Rezoning Application: PD 25-0469

Zoning Hearing Master Date: July 21, 2025

BOCC CPA Public Hearing Date: September 9, 2025



Development Services Department

1.0 APPLICATION SUMMARY

Applicant: 301 Wimauma LLC

FLU Category: RES-4

Service Area: Urban

Site Acreage: 506.69 acres

Community

Plan Area:

SouthShore Area Wide Systems

Overlay: None



Introduction Summary:

This is a request to rezone a site to a Planned Development (PD) to facilitate residential single-family development. The majority of the site is currently zoned PD which was proposed to be open space for the purpose of meeting open space requirements and "sending" additional units to other areas of the PD. Subject site is designated the "Sending Zone" under the current PD zoning (23-0041, as most recently modified by PRS 24-1036). The remaining area of the proposed PD is currently zoned AR. The application is running concurrently with PD 25-0371 for a property located to the south, designated the "Receiving Zone" under the same existing PD zoning. Recently adopted CPAs (CPA 24-12 and 24-13) changed the site from the WVR-2 to RES-4 Future Land use Category and service area from Rural to Urban.

Zoning:	Existi	Proposed	
District(s)	PD 23-0041 ("Sending Zone")	AR	PD 25-0469
Typical General Use(s)	Open Space/Conservation Area and 1 single-family home	Agriculture, Single- Family Residential	Single-Family Detached & Attached (Townhomes) / K-8 Public School
Acreage	270 acres	236.60	506.69 acres
Density/Intensity	0.003 units per acre residential FAR: 0.0	1 unit per 5 acres	3.17 DU/AC – 1,620 students
Mathematical Maximum*	1 dwelling unit	47 units	1,600 dwelling units

^{*}number represents a pre-development approximation

Development Standards:	Existing		Proposed	
District(s)	PD 23-0041 ("Sending Zone")	AR	PD 25-0371	
Lat Siza / Lat Width	21,780 sf / 100'	1 20/150'	SF Detached	Townhomes
Lot Size / Lot Width	21,760 31 / 100	1 ac/150'	4,400 sq. ft. / 40'	1,200 sq. ft. / 15'
			Front: 20' (Garage	
	Front: 25'	Front: 50'	25′)	Front: 20'
Setbacks/Buffering and Screening	Side: 10'	Side: 25'	Side: 5' (Corner	Side: 5' (Corner 15')
	Rear: 25'	Rear: 50'	10'/20')	Rear: 10'
			Rear: 15'	
Height	35'		35'	35'

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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

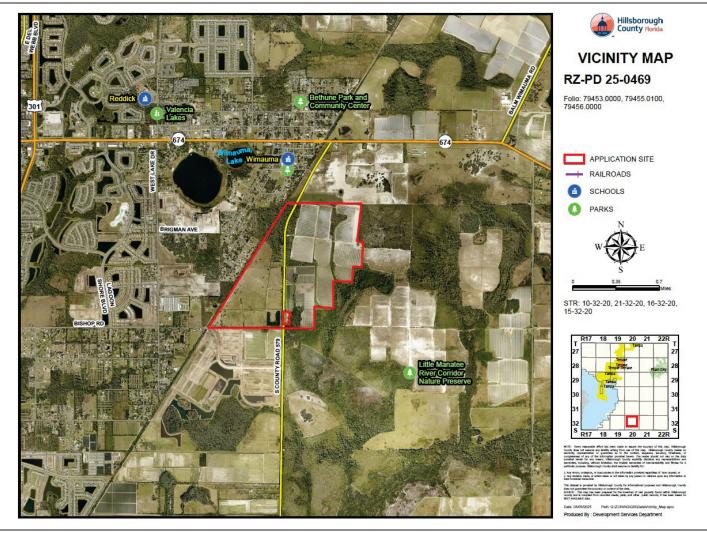
Planning Commission Recommendation:	Development Services Recommendation:	
Consistent	Approvable, subject to the proposed conditions	

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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



Case Reviewer: Jared Follin

Context of Surrounding Area:

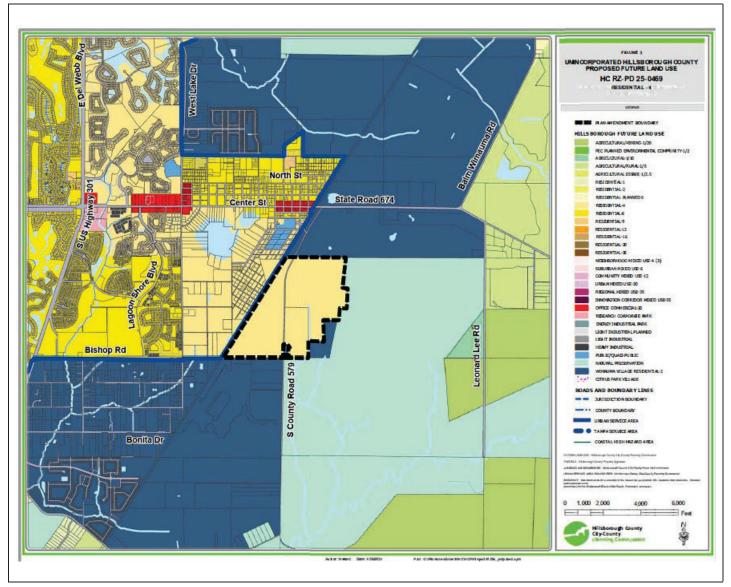
Surrounding area is residential and agricultural in nature. Adjacent properties to the north, east, and south are primarily utilized for agricultural uses. Residential homes are located northwest of the property. ELLAP property is located to the east (Little Manatee River).

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2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map

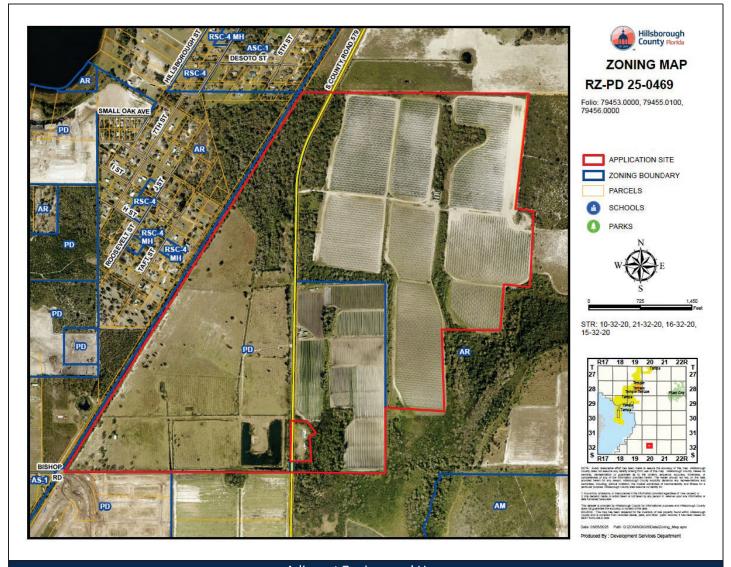


Subject Site Future Land Use Category:	Residential- 4 (RES-4)
Maximum Density/F.A.R.:	4.0 dwelling units per gross acre / 0.25 FAR
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, multi- purpose projects and mixed-use development.

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2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



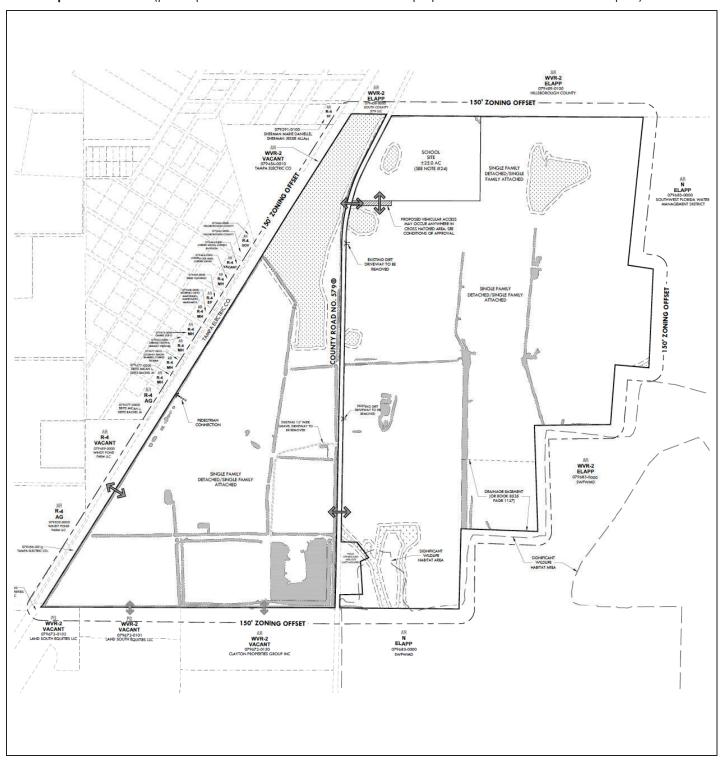
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Adjacent Zonings and Uses					
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:	
North	AR	1 dwelling unit per 5 acres	Agriculture/Single-Family Conventional	Fire Station_/Agriculture	
South	PD 18-1048	3.84 dwelling units per acre	Single-Family Conventional	Agriculture	
East	AR	1 dwelling unit per 5 acres	Agriculture/Single-Family Conventional	Agriculture and Conservation	
West	AR	1 dwelling unit per 5 acres	Agriculture/Single-Family Conventional	Residential	

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2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)					
Road Name	Classification	Current Conditions	Select Future Improvements		
CR 579	County Collector - Rural	2 Lanes ⊠Substandard Road □Sufficient ROW Width	 ☑ Corridor Preservation Plan ☑ Site Access Improvements ☑ Substandard Road Improvements ☑ Other – Off-Site Signal 		
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other		
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other		
	Choose an item.	Choose an item. Lanes □Substandard Road □Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other		

Project Trip Generation □Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	504	37	49
Proposed	17,235	2,148	1,656
Difference (+/-)	(+) 16,731	(+) 2,111	(+) 1,607

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

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

Design Exception/Administrative Variance Not applicable for this request			
Road Name/Nature of Request	Type	Finding	
CR 579/ Substandard Road	Design Exception Requested	Approvable	
	Choose an item.	Choose an item.	
	Choose an item.	Choose an item.	
	Choose an item.	Choose an item.	
Notes:	·	·	

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4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	⊠ Yes □ No	☐ Yes ⊠ No	⊠ Yes □ No	Wetlands present
Natural Resources	⊠ Yes □ No	☐ Yes ⊠ No	⊠ Yes □ No	
Conservation & Environ. Lands Mgmt.	⊠ Yes □ No	☐ Yes ⊠ No	⊠ Yes □ No	
Check if Applicable: ☑ Wetlands/Other Surface Waters ☐ Use of Environmentally Sensitive Land Credit ☐ Wellhead Protection Area ☐ Surface Water Resource Protection Area	☐ Potable Water Wellfield Protection Area ☐ Significant Wildlife Habitat ☐ Coastal High Hazard Area ☐ Urban/Suburban/Rural Scenic Corridor ☐ Adjacent to ELAPP property ☐ Other			
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation ☑ Design Exc./Adm. Variance Requested ☑ Off-site Improvements Provided	⊠ Yes □ No	☐ Yes ⊠ No	⊠ Yes □ No	
Service Area/ Water & Wastewater ☐ Urban ☐ City of Tampa ☐ Rural ☐ City of Temple Terrace	⊠ Yes □ No	☐ Yes ⊠ No	□ Yes ⊠ No	
Hillsborough County School Board Adequate □ K-5 □ 6-8 □ 9-12 □ N/A Inadequate □ K-5 □ 6-8 □ 9-12 □ N/A	⊠ Yes □ No	□ Yes ⊠ No	⊠ Yes □ No	
Impact/Mobility Fees Estimate assumes 1400 SFR and 200 TH Townhouse (Fee estimate is based on a 1,500 s.f., Mobility: \$9,445 * 200 = \$1,889,000 Parks: \$1,957 * 200 = \$391,400 School: \$7,027 * 200 = \$1,405,400 Fire: \$249 * 200 = \$49,800	1-2 Story)	Single Family Detached (Fee estimate is based on a 2,000 s.f.) Mobility: \$13,038 * 1,400 = \$18,253,200 Parks: \$2,145 * 1,400 = \$3,003,000 School: \$8,227 * 1,400 = \$11,517,800 Fire: \$335 * 1,400 = \$469,000 School (K-8) Mobility (Elem) (per student): \$990 Mobility (Mid) (per student): \$1,134 Fire (per 1,000 sf): \$95		53,200 0 800
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments

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Planning Commission					
☐ Meets Locational Criteria	⊠N/A	⊠ Yes	☐ Inconsistent	☐ Yes	
☐ Locational Criteria Waiver F	Requested	□No		⊠ No	
\square Minimum Density Met	⊠ N/A		ļ I		

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Subject site is located predominately in a residential and agricultural area in Wimauma. Adjacent properties are zoned primarily agricultural, with several being utilized for agricultural or residential uses. Nearby residential uses are primarily clustered to the northwest of the subject site, located on properties zoned AR.

The development is proposing a residential development at a gross density of 3.17 dwelling units per acre. Residential types include 1,600 single-family detached units, of which up to 200 is to be townhome units. In addition, a K-8 public school, with a maximum of 1,620 students, is proposed within the development. The site was previously approved to only be open space, serving as a "Sending Area" by crediting additional units to the "Receiving Area" and meeting open space requirements.

Property recently went through a Comprehensive Plan Amendment, changing the Future Land Use Category from WVR-2 (Wimauma Village Residential-2) to RES-4 (Residential-4). Proposed uses and development standards are consistent with proposed PD 25-0371 and approved PD 18-1048 located to the south.

Development Services does not foresee any compatibility concerns with the proposed Planned Development.

5.2 Recommendation

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

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Requirements for Certification:

1. Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:

- 1. Correct the symbology for the southernmost stubout along the western PD boundary (staff notes it should use the access stubout symbology rather than the pedestrian/vehicular access symbology) and label as "Proposed Southernmost Roadway Stubout See Conditions of Approval".
- 2. Correct the symbology for the northernmost stubout along the western PD boundary (staff notes it should use the access stubout symbology rather than the undefined symbology used) and correct the label to instead read "Proposed Northernmost Roadway Stubout See Conditions of Approval".
- 3. Extend the hatching east along the southern boundary of the School Site, such that it extends along the entire length of the boundary of the potential school.
- 4. Add labels at both project intersections on CR 579 and label as "Potential Signal/Roundabout/Other Improvement See Condition of Approval".
- 5. Add labels/depict the approximate location of "Lesser Goldfinch Dr." and "Redpoll Cliff Place" (reference Westlake Phase 2, Plat Book 148 Page 159 for additional information).
- 6. Label the unimproved right-of-way "F St." (reference Plat of Halifax inset within the Revised Map of Town of Wimauma, Plat Book 1, Page 136).
- 7. Revise Note 13 to instead state "Roadways within the Western Development Area shall be public. Roadways within the Eastern Development Area may be public or private. Roadways that are proposed to be maintained by Hillsborough County shall demonstrate consistency with Policy 4.1.4 of the Mobility Element of the Hillsborough County Comprehensive Plan."
- 8. Revise Note 21 to replace the words "Access and" with the words "Except as otherwise specified in the zoning conditions."
- Revise Note 25 to delete the duplicated "25."

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted June 30, 2025.

