for a maximum of 373 single-family detached dwelling units and a maximum of 17,691.75 s.f. of commercial uses. The applicant is proposing to modify the PRS to allow a Village Square in lieu of all or a part of the required commercial uses. A previous and still applicable (according to zoning staff) section of the LDC, formerly known as Sec. 5.04.02.E.3. States "In Planned Villages where on-site commercial development requirements have been eliminated or reduced by waivers pursuant to Sec. 5.04.02.D.a. above, node(s) shall nevertheless be provided in accordance with the above design requirements. In such cases, the node(s) shall be comprised on the remaining on-site commercial development requirement, if any, and community open space in the form of village squares. The land area within the village squares shall meet or exceed the floor space of the commercial waiver. The village square shall be bounded on all sides by streets and improved with landscaping, walkways, benches, fountains, gazebos and/or similar amenities to encourage and accommodate use by community residents." Based on the above and the applicant's narrative, staff believes that the use is most akin to the Private Community Recreational Uses use within Article XII of the LDC. Because these community uses serve internal residents only, they do not typically generate any additional trips above and beyond those already accounted for in the calculations of trip impacts associated with the residential component of the project.

Given this, and the fact that the applicant wishes to retain the option to construct the commercial uses, this proposed modification is anticipated to have no impact on the maximum trip generation potential of the subject property (and may slightly decrease project traffic in the event the developer elects to build none of the commercial entitlements).

The project generates over 50 peak hour trips, whereby a trip generation and site access analysis would be needed in accordance with currently policies and procedures; however, the applicant filed a request to waive the required analysis. Due to the fact that the project is not increasing the maximum trip generation potential of the subject site, and that no changes in project access or site access improvements is proposed, staff found that a revised analysis would have no benefit in the adjudication of this request and waived the requirement for such analysis.

Based on the above, staff has no objection to the proposed request; however, staff notes that the conceptual site plan submitted should not be considered a binding site plan (since it does not meet DRPM

requirements and would conflict with the retained option to build commercial uses). Instead, the applicant must submit a revised site plan prior to certification which shows the area in question and labels the area according (e.g. “Proposed Village Node/ Village Square – See Conditions of Approval”).

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway segments is shown below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Balm Wimauma Rd.	SR 674	CR 672	C	B
CR 672	Balm Boyette Rd.	CR 39	D	B
Balm Rd./ CR 672	US 301	Balm Riverview Rd.	D	B

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 (Modification Area Only) (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Balm Wimauma Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (For Urban)	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (Determined at Site Review)
Balm Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (Determined at Site Review)
	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 (Balm Parcels Only) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	4,253	315	387
Proposed	4,253	315	387
Difference (+/-)	No Change	No Change	No Change

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	X	Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West	X	Vehicular & Pedestrian	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.
Notes: Sec. 6.04.02.B. Administrative Variances (AVs) and Design Exceptions (DEs) were not considered as a part of the original zoning approval, in accordance with policies and procedures in place at that time. The proposed change does not trigger the need to evaluate AVs and DEs in accordance with today's procedures. AVs and DEs may have been considered as a part of plat/site/construction plan review processes, as was typical for cases with zonings approved prior to certain procedural changes; however, such requests or approvals are not listed here as they were not done as a part of the zoning process.		

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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



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:** 8/24/2023

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 8/30/2023

APPLICANT: William J. Molloy **PID:** 23-0789

LOCATION: 15603 Balm Road Wimauma, FL 33598

FOLIO NO.: 77876.0000

AGENCY REVIEW COMMENTS:

Based on the most current data, the proposed project is not located within Wellhead Resource Protection Area (WRPA), Surface Water Resource Protection Area (SWRPA), and/or a Potable Water Wellfield Protection Area (PWWPA), as defined in Part 3.05.00 of the Land Development Code (LDC). Hillsborough County Environmental Services Division (EVSD) has no objection.

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

PETITION NO.: PRS 23-0789

REVIEWED BY:
Clay Walker, E.I.

DATE: 7/13/2023

FOLIO NO.: 77876.0000

WATER

- The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A ___ inch water main exists (adjacent to the site), (approximately ___ feet from the site) _____. 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 ___ inch wastewater gravity main exists (adjacent to the site), (approximately ___ feet from the site) _____. 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 site is located outside of the Hillsborough County Urban Service Area, therefore water and/or wastewater service is not generally allowed. If the site is required or otherwise allowed to connect to the potable water and/or wastewater systems, there will be offsite improvements required that extend beyond a connection to the closest location with existing infrastructure. These points-of-connection will have to be determined at time of application of service as additional analysis will be required to make the final determination .