- 1. The Development shall be limited to 1,600 residential single-family detached and single-family attached (townhome) lots, maximum of 200 may be townhome lots, and a K-8 public school with a maximum of 1,620 students. A maximum 630 dwelling units are permitted to the west of CR 579 and a maximum of 970 dwelling units permitted to the east of CR 579.
- 2. Single-family and townhome lots shall be developed in accordance with the following:

Single-Family Detached Lots

Minimum Lot Size: 4,400 square feet

Minimum Lot Width: 40 feet Minimum Lot Depth: 110 feet APPLICATION NUMBER: PD 25-0469

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

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

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

Townhome Lots

Minimum Lot Size: 1,200 square feet

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

Minimum front yard setback: 20 feet

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

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

- 2.1 Any single-family detached lot developed at a lot width of less than 50 feet shall require a 2-car garage.
- Any single-family detached lot developed at a lot width of less than 50 feet shall have the home's primary door face the roadway.
- 3. The Planned Development shall permit a public school facility where depicted on the general site plan. The school site shall be a minimum of 25 upland acres in size. Development of this public school shall require compliance by the School Board with the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency.
 - 3.1 The School District and the Developer will use their best efforts to reach a mutually agreeable dedication agreement within five (5) years of approval of the final plan amendment for RZ 25-0469. Within ninety (90) days of the expiration of the "Agreement Period," the Developer will provide written notice to the School District that at the end of the Agreement Period, the Developer will be moving forward with development of the School Site for residential use at the expiration of the Agreement Period. The Developer may develop the School Site prior to expiration of the Agreement Period should the School District at any time advise the Developer in writing that they do not intend to enter into a dedication agreement to acquire the School Site.
 - 3.2 Any and all roadways within the Planned Development serving and/or providing access to the public school parcel shall be platted to the public school parcel's property line(s) as a public road(s). In no event shall there be any intervening land restricting access to the public school parcel.
- 4. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.

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- 5. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- 6. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland / OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County land Development Code (LDC).
- 7. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determination of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
- 8. An evaluation of the property identified the potential existence of significant wildlife habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map. 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), location and how the Land Development Code preservation provision for upland significant wildlife habitat will be addressed.
- 9. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental.
- 10. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
- 11. The subject application is adjacent to the ELAPP preserve, Little Manatee River Corridor. Per LDC 4.01.11, compatibility of the development with the preserve will be ensured with a compatibility plan that addresses issues related to the development such as, but not necessarily limited to, access, prescribed fire, and landscaping. The compatibility plan shall be proposed by the developer, reviewed and approved by the Conservation and Environmental Lands Management Department, and shall be required as a condition of granting a Natural Resources Permit.
- 12. For the purposes of these zoning conditions:
 - a. The portion of the PD lying east of CR 579 is hereafter referred to as the "Eastern Development Area"; and,
 - b. The portion of the PD lying west of CR 579 is hereafter referred to as the "Western Development Area".
- 13. Development shall be limited to a maximum of 1,600 single-family detached dwelling units or townhomes (of which a maximum of 200 may be constructed as townhomes), and a 1,620-student maximum non-charter public school with grade levels K-8 as further described in Condition 14. Additionally:

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- a. The above development maximums shall be further restricted within the Eastern Development Area and Western Development Area, as further detailed below.
- b. Within the Eastern Development Area, residential development shall be limited to a maximum of 970 dwelling units; and,
- c. Within the Western Development Area, residential development shall be limited to a maximum of 630 dwelling units.
- 14. The school shall be limited to a non-charter public facility serving grade levels K through 8, and with a maximum of 1,620 students. Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queueing and take other actions to limit off-site impacts as further described herein. Additionally, the school shall provide for onsite vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Non-Bussed Students"). Specifically:
 - a. The queue shall provide for the uninterrupted stacking of vehicles within the subject site;
 - b. The minimum length of queue for the school shall be determined by multiplying the number of Non-Bussed Students by 0.196, then multiplying by 25 feet, and then multiplying by 1.25; and,
 - c. The school shall take all actions necessary to ensure that students are not dropped off or picked up outside of school property (i.e. within adjacent parcels or along roadways along the school frontage or proximate to the school).
- 15. The project shall be served by and limited to the following access connections:
 - a. Within the Eastern Development Area, two (2) full access connections to CR 579; and,
 - b. Within the Western Development Area:
 - i. One (1) full access connection to CR 579;
 - ii. Two (2) vehicular and pedestrian roadway stubouts along the western PD boundary as further described below; and,
 - iii. Two (2) vehicular and pedestrian roadway stubouts along the southern PD boundary.
 - c. Notwithstanding anything herein these conditions or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- 16. With respect to project roadways and required site access improvements:
 - a. The developer shall construct the two (2) roadway stubouts described in Condition 15.b.ii. concurrent with development of the Western Development Area.
 - i. The southernmost stubout shall be constructed such that it extends the internal roadway network through folio 79456.0010 (i.e. to that folio's western edge). The

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intent of this stubout is to provide an opportunity for the future connection of adjacent neighborhoods, increase accessibility to schools planned and/or under construction, and further the planned Wimauma grid network via the future extension of the stubout (by others) such that it connects to Lesser Goldfinch Dr., Redpoll Cliff Pl., or another suitable roadway in the same vicinity. As such, the intent of this condition is to require the developer to secure the dedication and conveyance of such right-of-way to Hillsborough County.

- ii. The northernmost stubout shall be constructed to the eastern edge of folio 79456.0010. The intent of this stubout is to provide an opportunity for the future connection of adjacent neighborhoods, increase accessibility to schools planned and/or under construction, and further the planned Wimauma grid network via the future extension of the stubout (by others) such that it aligns with the existing (unimproved F. St. right-of-way).
- b. The developer shall construct the two (2) vehicular and pedestrian roadway stubouts along the southern PD boundary concurrent with development of the Western Development Area. The location of these stubouts shall be coordinated with the location of planned stubouts within the adjacent PD to the south of the subject PD.
- c. At the time of construction of the northernmost access within the Eastern Development Area, the developer shall disclose whether the area designated as the School Site will or could be constructed for that purpose or if the developer intends to exercise the residential development option described in Note 24 as shown on the PD site plan. If the School Site will be developed for such use (or a determination has not been made) then the developer shall construct an east-west collector road between the northernmost CR 579 access and extending east along the entirety of the school parcel, concurrently with construction of such access. The east-west collector road shall be constructed to the C3-2U (i.e. Suburban 2-lane Undivided) Typical Section standard as found within the Transportation Design Manual (TDM). Notwithstanding anything shown on the PD site plan to the contrary, access to the school site shall be permitted anywhere along this internal collector roadway (subject to LDC Sec. 6.04.07 access spacing standards).
- d. Concurrent with the initial increment of development within the Eastern Development Area and Western Development Area, or otherwise at the request of the County during the site/construction plan review process, the developer shall submit transportation analyses which examines trip generation at each project access with CR 579. Such analyses shall be subject to the review and approval of Development Services and will be used to examine if single or dual inbound (or outbound) turn lanes are warranted pursuant to the analysis and/or Sec. 6.04.04.D. of the LDC, and whether additional receiving lanes must be constructed (either on CR 579 or internal roadways, as applicable) to accommodate required turning movements. The developer shall also submit a signal warrant analysis for each project access along CR 579, which shall be reviewed by and subject to the approval of Hillsborough County Public Works. If such signal is found to be warranted, the developer shall install the signal. Alternatively, at the developer's option, the developer may construct a single lane or dual lane roundabout (as necessary) at each access.
- e. Notwithstanding Condition 16.d., the developer shall construct a minimum of one roundabout, one traffic signal, or one controlled pedestrian crossing (e.g. Rapid Rectangular Flashing Beacons, pedestrian actuated signal, etc.) in order to provide bicycle and pedestrian connectivity between the

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Eastern Development Area and Western Development Area. All such infrastructure shall be subject to the review and approval of Hillsborough County Public Works.

- f. Other internal project roadways shall be constructed to an appropriate urban typical section as described in the Transportation Technical Manual (TTM) or Florida Design Manual (FDM), as applicable. Designation of the appropriate typical section shall occur at the time of plat/site/construction plan review and be based upon anticipated traffic volumes within each segment as demonstrated by an analysis to be submitted by the developer. Such study shall be reviewed and approved by Hillsborough County Development Services.
- 17. The developer has proffered to install a traffic signal and associated turn lane/geometric improvements (through the Mobility Fee Alternative Satisfation Agreement [MFASA] process) at the intersection of CR 579 and SR 674. The developer shall be responsible for the design and construction of the signal, together with any signal warrant studies necessary to support its installation (which shall be subject to the review and approval of Hillsborough County Public Works and FDOT).
- 18. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve the minimum necessary right-of-way along its CR 579 frontages as necessary to accommodate a 2-lane enhanced rural collector roadway (i.e. a minimum width of 108 feet of right-of-way). Notwithstanding anything in the Design Exception to the contrary (in which the developer has proffered to dedicate up to 96 feet of right-of-way along its frontage), the specific alignment of such preservation areas shall be determined at the time of site/construction plan approval and the alignment shall be adjusted/transitioned as necessary as it approaches the northern and southern boundaries of the project (i.e. to accommodate a western roadway shift) in order to avoid future impacts to adjacent ELAPP properties on the east side of CR 579 north and south of the project. Only those interim uses allowed by the Hillsborough County Corridor Preservation Plan shall be permitted within the preserved right-of-way. The right-of-way preservation areas shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line. Additionally, the developer may be required to dedicate and convey additional lands to Hillsborough County as necessary to accommodate required substandard road or site access improvements.
- 19. If 25-0469 is approved by the BOCC, the County Engineer will approve a Design Exception (dated June 12, 2025) and which was found approvable by the County Engineer (on July 8, 2025) for the CR 579 substandard road improvements. As CR 579 is a substandard collector roadway, the developer will be required to make certain improvements to CR 579 within three segments, consistent with the Design Exception approval. Specifically:
 - a. Within Segment A, which is defined as that portion of CR 579 between SR 674 and the southern boundary of the PD:
 - The developer shall dedicate and convey a minimum of 96 feet of right-of-way (exclusive of any additional right-of-way needed for required site access or other improvements);
 - ii. The developer shall ensure there 6-foot-wide stabilized shoulders, of which 5 feet is paved, along both sides of the roadway;

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- iii. The developer shall construct a minimum 10-foot-wide sidewalk along the west side of CR 579 (transitioning to a 5-foot-wide sidewalk where the 10-foot-wide sidewalk is not feasible north of the proposed project boundary, due to right-of-way constraints); and,
- iv. The developer shall construct a minimum 5-foot-wide sidewalk along the eastern side of CR 579, but only along the project frontages.
- b. Within Segment B, which is defined as that portion of CR 579 between the southern boundary of the subject PD and the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033), the developer shall construct 6-foot-wide stabilized shoulders, of which 5 feet are paved, along both sides of the roadway; and,
- c. Within Segment C, which is defined as that portion of CR 579 between the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033) and Saffold Rd.:
 - i. The developer shall construct 5-foot-wide paved shoulders along both sides of the roadway; and,
 - ii. The developer shall construct a minimum 10-foot-wide sidewalk along the west side of CR 579.

- 20. If the notes and/or graphics on the site plan conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 21. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

ZHM HEARING DATE: BOCC PUBLIC HEARING DATE:	July 21, 2025 September 9, 2025	Case Reviewer: Jared Follin
Zoning Administrator Sign Of	f:	J. Brian Grady

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 (See following pages)

PD 25-0469

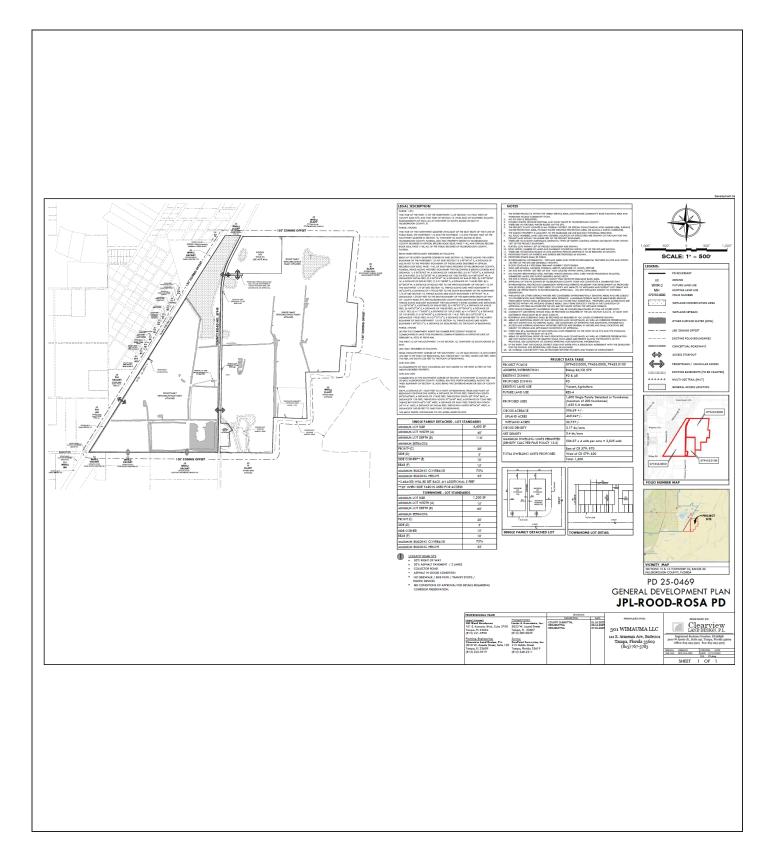
APPLICATION NUMBER:

APPLICATION NUMBER: PD 25-0469

ZHM HEARING DATE: July 21, 2025

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

8.0 PROPOSED SITE PLAN (FULL)



APPLICATION NUMBER:	PD 25-0469	
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

PLANNING AREA: WM

PETITION NO: RZ 25-0469

This agency has no comments.

This agency has no objection.

This agency has no objection, subject to listed or attached conditions.

This agency objects for the reasons outlined below.

CONDITIONS OF APPROVAL

- 1. For the purposes of these zoning conditions:
 - a. The portion of the PD lying east of CR 579 is hereafter referred to as the "Eastern Development Area"; and,
 - b. The portion of the PD lying west of CR 579 is hereafter referred to as the "Western Development Area".
- 2. Development shall be limited to a maximum of 1,600 single-family detached dwelling units or townhomes (of which a maximum of 200 may be constructed as townhomes), and a 1,620-student maximum non-charter public school with grade levels K-8 as further described in Condition 3. Additionally:
 - a. The above development maximums shall be further restricted within the Eastern Development Area and Western Development Area, as further detailed below.
 - i. Within the Eastern Development Area, residential development shall be limited to a maximum of 970 dwelling units; and,
 - ii. Within the Western Development Area, residential development shall be limited to a maximum of 630 dwelling units.
- 3. The school shall be limited to a non-charter public facility serving grade levels K through8, and with a maximum of 1,620 students. Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queuing and take other actions to limit off-site impacts as further described herein. Additionally, the school shall provide for onsite vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Non-Bussed Students"). Specifically:

- a. The queue shall provide for the uninterrupted stacking of vehicles within the subject site;
- b. The minimum length of queue for the school shall be determined by multiplying the number of Non-Bussed Students by 0.196, then multiplying by 25 feet, and then multiplying by 1.25; and,
- c. The school shall take all actions necessary to ensure that students are not dropped off or picked up outside of school property (i.e. within adjacent parcels or along roadways along the school frontage or proximate to the school).
- 4. The project shall be served by and limited to the following access connections:
 - a. Within the Eastern Development Area, two (2) full access connections to CR 579; and,
 - b. Within the Western Development Area:
 - i. One (1) full access connection to CR 579;
 - ii. Two (2) vehicular and pedestrian roadway stubouts along the western PD boundary as further described below; and,
 - iii. Two (2) vehicular and pedestrian roadway stubouts along the southern PD boundary.
 - c. Notwithstanding anything herein these conditions or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- 5. With respect to project roadways and required site access improvements:
 - a. The developer shall construct the two (2) roadway stubouts described in Condition 4.b.ii. concurrent with development of the Western Development Area.
 - i. The southernmost stubout shall be constructed such that it extends the internal roadway network through folio 79456.0010 (i.e. to that folio's western edge). The intent of this stubout is to provide an opportunity for the future connection of adjacent neighborhoods, increase accessibility to schools planned and/or under construction, and further the planned Wimauma grid network via the future extension of the stubout (by others) such that it connects to Lesser Goldfinch Dr., Redpoll Cliff Pl., or another suitable roadway in the same vicinity. As such, the intent of this condition is to require the developer to secure the dedication and conveyance of such right-of-way to Hillsborough County.
 - ii. The northernmost stubout shall be constructed to the eastern edge of folio 79456.0010. The intent of this stubout is to provide an opportunity for the future connection of adjacent neighborhoods, increase accessibility to schools planned and/or under construction, and further the planned Wimauma grid network via the future extension of the stubout (by others) such that it aligns with the existing (unimproved F. St. right-of-way).
 - b. The developer shall construct the two (2) vehicular and pedestrian roadway stubouts along the southern PD boundary concurrent with development of the Western Development Area. The location of these stubouts shall be coordinated with the location of planned stubouts within the adjacent PD to the south of the subject PD.
 - c. At the time of construction of the northernmost access within the Eastern Development Area, the developer shall disclose whether the area designated as the School Site will or could be constructed for that purpose or if the developer intends to exercise the residential development option described in Note 24 as shown on the PD site plan. If the School Site will be developed

for such use (or a determination has not been made) then the developer shall construct an east-west collector road between the northernmost CR 579 access and extending east along the entirety of the school parcel, concurrently with construction of such access. The east-west collector road shall be constructed to the C3-2U (i.e. Suburban 2-lane Undivided) Typical Section standard as found within the Transportation Design Manual (TDM). Notwithstanding anything shown on the PD site plan to the contrary, access to the school site shall be permitted anywhere along this internal collector roadway (subject to LDC Sec. 6.04.07 access spacing standards).

- d. Concurrent with the initial increment of development within the Eastern Development Area and Western Development Area, or otherwise at the request of the County during the site/construction plan review process, the developer shall submit transportation analyses which examines trip generation at each project access with CR 579. Such analyses shall be subject to the review and approval of Development Services and will be used to examine if single or dual inbound (or outbound) turn lanes are warranted pursuant to the analysis and/or Sec. 6.04.04.D. of the LDC, and whether additional receiving lanes must be constructed (either on CR 579 or internal roadways, as applicable) to accommodate required turning movements. The developer shall also submit a signal warrant analysis for each project access along CR 579, which shall be reviewed by and subject to the approval of Hillsborough County Public Works. If such signal is found to be warranted, the developer shall install the signal. Alternatively, at the developer's option, the developer may construct a single lane or dual lane roundabout (as necessary) at each access.
- e. Notwithstanding Condition 5.d., the developer shall construct a minimum of one roundabout, one traffic signal, or one controlled pedestrian crossing (e.g. Rapid Rectangular Flashing Beacons, pedestrian actuated signal, etc.) in order to provide bicycle and pedestrian connectivity between the Eastern Development Area and Western Development Area. All such infrastructure shall be subject to the review and approval of Hillsborough County Public Works.
- f. Other internal project roadways shall be constructed to an appropriate urban typical section as described in the Transportation Technical Manual (TTM) or Florida Design Manual (FDM), as applicable. Designation of the appropriate typical section shall occur at the time of plat/site/construction plan review and be based upon anticipated traffic volumes within each segment as demonstrated by an analysis to be submitted by the developer. Such study shall be reviewed and approved by Hillsborough County Development Services.
- 6. The developer has proffered to install a traffic signal and associated turn lane/geometric improvements (through the Mobility Fee Alternative Satisfation Agreement [MFASA] process) at the intersection of CR 579 and SR 674. The developer shall be responsible for the design and construction of the signal, together with any signal warrant studies necessary to support its installation (which shall be subject to the review and approval of Hillsborough County Public Works and FDOT).
- 7. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve the minimum necessary right-of-way along its CR 579 frontages as necessary to accommodate a 2-lane enhanced rural collector roadway (i.e. a minimum width of 108 feet of right-of-way). Notwithstanding anything in the Design Exception to the contrary (in which the developer has proffered to dedicate up to 96 feet of right-of-way along its frontage), the specific alignment of such preservation areas shall be determined at the time of site/construction plan approval and the alignment shall be adjusted/transitioned as necessary as it approaches the northern and southern boundaries of the project (i.e. to accommodate a western roadway shift) in order to avoid future impacts to adjacent ELAPP properties on the east side of CR 579 north and south of the project. Only those interim uses allowed by the Hillsborough County Corridor Preservation Plan shall be permitted within the preserved right-of-way. The right-of-way preservation areas shall be shown on all future site plans, and building

- setbacks shall be calculated from the future right-of-way line. Additionally, the developer may be required to dedicate and convey additional lands to Hillsborough County as necessary to accommodate required substandard road or site access improvements.
- 8. If 25-0469 is approved by the BOCC, the County Engineer will approve a Design Exception (dated June 12, 2025) and which was found approvable by the County Engineer (on July 8, 2025) for the CR 579 substandard road improvements. As CR 579 is a substandard collector roadway, the developer will be required to make certain improvements to CR 579 within three segments, consistent with the Design Exception approval. Specifically:
 - a. Within Segment A, which is defined as that portion of CR 579 between SR 674 and the southern boundary of the PD:
 - i. The developer shall dedicate and convey a minimum of 96 feet of right-of-way (exclusive of any additional right-of-way needed for required site access or other improvements);
 - ii. The developer shall ensure there 6-foot-wide stabilized shoulders, of which 5 feet is paved, along both sides of the roadway;
 - iii. The developer shall construct a minimum 10-foot-wide sidewalk along the west side of CR 579 (transitioning to a 5-foot-wide sidewalk where the 10-foot-wide sidewalk is not feasible north of the proposed project boundary, due to right-of-way constraints); and,
 - iv. The developer shall construct a minimum 5-foot-wide sidewalk along the eastern side of CR 579, but only along the project frontages.
 - b. Within Segment B, which is defined as that portion of CR 579 between the southern boundary of the subject PD and the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033), the developer shall construct 6-foot-wide stabilized shoulders, of which 5 feet are paved, along both sides of the roadway; and,
 - c. Within Segment C, which is defined as that portion of CR 579 between the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033) and Saffold Rd.:
 - i. The developer shall construct 5-foot-wide paved shoulders along both sides of the roadway; and,
 - ii. The developer shall construct a minimum 10-foot-wide sidewalk along the west side of CR 579.

Other Conditions:

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
 - Correct the symbology for the southernmost stubout along the western PD boundary (staff notes it should use the access stubout symbology rather than the pedestrian/vehicular access symbology) and label as "Proposed Southernmost Roadway Stubout – See Conditions of Approval".
 - Correct the symbology for the northernmost stubout along the western PD boundary (staff notes it should use the access stubout symbology rather than the undefined symbology used) and correct the label to instead read "Proposed Northernmost Roadway Stubout – See Conditions of Approval".

- Extend the hatching east along the southern boundary of the School Site, such that it extends along the entire length of the boundary of the potential school.
- Add labels at both project intersections on CR 579 and label as "Potential Signal/Roundabout/Other Improvement – See Condition of Approval".
- Add labels/depict the approximate location of "Lesser Goldfinch Dr." and "Redpoll Cliff Place" (reference Westlake Phase 2, Plat Book 148 Page 159 for additional information).
- o Label the unimproved right-of-way "F St." (reference Plat of Halifax inset within the Revised Map of Town of Wimauma, Plat Book 1, Page 136).
- O Revise Note 13 to instead state "Roadways within the Western Development Area shall be public. Roadways within the Eastern Development Area may be public or private. Roadways that are proposed to be maintained by Hillsborough County shall demonstrate consistency with Policy 4.1.4 of the Mobility Element of the Hillsborough County Comprehensive Plan."
- O Revise Note 21 to replace the words "Access and" with the words "Except as otherwise specified in the zoning conditions."
- o Revise Note 25 to delete the duplicated "25."

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to rezone multiple parcels, totaling +/- 506.69 acres, from Agricultural Rural (AR) and Planned Development (PD) 24-1036 to a new PD. A portion of the land contained within the 24-1036 PD is also being rezoned to a new PD via case file 25-0371. The portion of the existing PD which is the subject of this request is approved for two (2) single-family detached dwelling units. All other previous density had been transferred to other parts of the PD.

The applicant is proposing to modify the PD to reflect the fact that the Future Land Use on the subject parcels was recently changed from WVR-2 to RES-4, thereby having the effect of increasing allowable project density, adding the lands to the urban service area, and removing the lands from the Wimauma Village Residential Neighborhood (WVRN), which in turn means that development on these lands are no longer required to comply with the WVRN requirements contained within Part 3.24.00 of the Hillsborough County LDC. Specifically, the new PD is seeking to increase the maximum allowable number of residential units from 2 to 1,600 and is also proposing a 1,620 student non-charter public K-8 school.

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

Existing Zoning:

Land Use/Size	24 Hour Two-	Total Peak	Hour Trips
Land Ose/Size	Way Volume	AM	PM
AR and PD 24-1036, 47 Single-Family Detached Dwelling Units (ITE LUC 210)	504	37	49

*To avoid double counting, density transferred from the Sending Area within the approved (existing) PD was not included, since those are instead included as existing entitlements within related PD 25-0371.

Proposed Zoning:

Land Hag/Siza	24 Hour Two-	Total Peak	Hour Trips
Land Use/Size	Way Volume	AM	PM
1,600 Single-Family Detached Dwelling Units (ITE Code 210)	13,648	987	1,402
1,620 Student Non-Charter Public K-8 School (ITE LUC 520/522)	3,587	1,161	254
Subtotal:	17,235	2,148	1,656

Trip Generation Difference:

Land Use/Size	24 Hour Two-	Total Net Pea	ak Hour Trips
Land Ose/Size	Way Volume	AM	PM
Difference	(+) 16,731	(+) 2,111	(+) 1,607

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

CR 579 is a 2-lane, undivided, substandard collector roadway characterized by +/- 20 to 22 feet of pavement in average condition. The roadway lies within a +/- 58-foot to +/- 60-foot-wide right-of-way. There are no sidewalks or bicycle facilities within the vicinity of the proposed project.

Along the project's frontage, CR 579 is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced roadway. Although there is no typical section for 2-lane enhanced roadways, the minimum right-of-way necessary is calculated by taking the typical section for a 2-lane rural, undivided roadway (TS-7 within the Hillsborough County Transportation Technical Manual), which requires a minimum of 96 right-of-way, and adding an additional 12 feet of right-of-way for enhancements (for a total of 108 feet of right-of-way required). The specific alignment of such preservation areas shall be determined at the time of site/construction plan approval; however, the alignment shall be adjusted/transitioned as necessary as it approaches the northern and southern boundaries of the project (i.e. to accommodate a western roadway shift) in order to avoid future impacts to adjacent ELAPP properties on the east side of CR 579 north and south of the project. Only those interim uses allowed by the Hillsborough County Corridor Preservation Plan shall be permitted within the preserved right-of-way. The right-of-way preservation areas shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line. Additionally, the developer may be required to dedicate and convey additional lands to Hillsborough County as necessary to accommodate required substandard road or site access improvements.

SITE ACCESS AND CONNECTIVITY

Generally

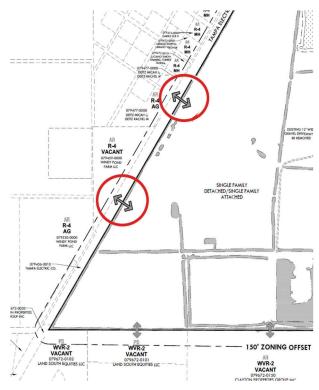
The applicant is proposing to take access to the project via CR 579. A series of roadways will be constructed to accommodate internal project traffic. The applicant's analysis indicated that certain auxiliary (turn) lanes were warranted per Section 6.04.04.D. of the LDC; however, intersections may be required to be signalized. If signalized, auxiliary turn lanes would need to be constructed; however, if the developers choose to pursue installation of roundabouts, auxiliary turn lanes may no longer be needed. As such, staff has deferred the determination of auxiliary turn lanes to the site/construction plan stage. The developer will be required to analyze the need for site access improvements, based on whatever intersection control devices are ultimately warranted, and may be required to install dual lefts into or out

of the site depending upon of the final type/amount development and configuration/design of proposed intersections and access control devices. Staff notes that dual receiving lanes or other similar improvements could be needed. County staff has ensured that access locations as well as the proposed conditions will work together to minimize external impacts from the potential school site to CR 579 to the greatest extent possible.

External Connectivity

--Western Boundary--

Along the project's western boundary (within the Western Development Area), which is approximately 6,290 feet in length, there is an abandoned railroad corridor now owned by the Tampa Electric Co. (TECO). Area planning efforts have been based on Sec. 6.02.01.A. of the LDC and guided by the requirement of 1,320 feet access spacing as provided for within the Wimauma Village Community Plan (WVCP). This would suggest a total of four connections (rounded down from 4.76) would be required. Excluding the northernmost +/- 1,850 feet of the site, which is shown as wetlands/conservation on the PD site plan, a total of three connections (rounded down from 3.36) would be required. The developer is proposing two through road connections. The third connection was presumed to be the Bishop Rd. Extension, which is a potential extension of that collector roadway to CR 579. This extension was proposed by the applicant of the adjacent PD to the south of the subject PD and is currently in construction. After meetings with County staff and the applicant, it was agreed that the developer would obtain rights to the western boundary of the TECO parcel for one crossing (the southernmost connection) while the northernmost connection would remain stubbed out to the PD boundary.

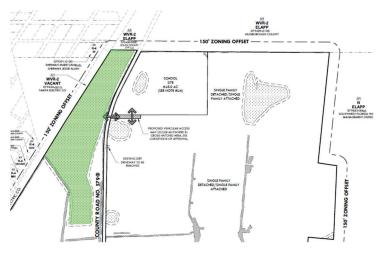


--Eastern Boundary--

Lands owned by the County, which were acquired through the Jan K. Platt Environmental Lands Acquisition and Protection Program (ELAPP), surround the project along the PDs eastern, northern and southern PD boundaries (of the Eastern Development Area). As such, there are no opportunities for additional connectivity to these areas.

--Northern Boundary--

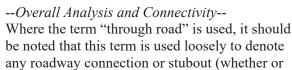
The northern property boundary within the Western Development Area is approximately 400 feet in length (between the TECO corridor and CR 579). Given the connection spacing standards, zero connections are required. While applicant is proposing zero connections; however, CR 579 provides north-south connectivity and bifurcates the PD. The entirety of the northern portion of the site within the Western Development Area is shown as wetland/conservation areas. These areas have been shown in green.

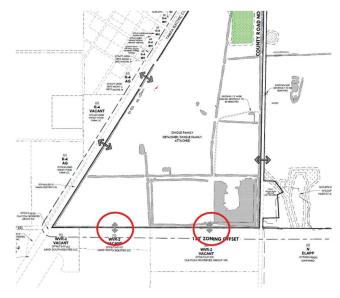


Page 7 of 10

--Southern Boundary--

The southern property boundary is approximately 3,200 feet in length (between the TECO corridor and CR 579). Given the connection spacing standards, a total of two connections would be required (rounded down from 2.42). In addition to the CR 579 north-south corridor, the developer is providing two additional connections (for a total of three connections provided). Applicant-proposed through road connections are shown circled in red.





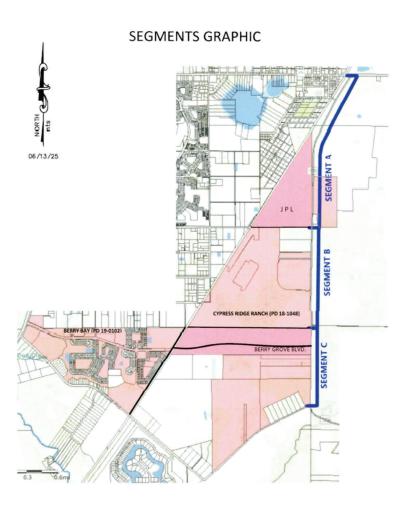
not there is a roadway currently planned to connect to the stubout). This offset roadway design also has the effect of calming through road traffic, and is consistent with LDC Section 6.02.01.A.10 which states "Local streets should be designed to discourage excessive speeds. Residential streets should be designed to discourage fast movement (more than 30 MPH), through the use of curvilinear alignment and by offsetting local street intersections." Internal project design will be reviewed for compliance with this and other applicable standards at the time of site/construction plan review. Notwithstanding the above, staff has prepared a graphic showing approved projects, planned and under construction corridors, together with other possible corridors to conceptually demonstrate how connectivity is planned and can potentially be enhanced to meet community goals. Staff notes that such connectivity not only increases bicycle and pedestrian safety and provides alternate routes to schools and for emergency vehicles, but it also provides important redundancy in our roadway systems, which can become critical alternative routes during accidents, other emergencies, and to maintain the safe/functional operations of our roadways and intersections as area roadways exceed planned capacities.

PROPOSED DESIGN EXCEPTION - CR 579 SUBSTANDARD ROAD

Given that CR 579 is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for CR 579 (dated June 12, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on July 8, 2025). If approved, the request would authorize deviations from the 2021 Transportation Technical Manual (TTM) TS-7 Typical Section (for 2-lane Undivided, Local and Collector Rural Roads) including:

- Improvements were split into three segments. Segment A is defined as that portion of CR 579 between SR 674 and the southern boundary of the PD. Segment B is defined as that portion of CR 579 between the southern boundary of the subject PD and the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033). Segment C is defined as that portion of CR 579 between the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033) and Saffold Rd. A graphic has been provided below to demonstrate these areas.
- The developer shall be permitted to utilize the existing 10-foot to 11-foot-wide travel lanes in their existing configuration in lieu of the 12-foot-wide travel lanes required by the Hillsborough County Transportation Technical Manual's (TTM) TS-7 Typical Section; and,

- In lieu of the 8-foot-wide shoulders (of which 5 feet is paved) typically required by the TTM's TS-7, the developer will be permitted to construct 6-foot-wide stabilized shoulders (of which 5-feet is paved) within Sections A and B, and 5-foot-wide paved shoulders within a stabilized shoulder of indeterminate width within Segment C.
- In lieu of 7-foot-wide buffered bicycle facilities along both sides of the roadway, the developer will be permitted to install a 10-foot-wide multi-use path within Segment A along the west side of CR 579 (transitioning to a 5-foot-wide sidewalk north of the project where necessary due to right-of-way constraints).



If 25-0469 is approved by the BOCC, the County Engineer will approve the Design Exception request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Information for pertinent roadways is included below.

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

Source: Hillsborough County 2020 Level of Service Report.

Page 10 of 10

Ratliff, James

From: Williams, Michael

Sent: Tuesday, July 8, 2025 11:59 AM

To: Steven Henry

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

Eleonor; Tirado, Sheida; PW-CEIntake

Subject: FW: RZ PD 25-0469 - Design Exception Review

Attachments: 25-0469 DEAd 06-13-25.pdf

Steve,

I have found the attached Design Exception (DE) for PD 25-0469 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review County Engineer

Development Services Department

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

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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From: Tirado, Sheida <TiradoS@hcfl.gov> Sent: Thursday, July 3, 2025 6:16 PM

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

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

Subject: RZ PD 25-0469 - Design Exception Review

Hello Mike.

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

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

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services Department

E: TiradoS@HCFL.gov

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

601 E. Kennedy Blvd., Tampa, FL 33602

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Hillsborough County Florida

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Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

<u> </u>	
Request Type (check one)	 Section 6.04.02.B. Administrative Variance ★ Technical Manual Design Exception Request Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	☐ New Request ☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	× 1. CR 579 - Substandard Road
submittal number/name to each separate request number previously identified. It is critical that the ap	uests (whether of the same or different type), please use the above fields to assign a unique. Previous submittals relating to the same project/phase shall be listed using the name and oplicant reference this unique name in the request letter and subsequent filings/correspondence. If information related to a previously submitted request, then the applicant would check the
Project Name/ Phase JPL	
Important: The name selected must be used on all full frequest is specific to a discrete phase, please also	uture communications and submittals of additional/revised information relating to this variance. list that phase.
Folio Number(s) 079453.0000, 0	79456.0000, 079455.0100
Tollo (valliber(s)	☐ Check This Box If There Are More Than Five Folio Numbers
numbers must be provided in the format provided l	to a maximum of five. If there are additional folios, check the box to indicate such. Folio by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, 789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789;
Name of Person Submitting Request	Steven J. Henry, P.E.
Important: All Administrative Variances (AV) and De State of Florida.	esign Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the
Current Property Zoning Designation	
Designation. Typing "N/A" or "Unknown" will result to County Zoning Atlas, which is available at https://me	mily Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) in your application being returned. This information may be obtained via the Official Hillsborough aps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, for Development Services at (813) 272-5600 Option 3.
Pending Zoning Application Number	MM 25-0469
	nter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not MM for major modifications, PRS for minor modifications/personal appearances.
Related Project Identification Number	N/A

1 of 1

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

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



June 12, 2025

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

Re: JPL

MM 25-0469

Folio 079453.0000, 079456.0000, 079455.0100

Lincks Project # 19071

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet the Land Development Code Section 6.04.03L for CR 579 from SR 674 to the southern boundary of the Cypress Ridge Development – see Segment Graphic attached. The project is located east and west of CR 579 and south of SR 674. The developer proposes to modify the existing Planned Development for the property to allow 1,600 Single Family Homes and a 1,620 K-8 School.

Table 1 provides the trip generation.

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

- Four (4) full accesses to CR 579 from the East Parcel
- Two (2) full accesses to CR 579 from the West Parcel
- Two (2) cross accesses to Cypress Ridge to the south

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

Based on the evaluation of CR 579, there is not sufficient right of way to improve CR 579 to TS-7 standards. Therefore, a Design Exception is required for CR 579. The roadway is broken down into segments based on ownership, right of way, and existing/future development. The JPL Development is to improve Segments A and B and the Council Growers Development is to improve Segment C.

Segment A

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

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

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

Segment B

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

- 1. Right of Way The right of way along the segment of CR 579 varies between approximately 59 feet to 90 feet. The developer of PD 18-1048 is required to dedicate an additional 21.5 feet of right of way on the west side of CR 579.
- Lane Width TS-7 has 12 foot lanes. The proposed section is to maintain the existing lanes at 10 to 11 feet. Due to limited right of way, 12 foot lanes cannot be provided.
- 3. Shoulder TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot shoulder with 5 feet paved.
- Sidewalk TS-7 has 5 feet on both sides of the roadway. The developer of PD 18-1048 is required to provide a 5 foot sidewalk along the property frontage.

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

Mr. Mike Williams June 12, 2025 Page 3

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

Please do not he information. Best Regards, Steven J Henry President Lincks & Associa A TMC Company P.E. #51555	tes, LLC	any questions or require any additional
	formation provided by the apDisapprovedApproved	plicant, this request is:
	Approved with Condition	าร
	further questions or you need 813) 276-8364, <u>TiradoS@hills</u>	d clarification, please contact Sheida boroughcounty.org.
Date		Sincerely

Michael J. Williams

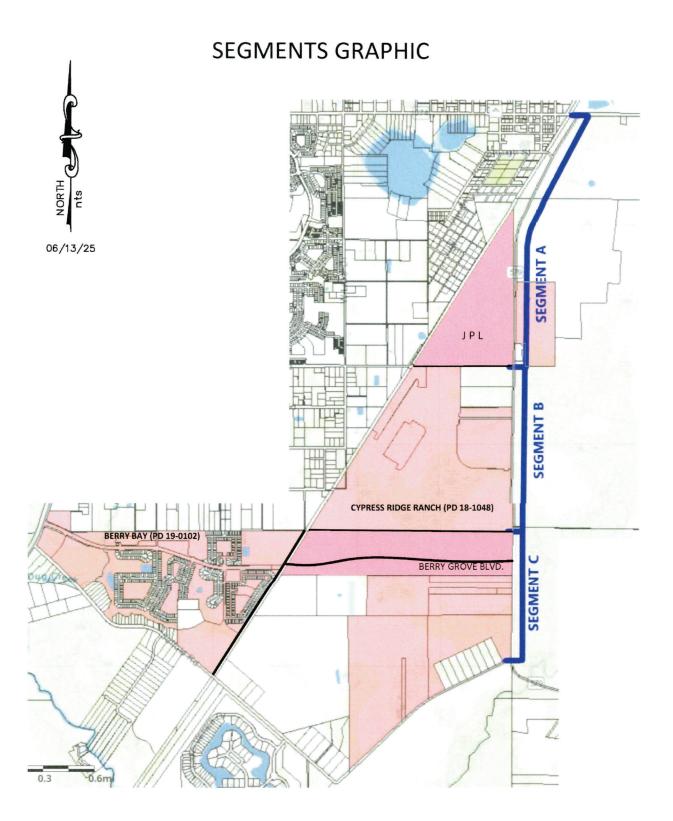
Hillsborough County Engineer

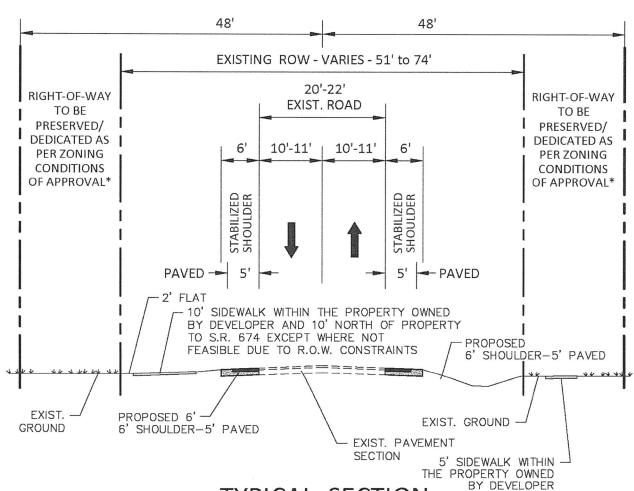
TABLE 1

ESTIMATED PROJECT TRIP ENDS (1)

				Daily	Ā	AM Peak Hour Trip Ends	'n	ď	PM Peak Hour Trip Ends	'n
ocation -	Land Use	Code	Size	Trip Ends	듸	Ont	Total	듸	Ont	Total
West	Single Family	210	630 DU's	5,487	100	100 298 398	398	353 208	208	561
East	Single Family	210	970 DU's	8,161	147	442	589	530	311	841
	Elementary School	520	1,085 Students	2,463	434	369	803	80	94	174
	Middle School	522	535 Students	1,124	193	165	358	38	42	80
			Sub-Total	11,748	774	926	1,750	648	447	1,095
			Total	17,235	874	1,274	2,148	1,001	655	1,656

(1) Source - ITE Trip Generation Manual, 11th Edition, 2021.

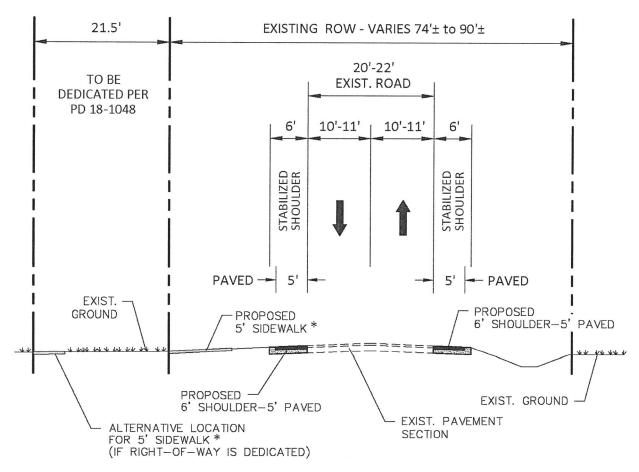




TYPICAL SECTION. SEGMENT A

C.R. 579

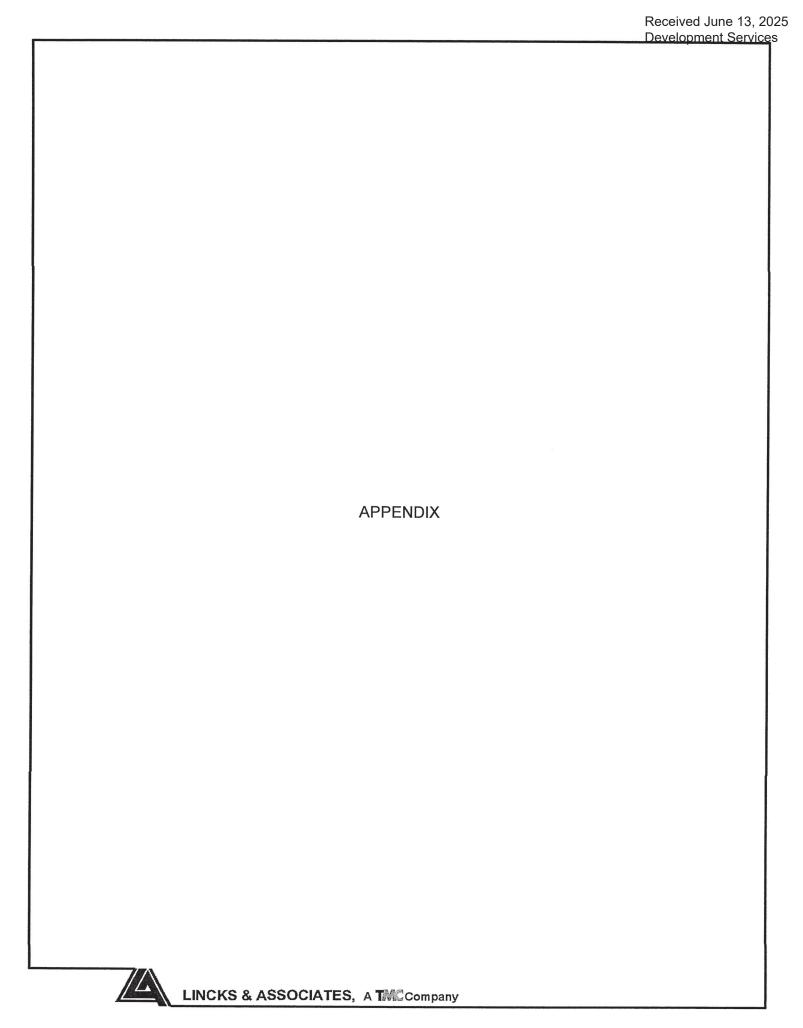
^{*} THE RIGHT-OF-WAY IS TO BE PRESERVED/DEDICATED WITHIN THE LIMITS OF THE PROPERTY OWNED BY THE DEVELOPER.

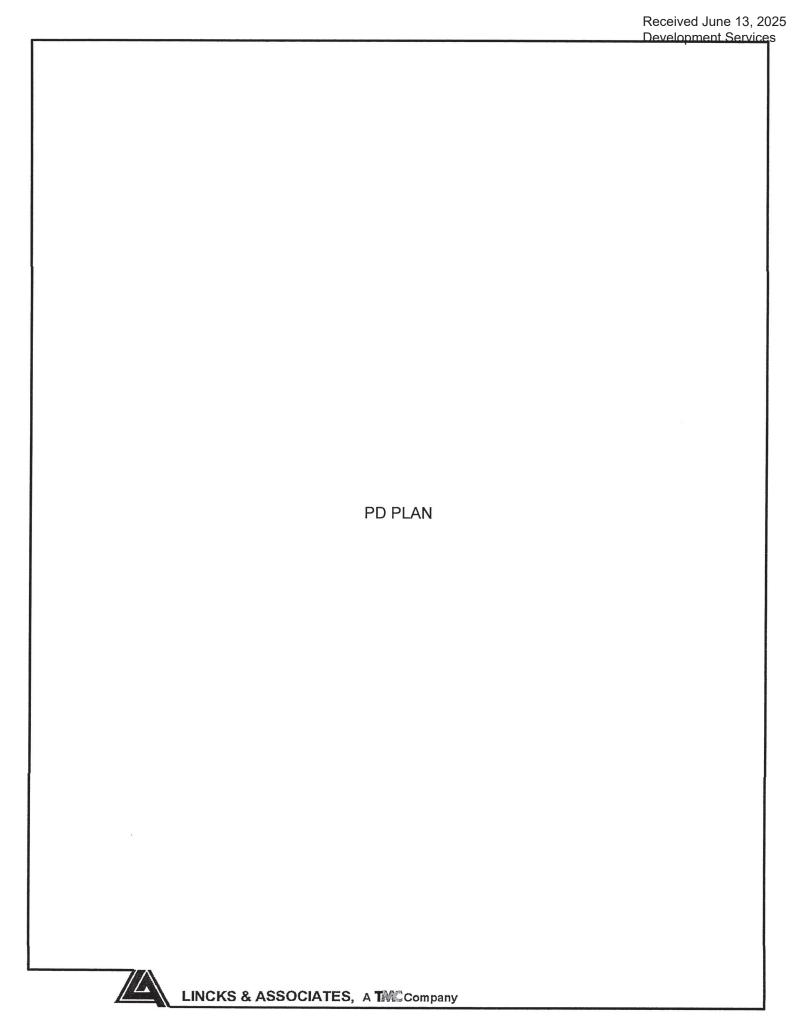


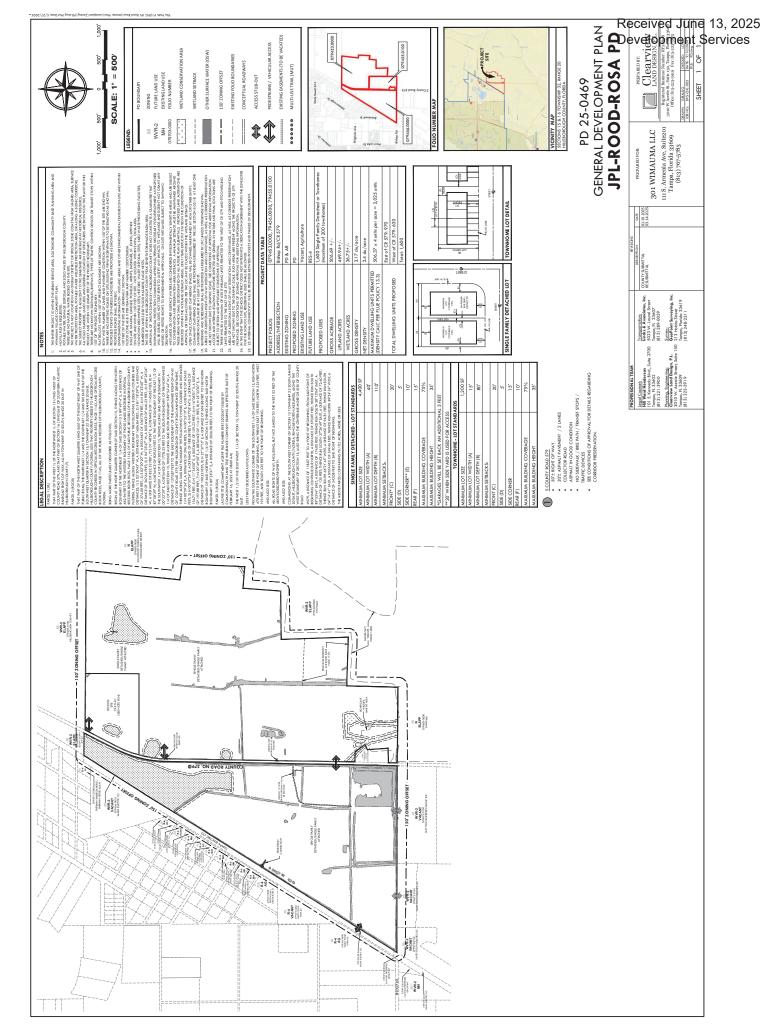
TYPICAL SECTION SEGMENT B

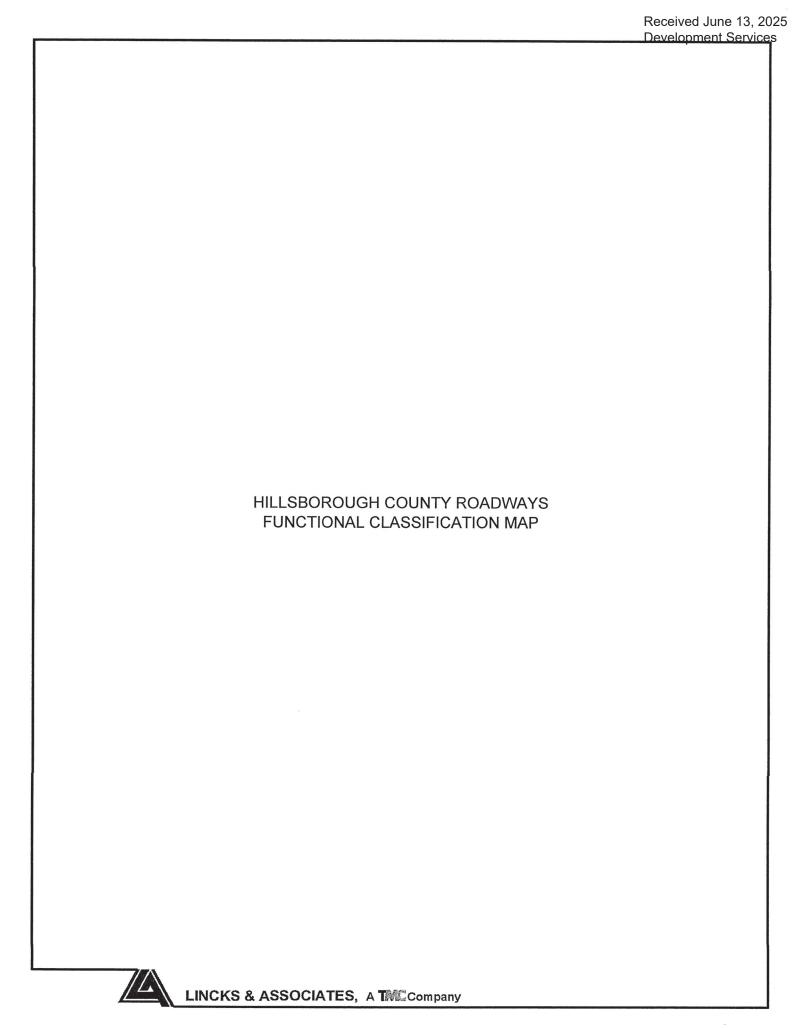
C.R. 579

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

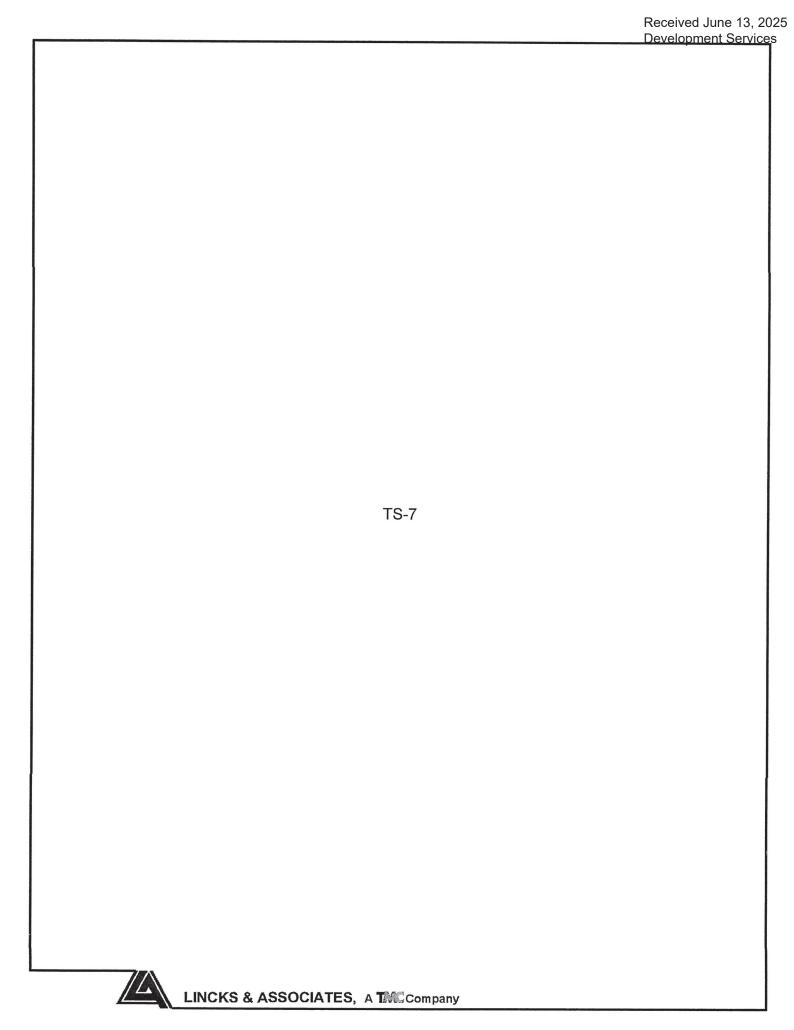


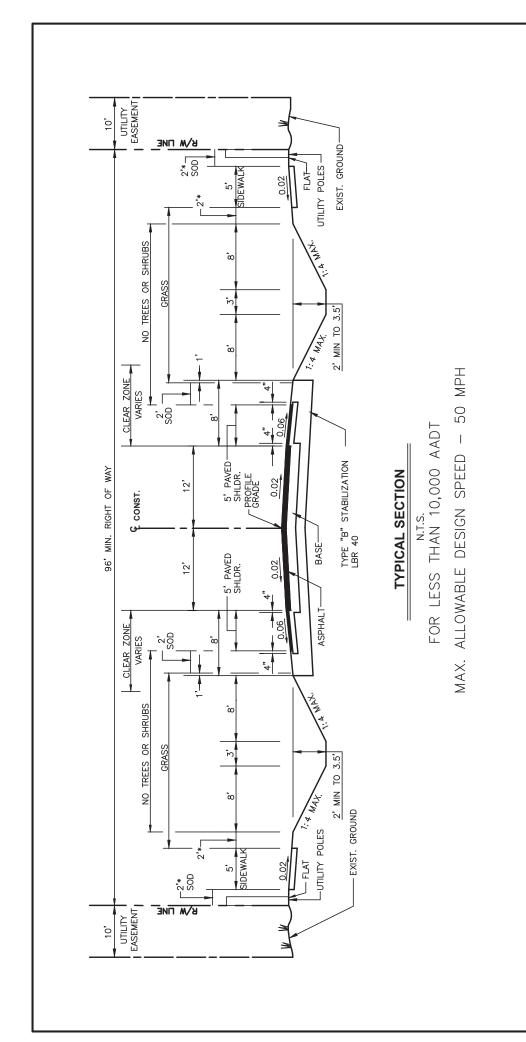






Received June 13, 2025 **Development Services** FUNCTIONAL CLASSIFICATION Infrastructure & Development Services HILLSBOROUGH COUNTY PART 30 ON THEST YES AD LANGE DOES COPAGE. TO REPORT MAY 10 OR CITIES PARK! VILLAGE DESCRIPTION STANDARDS PART 10 OR CITIES PARK! VILLAGE ENCHORENT DISTRICTS. STANDARDS PART 10 OR DEADER AND WALLS. PART 10 OR DEADER AND WALLS. PART 10 OR DEADER AND COPAGE OF THE LOS OF COPAGE OF THE COPAGE OF TH Urban Service Area Boundary Hillsborough County, Florida ROADWAYS State, Principal Arterial Hillsborough, Collector Hillsborough, Arterial Locator Map Functional Classifications Legend Authority, Classification State, Arterial 75 R 19 E R 19 E COUNTY 25-0469





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

lорте **У**

DRAWING NO.

2025

Ser

1 OF

SHEET NO.

Hillsborough County Florida **TRANSPORTATION TECHNICAL** MANUAL

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

PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR

SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.

ALL DIMENSIONS SHOWN ARE MINIMUM.

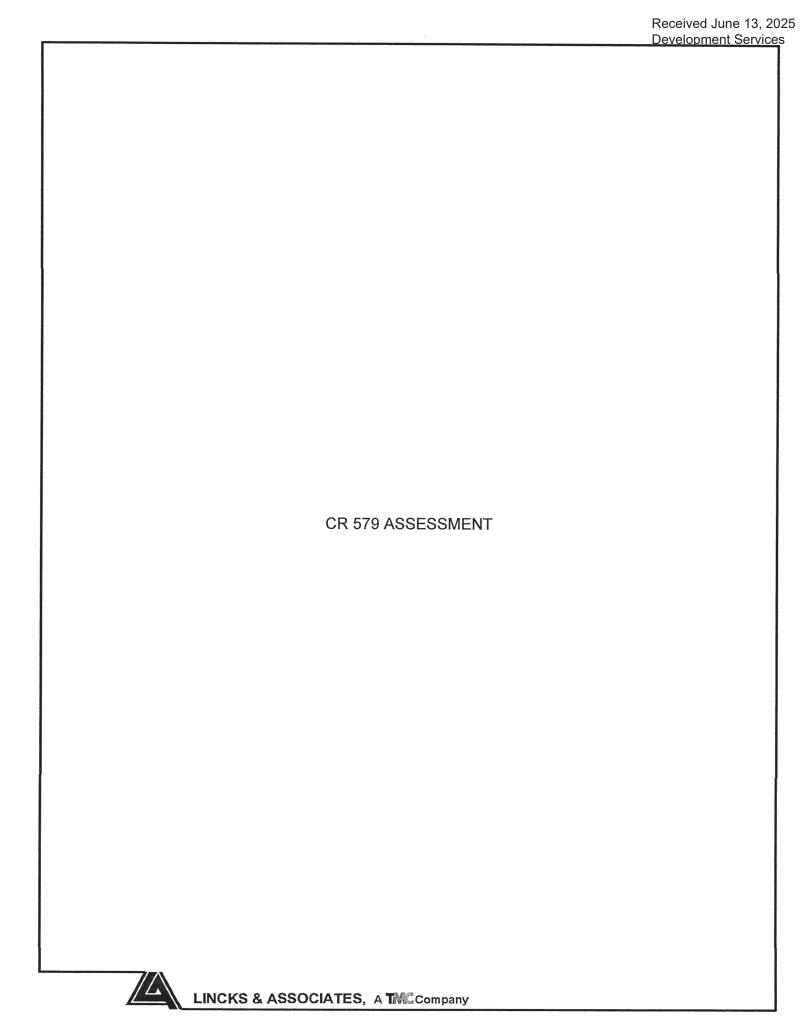
. 2 %

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

REVISION DATE:

4. 3.

10/17



CR 579

Special Field Survey for Substandard Road Assessment

Limits of Survey: Saffold Road to CR 674

במוסום ויסמם וס כויסי

Type of Road: Two lane, crown, aspalt

Shoulder cond.: Good to poor, some erosion

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

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

Swales: swales both sides, most of the segment

Notes:

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

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

- 3. Nominal dimensions for shoulders are when there is no discrete separation between shoulder and front slope and the minimum required shoulder is used as a nominal shoulder.
- Most traffic signs are 8' to 10' from EOP and are breakaway.
- 5. AADT is 800. Requirement for shoulder is 8'. FDOT greenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes.
 - 6. CR 579 classified as Major on Hillsborough County Map and Minor Collector RURAL on FDOT map.
- 7. Hillsborough Transportation Manual for Subdivision and Site Development Projects Section 3.1 requires 12' lanes for commercial rural roads without bike lanes or paved shoulders. See Summary Page for existing lane widths
 - 8. There are no Traffic Control Poles or devices. All Light Poles, Utility Poles, and Trees are outside of the Clear Zone. Some mailboxes, guardrails and drainage culvert headwalls are within the Clear Zone. See Field Survey.

⋈ Hillsborough County
 ✓ Pasco County

FDOT

Speed Limits and Clear Zone Distances

Road Jurisdiction

	Left Lanes	les				Right Lanes	nes		
Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)	Begin Station	End Station	Speed Limit (mph)	Clear Zone	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)	Begin	End	Speed Limit (mph)	Clear Zone
	00+0	5+15	45	14'	L	00+0	5+75	45	14'
⊢	5+15	169+30	22	18'	Т	5+75	169+30	55*	18,
								The second secon	

စ္ခု

* Presumed speed as speed limit sign missing

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

_						_
SS	Right	Slope	0.0%	17.0%	9.5%	
Ith and Slope	Right	Width	4.0'	8.0'	6.5'	
Shoulders Width and Slopes	Left	Slope	2.0%	16.0%	10.2%	
ि	Left	Width	4.0'	8.0'	6.7'	outliers)
	•		Minimum:	Maximum:	Average:	vithout
			Mir	Ma	A	lues (v
			Mir	May	Av	ned mean values (without outliers)
and Slopes		Right Slope	-4.3% Mir	-1.3% May	-2.6% Av	d from trimmed mean
ment Width and Slopes		Width Right Slope		_		d from trimmed mean
Lane Pavement Width and Slopes	Left	Slope Width Right Slope	-4.3%	-1.3%	-2.6%	immed mean

	ā	Т	Г	Г	1
	Back Slop	adops 7	10%	6.5%	
	Back Slope	~ vviatii	1	1	
	Back Slope	10%	100%	43.6%	
S	Back Slope Back Slope Back Slope	4'	12'	.8	
LEFT Side Slopes	Bottom	0,	-8	3,	
LEFT	Front Slope Front Slope 2 Slope 2 Midth	5%	25%	15.0%	rvey
	Front Slope	7	7.	7.	d limits of su
	Front Slope	2%	37%	16.7%	pe continues beyond limits of survey
	Front Slope	4'	11'	7'	- = Slope cor
•		Minimum:	breakaway.	Average:	

								OV V
		Back Slope Back Slope Back Slope Back Slope	2 Slope	10%	13%	11.5%		TI OLO
		Back Slope	2 Width	-8	14'	11.		
		Back Slope	1 Slope	5%	160%	40.5%		
	es	Back Slope	1 Width	1,	15'	10,		
	RIGHT Side Slopes	Bottom	Width	٥,	10,	3,		
	RIGH	ope Front Slope Front Slope Front Slope 2	Slope				rvey	FET Slope Maximums
		Front Slope	2 Width				nd limits of su	PET Clone
(Front Slope	1 Slope	%6	30%	19.0%	continues beyond limits of survey	
		Front Slope	1 Width	4'	14'	7'	- = Slope cor	
	•			Minimum:	Maximum:	Average:		

			4	Maximum Allowed	Number of Sections	Sections Exceeding	Percent Exceeding
	slope	Outside	Clear Zone	20%	14	3	21.4%
LEFI Siope Maximums	Back slope	Inside	Clear Zone Clear Zone Clear Zone Clear Zone	%EE	14	3	21.4%
LEFI SIOPE	slope	Outside	Clear Zone	%EE	14	0	%0.0
	Front slope	Inside	Clear Zone	25%	14	1	7.1%
				Maximum Allowed:	Number of Sections:	Sections Exceeding:	Percent Exceeding:

"	Back slope	Outside	Clear Zone	%09	14	2	14.3%
e Maximums	Back	Inside	Clear Zone	%EE	14	2	14.3%
RIGHT Slope Maximums	Front slope	Outside	Clear Zone Clear Zone Clear Zone Clear Zone	33%	14	0	0.0%
	Front	Inside	Clear Zone	25%	14	0	0.0%
				Maximum Allowed:	Number of Sections:	Sections Exceeding:	Percent Exceeding:

Field Survey

Station Worldhistope Station Station Station Station Station Station Worldhistope Station		Left Slop	Left Slopes and Swales	swales	Left Shoulder	Lan	Lane Pavement	nent	Right Shoulder	Right 9	slopes an	Right Slopes and Swales
11/12%-0.73% 0	: Č	Back Slope	Bottom	Front Slope	Total/Paved/	Left		Right	Total/Paved/	Front Slope	Bottom	Back Slope
11/12%,-13% 14/14	Station	(Width/slope)	(width)	(width/slope)	Slope	Slope	Width	Slope	Slope	(width/slope)	(width)	(width/slope)
If BWR 39 'IT, 5-15 45 mph North Raile shoulder erosion, 3+23 72" CMP culvert, HDW 16 'LT, 16' RT RT Trees 20' RT, 5-75 55 mph North XIT side shoulder erosion, 3+23 72" CMP culvert, HDW 16 'LT, 16' RT RT RES 20' RT, 5-75 55 mph North XIT side shoulder erosion, 3+23 72" CMP culvert, HDW 16' LT, 16' RT RT RES 20' RT, 5-75 55 mph North XIT SIGNS Road RT RT RT RES 35' RT RT RT RT RT RT RT	- 1	11/12%,~/-3%	ō	47-6%	%9-/.0/.8 *	-3.2%	22.7'	-3.4%	*8'/0'/-14%	47-14%	4.	7.122%
Times 20' RT, 5+75 55 mph North, RT side shoulder erosion, 3+23 72' CMP Culvert, HDW 16' LT, 16' RT ES/H00 Set at centerline intersection with Saffols Road 1.20' RT ES/H00 Set at centerline intersection with Saffols Road 1.20' RT ES/H00 Set at centerline intersection with Saffols Road 1.20' RT ES/H00 Set at Centerline intersection with Saffols Road 1.20' RT ES/H00 Set at Centerline intersection with Saffols Road 1.20' RT ES/H00 Set at Centerline intersection with Saffols Road 1.20' RT ES/H00 Set at Centerline intersection with Saffols Road 1.20' RT ES/H00 Set at Centerline intersection with Saffols Road 1.20' RT ES/H00 Set at Centerline intersection with Saffols Road 1.20' RT ES/H00 Set at Centerline intersection Road 1.20' RT ES/H00 Set at Centerline intersection Road 1.20' RT ES/H00 Set at Centerline Road 1.20' RT ES/H00 Set Road 1.20' RT ES/H00 Roa	<u></u>	4' BWF 39' LT, 5+	15 45 mp	oh South								
Second	꿉	Trees 20' RT, 5+7	5 55 mpt	North, RT side s	shoulder erosion,	3+23 72'	" CMP CL	llvert, HD	W 16' LT, 16' RT			
15'18% 0' 5'12% *8'0'/12% 3.0% 20.0 -2.7% *8'0'/15% 0' ITTRES 3S' RT	Notes	0+00 set at center	ine inter	section with Saffo	ols Road							
I BMP 28 LT LT BMP 28 LT LT BMP 28 LT LT LT LT LT BMP 28 LT LT LT LT LT LT LT L	8+00	15.18%	0,	57-12%	*8'/0'/-12%	-3.0%	20.0	_	*8'/0'/-15%	57-15%	0	10/16%
Res 35' RT	5	4' BWF 28' LT										
Ses 10+70 (3) 48" CMP Culvert, HDW 18" LT, 20" RT	R	Trees 35' RT										
4/40% -/10% 7' 5/-37% 5/07/-13% -3.8% 20.0' -2.6% 4/07/0% 6/-25% 6' TIMB.'s 6-8' LT, U.P. 20' LT	Notes	10+70 (3) 48" CMF	Culvert)' RT							
Trees 17" RT Trees 20" LT RT RT RT RT RT RT RT	20+00	4'/40%,~/10%	۲.	5.1-37%	5'/0'/-13%	-3.8%	20.0'	-2.6%	4'/0'/0%	67-25%	.9	1,/160%
Fig. Trees 17" RT Trees 20" LT	<u></u>	M.B.'s 6'-8' LT, U.F	P. 20' LT									
B 81/45% 5' 81/10%,77-25% *87/07-10% -2.6% 20.6' -2.7% 6'/07-8% 87-25% 4' Threes 20'LT Three 20'LT Threes 20'LT Three 20'LT Threes 20'	R	Trees 17' RT										
S145% S7 S1/10%, 71/25% *81/07/10% -2.6% 20.6" -2.7% 61/07/8% 81/25% 4" Trees 20" LT Trees 20" LT Trees 20" LT Trees 20" LT LT Trees 20" LT LT LT LT LT LT LT LT	Notes											
Trees 20' LT Trees 20' LT Trees	28+00	8'/45%		87-10%,77-25%	*8'/0'/-10%	-2.6%	20.6'	-2.7%	%8-/.0/.9	8.7-25%	.4	5/130%
RT Trees 18' RT SS 8724%	5	Trees 20' LT										
BY 24% O BY 10% SY	R	Trees 18' RT										
SY/24% O'	Notes											
LT Trees 20' LT, U.P. 24' LT RT Trees 30' RT, 4' BWF 32' RT Es 45+27 24" RCP Culvert, HDW LT 15', RT 16' LT Trees 25' LT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ES 6/100% RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ES 6/100% RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ES 6/100% RT Trees 20' RT RT RT RT RT RT RT RT RT RT RT RT RT RT RT	36+00	8/24%	,0	87-10%	*8'/0'/-10%	-3.5%	20.4'	-3.0%	*8//0/-17%	6./-17%	.0	10/22%,87-13%
RT Trees 30' RT, 4' BWF 32' RT es 45+27 24" RCP Culvert, HDW LT 15', RT 16' LT Trees 25' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ES 67/100% RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ES 67/100% RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT ES Pavt Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT ES Pavt Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT ES Pavt Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT ES Pavt Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT ES Pavt Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT ES Pavt Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT ES Pavt Good, 71+00 24" RCP culvert, HDW 15' LT, 17' RT ES Pavt Good, 71+00 24" RCP Culvert, HDW 15' LT, 17' RT ES Pavt Good, 71+00 24" RCP Culvert, HDW 15' LT, 17' RT ES Pavt Good, 71+00 24" RCP Culvert, HDW 15' LT, 17' RT	בו	Trees 20' LT, U.P.	24' LT									
LT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT RT Trees 20' RT RT	R	Trees 30' RT, 4' B	WF 32' F	Н								
12/16% 0' 81/-15% 6'/0'/-6% -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' Trees 25' LT	Notes	45+27 24" RCP CL	ulvert, HE									
LT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ESTATE ES 20' RT Trees 20' RT RT Trees 20' RT RS Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT T7/23%	52+00	12/16%	,0	87-15%	%9-/.0/.9	-2.3%	21.0'	-1.3%	8/0/-12%	7.1-17%	0,	111/20%,147/-10%
RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT (es) 6/100% 8' 10'/-25% 14'/-15% 14'/-15% 4' 14'/-15% 14'/-15% 4' 14'/-15% 14'/-15% 4' 14'/-15% 14'/-15% 4' 14'/-15% 14'/-15% 14'/-15% 14'/-15% 14'/-15% 14'/-15% 14'/-15% 14'/-15% 14'/-15% 14'/-16% 14'/-	5	Trees 25' LT										
es 6/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' LT Trees 26' LT RT Trees 20' RT RES Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT T/23% 4' 5'/-14% 6'/0'/-16% -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4' LT U.P. 20' LT, GR 94+23 to 95+80 8' LT RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT RES Pav't Good, 71/-00/-10% 8'/-14% 8' RT RES Pav't Good, 71/-00 4' 8'/-14% 10' 8'/-16% 10' 8'/-14% 10	R	Trees 26' RT, 56+	20 (3) 36	_	OW 20' LT, 19' R	_						
6/100% 8' 10'1-25% 8'10'1-14% -3.7% 21.0' -1.8% 6'10'1-9% 14'1-15% 4'	Notes	•										
LT Trees 26' LT RT Trees 20' RT Ses Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT LT U.P. 20' LT, GR 94+23 to 95+80 8' LT RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Ses 94+50 36" RCP Culvert, HDW 15' LT, 17' RT Ses 94+50 36" RCP Culvert, HDW 15' LT, 17' RT	00+89	6/100%	-8	107-25%	8'/0'/-14%	-3.7%	21.0'	-1.8%	%6-/.0/.9	147-15%	.4	5/100%
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es Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT 7/23%	R	Trees 20' RT										
T7/23% 4' 57/-14% 6'707'-16% -3.2% 20.4' -1.6% 7'707'-10% 8'7-14% 4' A' LT U.P. 20' LT, GR 94+23 to 95+80 8' LT Res 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT ees 94+50 36" RCP Culvert, HDW 15' LT, 17' RT	Notes	Pav't Good, 71+00	24" RCF									
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Lincks & Associates, Inc.

Station 100+00 LTT RTT Notes 1 LTT LZ0+00 LT			בפון סוסחבים שווח סאמובים	Lett Shoulder	Lan	Lane Pavement	nent	Right Shoulder	Right	Right Slones and Swales	Swalps
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00+00 LT	Notes 102+30 (2) 48" Box Culverts, HDW 16' LT,	x Culvert	s, HDW 16'LT, 1	12' RT							
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r											
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RT											
Notes											
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RT 4	RT 4' WF 32' RT										
Notes											
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L											
RTU.P.	J.P. 28' RT, 5' WF 30' RT	: 30' RT									
Notes											
172+00			~/-2%	*81/01/-2%	-2.6%	21.0'	-3.7%	5/0/-10%	127-14%	,0	12./7%
LT											
RT 5	RT 5' WF 25' RT										
Notes											
L				179+30	179+30 End of Segment at EOP S.R. 674	egment a	at EOP S	.R. 674			
RT											
Notes											
LT											
RT											
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5											
RT											
Notes											

Page 4

CR 579 Aerial & Stationing



0 500 1,000 2,000 ft 0 290 580 1,160 m

Stations in 1000 ft increments

COUNTY OF HILLSBOROUGH ZONING HEARING MASTER'S RECOMMENDATION

Application number:	RZ-PD 25-0469
Hearing date:	July 21, 2025
Applicant:	301 Wimauma LLC
Request:	Rezone to Planned Development
Location:	South of State Road 674, east and west sides of County Road 579 south of Hillsborough Street, Wimauma
Parcel size:	505.44 acres +/-
Existing zoning:	PD 23-0041 and AR
Future land use designation:	Res-4 (4 du/ga; 0.25 FAR)
Service area:	Urban
Community planning area:	Southshore Areawide Systems Plan

A. APPLICATION REVIEW

DEVELOPMENT SERVICES STAFF REPORT APPLICATION REVIEW SUMMARY AND RECOMMENDATION

Rezoning Application: PD 25-0469

Zoning Hearing Master Date: July 21, 2025

BOCC CPA Public Hearing Date: September 9, 2025



Development Services Department

1.0 APPLICATION SUMMARY

Applicant: 301 Wimauma LLC

FLU Category: RES-4

Service Area: Urban

Site Acreage: 506.69 acres

Community

Plan Area:

SouthShore Area Wide Systems

Overlay: None



Introduction Summary:

This is a request to rezone a site to a Planned Development (PD) to facilitate residential single-family development. The majority of the site is currently zoned PD which was proposed to be open space for the purpose of meeting open space requirements and "sending" additional units to other areas of the PD. Subject site is designated the "Sending Zone" under the current PD zoning (23-0041, as most recently modified by PRS 24-1036). The remaining area of the proposed PD is currently zoned AR. The application is running concurrently with PD 25-0371 for a property located to the south, designated the "Receiving Zone" under the same existing PD zoning. Recently adopted CPAs (CPA 24-12 and 24-13) changed the site from the WVR-2 to RES-4 Future Land use Category and service area from Rural to Urban.

Zoning:	Existi	ng	Proposed
District(s)	PD 23-0041 ("Sending Zone")	AR	PD 25-0469
Typical General Use(s)	Open Space/Conservation Area and 1 single-family home	Agriculture, Single- Family Residential	Single-Family Detached & Attached (Townhomes) / K-8 Public School
Acreage	270 acres	236.60	506.69 acres
Density/Intensity	0.003 units per acre residential FAR: 0.0	1 unit per 5 acres	3.17 DU/AC – 1,620 students
Mathematical Maximum*	1 dwelling unit	47 units	1,600 dwelling units

*number represents a pre-development approximation

Development Standards:	Existing		Pro	posed
District(s)	PD 23-0041 ("Sending Zone")	AR	PD 25	-0371
Lot Size / Lot Width	21,780 sf / 100'	1 ac/150'	SF Detached	Townhomes
Lot Size / Lot Width	21,760 31 / 100	1 ac/150	4,400 sq. ft. / 40'	1,200 sq. ft. / 15'
			Front: 20' (Garage	
	Front: 25'	Front: 50'	25′)	Front: 20'
Setbacks/Buffering and Screening	Side: 10'	Side: 25'	Side: 5' (Corner	Side: 5' (Corner 15')
	Rear: 25'	Rear: 50'	10'/20')	Rear: 10'
			Rear: 15'	
Height	35'		35′	35′

APPLICATION NUMBER: PD 25-0469
ZHM HEARING DATE: July 21, 2025

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

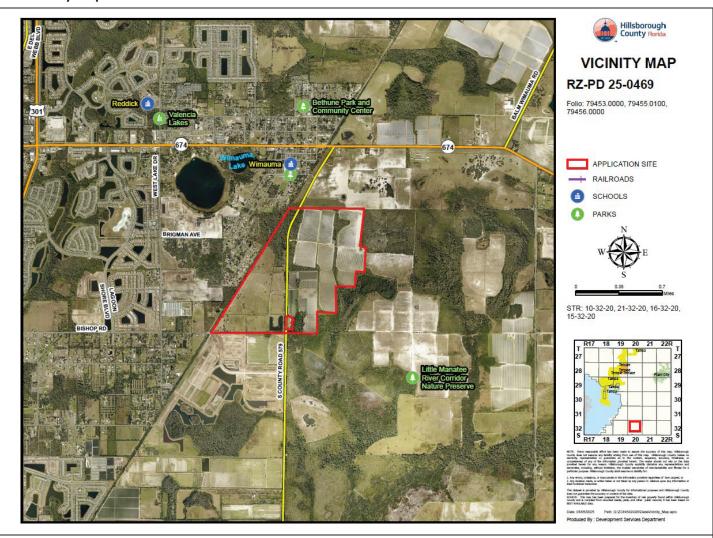
Additional Information:	
PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	None requested as part of this application

Planning Commission Recommendation:	Development Services Recommendation:
Consistent	Approvable, subject to the proposed conditions

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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



Case Reviewer: Jared Follin

Context of Surrounding Area:

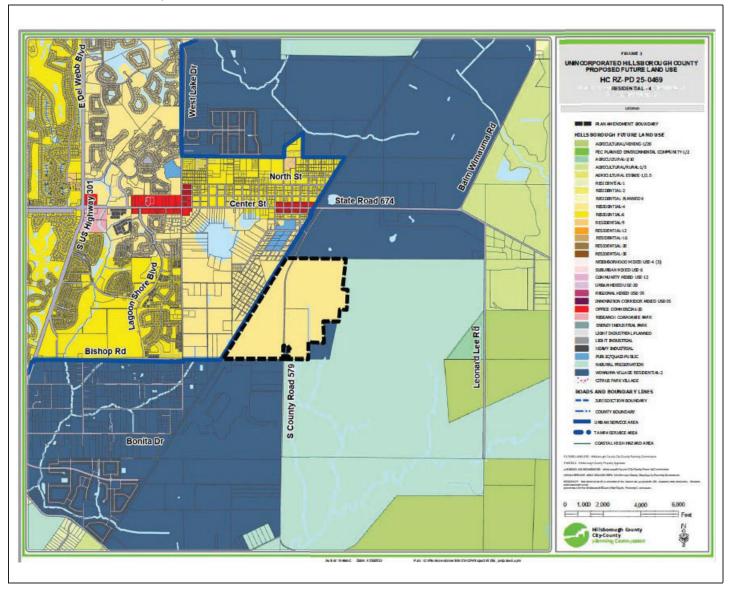
Surrounding area is residential and agricultural in nature. Adjacent properties to the north, east, and south are primarily utilized for agricultural uses. Residential homes are located northwest of the property. ELLAP property is located to the east (Little Manatee River).

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2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map

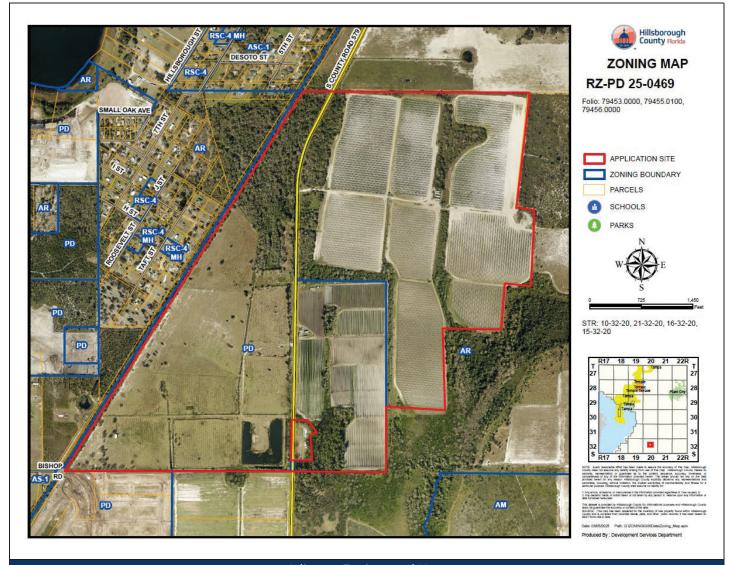


Subject Site Future Land Use Category:	Residential- 4 (RES-4)
Maximum Density/F.A.R.:	4.0 dwelling units per gross acre / 0.25 FAR
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, multi- purpose projects and mixed-use development.

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2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



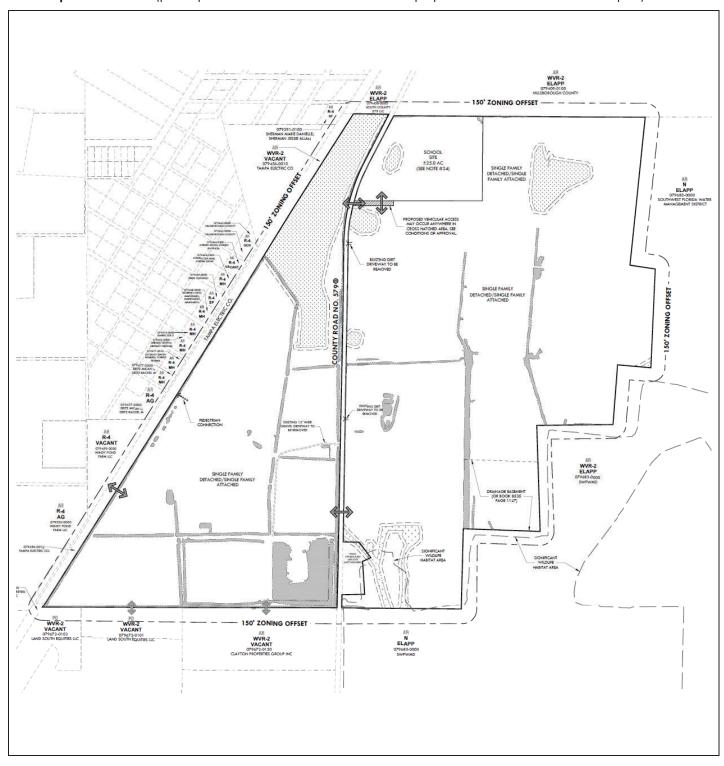
Case Reviewer: Jared Follin

Adjacent Zonings and Uses					
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:	
North	AR	1 dwelling unit per 5 acres	Agriculture/Single-Family Conventional	Fire Station_/Agriculture	
South	PD 18-1048	3.84 dwelling units per acre	Single-Family Conventional	Agriculture	
East	AR	1 dwelling unit per 5 acres	Agriculture/Single-Family Conventional	Agriculture and Conservation	
West	AR	1 dwelling unit per 5 acres	Agriculture/Single-Family Conventional	Residential	

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2.0 LAND USE MAP SET AND SUMMARY DATA

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



BOCC PUBLIC HEARING DATE: September 9, 2025

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

Adjoining Roadways (check if applicable)				
Road Name	Classification	Current Conditions	Select Future Improvements	
CR 579	County Collector - Rural	2 Lanes ⊠Substandard Road □Sufficient ROW Width	 ☑ Corridor Preservation Plan ☑ Site Access Improvements ☑ Substandard Road Improvements ☑ Other – Off-Site Signal 	
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other	
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other	
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other	

Project Trip Generation	□Not applicable for this request		
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	504	37	49
Proposed	17,235	2,148	1,656
Difference (+/-)	(+) 16,731	(+) 2,111	(+) 1,607

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

Duimanna Access	Additional	o		
Primary Access	Connectivity/Access	Cross Access	Finding	
	None	None	Meets LDC	
	Pedestrian & Vehicular	None	Meets LDC	
X	Pedestrian & Vehicular	None	Meets LDC	
X	Pedestrian & Vehicular	None	Meets LDC	
	Primary Access X X	None Pedestrian & Vehicular X Pedestrian & Vehicular	None None Pedestrian & Vehicular None X Pedestrian & Vehicular None	

Design Exception/Administrative Variance Not applicable for this request				
Road Name/Nature of Request Type Finding				
CR 579/ Substandard Road	Design Exception Requested	Approvable		
	Choose an item.	Choose an item.		
	Choose an item.	Choose an item.		
Choose an item. Choose an item.				
Notes:				

APPLICATION NUMBER: PD 25-0469

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	⊠ Yes □ No	☐ Yes ⊠ No	⊠ Yes □ No	Wetlands present
Natural Resources	⊠ Yes □ No	☐ Yes ☒ No	⊠ Yes □ No	
Conservation & Environ. Lands Mgmt.	⊠ Yes □ No	☐ Yes ☒ No	⊠ Yes □ No	
Check if Applicable:	☐ Potable W	vater Wellfield Pro	tection Area	
	⊠ Significan	t Wildlife Habitat		
☐ Use of Environmentally Sensitive Land	•	igh Hazard Area		
Credit		burban/Rural Scer	nic Corridor	
☐ Wellhead Protection Area	•	to ELAPP property		
☐ Surface Water Resource Protection Area	☐ Other			
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation ⊠ Design Exc./Adm. Variance Requested ⊠ Off-site Improvements Provided	⊠ Yes	☐ Yes ⊠ No	⊠ Yes	
Service Area/ Water & Wastewater ⊠Urban ☐ City of Tampa ☐Rural ☐ City of Temple Terrace	⊠ Yes □ No	☐ Yes ⊠ No	□ Yes ⊠ No	
Hillsborough County School Board Adequate □ K-5 □ 6-8 □ 9-12 □ N/A Inadequate 図 K-5 図 6-8 図 9-12 □ N/A	⊠ Yes □ No	□ Yes ⊠ No	⊠ Yes □ No	
Impact/Mobility Fees Estimate assumes 1400 SFR and 200 TH Townhouse (Fee estimate is based on a 1,500 s.f., Mobility: \$9,445 * 200 = \$1,889,000 Parks: \$1,957 * 200 = \$391,400 School: \$7,027 * 200 = \$1,405,400 Fire: \$249 * 200 = \$49,800	. 1-2 Story)	Single Family Deta 2,000 s.f.) Mobility: \$13,038 Parks: \$2,145 * 1,4 School: \$8,227 * 1 Fire: \$335 * 1,400 School (K-8) Mobility (Elem) (per Mobility (Mid) (per Fire (per 1,000 sf):	* 1,400 = \$18,2! 100 = \$3,003,000 1,400 = \$11,517,000 = \$469,000 er student): \$99 r student): \$1,13	53,200 0 800
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments

Case Reviewer: Jared Follin

APPLICATION NUMBER:	PD 25-0469				
ZHM HEARING DATE: BOCC PUBLIC HEARING DATE:	July 21, 2025 September 9, 202	25	Case Re	eviewer: Jared Fo	lin
Planning Commission					
☐ Meets Locational Criteria	⊠N/A	⊠ Yes	☐ Inconsistent	□ Yes	
☐ Locational Criteria Waiver F	Requested	□No	oxtimes Consistent	⊠ No	
\square Minimum Density Met	⊠ N/A				

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Subject site is located predominately in a residential and agricultural area in Wimauma. Adjacent properties are zoned primarily agricultural, with several being utilized for agricultural or residential uses. Nearby residential uses are primarily clustered to the northwest of the subject site, located on properties zoned AR.

The development is proposing a residential development at a gross density of 3.17 dwelling units per acre. Residential types include 1,600 single-family detached units, of which up to 200 is to be townhome units. In addition, a K-8 public school, with a maximum of 1,620 students, is proposed within the development. The site was previously approved to only be open space, serving as a "Sending Area" by crediting additional units to the "Receiving Area" and meeting open space requirements.

Property recently went through a Comprehensive Plan Amendment, changing the Future Land Use Category from WVR-2 (Wimauma Village Residential-2) to RES-4 (Residential-4). Proposed uses and development standards are consistent with proposed PD 25-0371 and approved PD 18-1048 located to the south.

Development Services does not foresee any compatibility concerns with the proposed Planned Development.

5.2 Recommendation

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

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Requirements for Certification:

1. Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:

- 1. Correct the symbology for the southernmost stubout along the western PD boundary (staff notes it should use the access stubout symbology rather than the pedestrian/vehicular access symbology) and label as "Proposed Southernmost Roadway Stubout See Conditions of Approval".
- 2. Correct the symbology for the northernmost stubout along the western PD boundary (staff notes it should use the access stubout symbology rather than the undefined symbology used) and correct the label to instead read "Proposed Northernmost Roadway Stubout See Conditions of Approval".
- 3. Extend the hatching east along the southern boundary of the School Site, such that it extends along the entire length of the boundary of the potential school.
- 4. Add labels at both project intersections on CR 579 and label as "Potential Signal/Roundabout/Other Improvement See Condition of Approval".
- 5. Add labels/depict the approximate location of "Lesser Goldfinch Dr." and "Redpoll Cliff Place" (reference Westlake Phase 2, Plat Book 148 Page 159 for additional information).
- 6. Label the unimproved right-of-way "F St." (reference Plat of Halifax inset within the Revised Map of Town of Wimauma, Plat Book 1, Page 136).
- 7. Revise Note 13 to instead state "Roadways within the Western Development Area shall be public. Roadways within the Eastern Development Area may be public or private. Roadways that are proposed to be maintained by Hillsborough County shall demonstrate consistency with Policy 4.1.4 of the Mobility Element of the Hillsborough County Comprehensive Plan."
- 8. Revise Note 21 to replace the words "Access and" with the words "Except as otherwise specified in the zoning conditions."
- Revise Note 25 to delete the duplicated "25."

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted June 30, 2025.

- 1. The Development shall be limited to 1,600 residential single-family detached and single-family attached (townhome) lots, maximum of 200 may be townhome lots, and a K-8 public school with a maximum of 1,620 students. A maximum 630 dwelling units are permitted to the west of CR 579 and a maximum of 970 dwelling units permitted to the east of CR 579.
- 2. Single-family and townhome lots shall be developed in accordance with the following:

Single-Family Detached Lots

Minimum Lot Size: 4,400 square feet

Minimum Lot Width: 40 feet Minimum Lot Depth: 110 feet APPLICATION NUMBER: PD 25-0469
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Minimum front yard setback: 20 feet* Minimum side yard setback: 5 feet** Minimum rear yard setback: 15 feet Maximum building coverage: 75%

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

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

Townhome Lots

Minimum Lot Size: 1,200 square feet

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

Minimum front yard setback: 20 feet

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

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

- 2.1 Any single-family detached lot developed at a lot width of less than 50 feet shall require a 2-car garage.
- Any single-family detached lot developed at a lot width of less than 50 feet shall have the home's primary door face the roadway.
- 3. The Planned Development shall permit a public school facility where depicted on the general site plan. The school site shall be a minimum of 25 upland acres in size. Development of this public school shall require compliance by the School Board with the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency.
 - 3.1 The School District and the Developer will use their best efforts to reach a mutually agreeable dedication agreement within five (5) years of approval of the final plan amendment for RZ 25-0469. Within ninety (90) days of the expiration of the "Agreement Period," the Developer will provide written notice to the School District that at the end of the Agreement Period, the Developer will be moving forward with development of the School Site for residential use at the expiration of the Agreement Period. The Developer may develop the School Site prior to expiration of the Agreement Period should the School District at any time advise the Developer in writing that they do not intend to enter into a dedication agreement to acquire the School Site.
 - 3.2 Any and all roadways within the Planned Development serving and/or providing access to the public school parcel shall be platted to the public school parcel's property line(s) as a public road(s). In no event shall there be any intervening land restricting access to the public school parcel.
- 4. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.

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- 5. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- 6. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland / OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County land Development Code (LDC).
- 7. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determination of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
- 8. An evaluation of the property identified the potential existence of significant wildlife habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map. 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), location and how the Land Development Code preservation provision for upland significant wildlife habitat will be addressed.
- 9. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental.
- 10. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
- 11. The subject application is adjacent to the ELAPP preserve, Little Manatee River Corridor. Per LDC 4.01.11, compatibility of the development with the preserve will be ensured with a compatibility plan that addresses issues related to the development such as, but not necessarily limited to, access, prescribed fire, and landscaping. The compatibility plan shall be proposed by the developer, reviewed and approved by the Conservation and Environmental Lands Management Department, and shall be required as a condition of granting a Natural Resources Permit.
- 12. For the purposes of these zoning conditions:
 - a. The portion of the PD lying east of CR 579 is hereafter referred to as the "Eastern Development Area"; and,
 - b. The portion of the PD lying west of CR 579 is hereafter referred to as the "Western Development Area".
- 13. Development shall be limited to a maximum of 1,600 single-family detached dwelling units or townhomes (of which a maximum of 200 may be constructed as townhomes), and a 1,620-student maximum non-charter public school with grade levels K-8 as further described in Condition 14. Additionally:

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- a. The above development maximums shall be further restricted within the Eastern Development Area and Western Development Area, as further detailed below.
- b. Within the Eastern Development Area, residential development shall be limited to a maximum of 970 dwelling units; and,
- c. Within the Western Development Area, residential development shall be limited to a maximum of 630 dwelling units.
- 14. The school shall be limited to a non-charter public facility serving grade levels K through 8, and with a maximum of 1,620 students. Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queueing and take other actions to limit off-site impacts as further described herein. Additionally, the school shall provide for onsite vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Non-Bussed Students"). Specifically:
 - a. The queue shall provide for the uninterrupted stacking of vehicles within the subject site;
 - b. The minimum length of queue for the school shall be determined by multiplying the number of Non-Bussed Students by 0.196, then multiplying by 25 feet, and then multiplying by 1.25; and,
 - c. The school shall take all actions necessary to ensure that students are not dropped off or picked up outside of school property (i.e. within adjacent parcels or along roadways along the school frontage or proximate to the school).
- 15. The project shall be served by and limited to the following access connections:
 - a. Within the Eastern Development Area, two (2) full access connections to CR 579; and,
 - b. Within the Western Development Area:
 - i. One (1) full access connection to CR 579;
 - ii. Two (2) vehicular and pedestrian roadway stubouts along the western PD boundary as further described below; and,
 - iii. Two (2) vehicular and pedestrian roadway stubouts along the southern PD boundary.
 - c. Notwithstanding anything herein these conditions or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- 16. With respect to project roadways and required site access improvements:
 - a. The developer shall construct the two (2) roadway stubouts described in Condition 15.b.ii. concurrent with development of the Western Development Area.
 - i. The southernmost stubout shall be constructed such that it extends the internal roadway network through folio 79456.0010 (i.e. to that folio's western edge). The

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intent of this stubout is to provide an opportunity for the future connection of adjacent neighborhoods, increase accessibility to schools planned and/or under construction, and further the planned Wimauma grid network via the future extension of the stubout (by others) such that it connects to Lesser Goldfinch Dr., Redpoll Cliff Pl., or another suitable roadway in the same vicinity. As such, the intent of this condition is to require the developer to secure the dedication and conveyance of such right-of-way to Hillsborough County.

- ii. The northernmost stubout shall be constructed to the eastern edge of folio 79456.0010. The intent of this stubout is to provide an opportunity for the future connection of adjacent neighborhoods, increase accessibility to schools planned and/or under construction, and further the planned Wimauma grid network via the future extension of the stubout (by others) such that it aligns with the existing (unimproved F. St. right-of-way).
- b. The developer shall construct the two (2) vehicular and pedestrian roadway stubouts along the southern PD boundary concurrent with development of the Western Development Area. The location of these stubouts shall be coordinated with the location of planned stubouts within the adjacent PD to the south of the subject PD.
- c. At the time of construction of the northernmost access within the Eastern Development Area, the developer shall disclose whether the area designated as the School Site will or could be constructed for that purpose or if the developer intends to exercise the residential development option described in Note 24 as shown on the PD site plan. If the School Site will be developed for such use (or a determination has not been made) then the developer shall construct an east-west collector road between the northernmost CR 579 access and extending east along the entirety of the school parcel, concurrently with construction of such access. The east-west collector road shall be constructed to the C3-2U (i.e. Suburban 2-lane Undivided) Typical Section standard as found within the Transportation Design Manual (TDM). Notwithstanding anything shown on the PD site plan to the contrary, access to the school site shall be permitted anywhere along this internal collector roadway (subject to LDC Sec. 6.04.07 access spacing standards).
- d. Concurrent with the initial increment of development within the Eastern Development Area and Western Development Area, or otherwise at the request of the County during the site/construction plan review process, the developer shall submit transportation analyses which examines trip generation at each project access with CR 579. Such analyses shall be subject to the review and approval of Development Services and will be used to examine if single or dual inbound (or outbound) turn lanes are warranted pursuant to the analysis and/or Sec. 6.04.04.D. of the LDC, and whether additional receiving lanes must be constructed (either on CR 579 or internal roadways, as applicable) to accommodate required turning movements. The developer shall also submit a signal warrant analysis for each project access along CR 579, which shall be reviewed by and subject to the approval of Hillsborough County Public Works. If such signal is found to be warranted, the developer shall install the signal. Alternatively, at the developer's option, the developer may construct a single lane or dual lane roundabout (as necessary) at each access.
- e. Notwithstanding Condition 16.d., the developer shall construct a minimum of one roundabout, one traffic signal, or one controlled pedestrian crossing (e.g. Rapid Rectangular Flashing Beacons, pedestrian actuated signal, etc.) in order to provide bicycle and pedestrian connectivity between the

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Eastern Development Area and Western Development Area. All such infrastructure shall be subject to the review and approval of Hillsborough County Public Works.

- f. Other internal project roadways shall be constructed to an appropriate urban typical section as described in the Transportation Technical Manual (TTM) or Florida Design Manual (FDM), as applicable. Designation of the appropriate typical section shall occur at the time of plat/site/construction plan review and be based upon anticipated traffic volumes within each segment as demonstrated by an analysis to be submitted by the developer. Such study shall be reviewed and approved by Hillsborough County Development Services.
- 17. The developer has proffered to install a traffic signal and associated turn lane/geometric improvements (through the Mobility Fee Alternative Satisfation Agreement [MFASA] process) at the intersection of CR 579 and SR 674. The developer shall be responsible for the design and construction of the signal, together with any signal warrant studies necessary to support its installation (which shall be subject to the review and approval of Hillsborough County Public Works and FDOT).
- 18. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve the minimum necessary right-of-way along its CR 579 frontages as necessary to accommodate a 2-lane enhanced rural collector roadway (i.e. a minimum width of 108 feet of right-of-way). Notwithstanding anything in the Design Exception to the contrary (in which the developer has proffered to dedicate up to 96 feet of right-of-way along its frontage), the specific alignment of such preservation areas shall be determined at the time of site/construction plan approval and the alignment shall be adjusted/transitioned as necessary as it approaches the northern and southern boundaries of the project (i.e. to accommodate a western roadway shift) in order to avoid future impacts to adjacent ELAPP properties on the east side of CR 579 north and south of the project. Only those interim uses allowed by the Hillsborough County Corridor Preservation Plan shall be permitted within the preserved right-of-way. The right-of-way preservation areas shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line. Additionally, the developer may be required to dedicate and convey additional lands to Hillsborough County as necessary to accommodate required substandard road or site access improvements.
- 19. If 25-0469 is approved by the BOCC, the County Engineer will approve a Design Exception (dated June 12, 2025) and which was found approvable by the County Engineer (on July 8, 2025) for the CR 579 substandard road improvements. As CR 579 is a substandard collector roadway, the developer will be required to make certain improvements to CR 579 within three segments, consistent with the Design Exception approval. Specifically:
 - a. Within Segment A, which is defined as that portion of CR 579 between SR 674 and the southern boundary of the PD:
 - The developer shall dedicate and convey a minimum of 96 feet of right-of-way (exclusive of any additional right-of-way needed for required site access or other improvements);
 - ii. The developer shall ensure there 6-foot-wide stabilized shoulders, of which 5 feet is paved, along both sides of the roadway;

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- iii. The developer shall construct a minimum 10-foot-wide sidewalk along the west side of CR 579 (transitioning to a 5-foot-wide sidewalk where the 10-foot-wide sidewalk is not feasible north of the proposed project boundary, due to right-of-way constraints); and,
- iv. The developer shall construct a minimum 5-foot-wide sidewalk along the eastern side of CR 579, but only along the project frontages.
- b. Within Segment B, which is defined as that portion of CR 579 between the southern boundary of the subject PD and the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033), the developer shall construct 6-foot-wide stabilized shoulders, of which 5 feet are paved, along both sides of the roadway; and,
- c. Within Segment C, which is defined as that portion of CR 579 between the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033) and Saffold Rd.:
 - i. The developer shall construct 5-foot-wide paved shoulders along both sides of the roadway; and,
 - ii. The developer shall construct a minimum 10-foot-wide sidewalk along the west side of CR 579.

- 20. If the notes and/or graphics on the site plan conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 21. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

ZHM HEARING DATE: BOCC PUBLIC HEARING DATE:	July 21, 2025 September 9, 2025	Case Reviewer: Jared Follin
Zoning Administrator Sign Of	f:	J. Brian Grady

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 (See following pages)

PD 25-0469

APPLICATION NUMBER:

B. HEARING SUMMARY

This case was heard by the Hillsborough County Zoning Hearing Master on July 21, 2025. Ms. Michelle Heinrich of the Hillsborough County Development Services Department introduced the petition. Ms. Heinrich noted a revised staff report would be distributed at the hearing.

Applicant

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

Development Services Department

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

Planning Commission

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

Proponents

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

Opponents

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

Mr. John Regan spoke in opposition to the rezoning and provided testimony as reflected in the hearing transcript. He stated he opposes RZ-PD 25-0469 for the same reasons as he previously testified in RZ-PD 25-0371. He stated the Wimauma Community Plan Development Council had a verbal contract with Eisenhower Group related to a list of community benefits in PD 23-0041, including ten percent of units set aside for affordable housing. Mr. Regan requested a meeting with the Eisenhower Group decisionmakers to discuss community benefits, and requested a postponement of the decision on RZ-PD 25-0469 to allow time to negotiate community benefits and inform the Wimauma community.

Mr. Augie Grace spoke in opposition to the rezoning and provided testimony as reflected in the hearing transcript. Mr. Grace stated he spoke in opposition to RZ-PD 25-0371 and

¹ In RZ-PD 25-0371 Mr. Regan stated he is a member of the Wimauma Community Plan Development Council, and in that case he raised concerns related to community benefits and requested the rezoning case be postponed 90 to 120 days to allow the council to negotiate with the applicant for community benefits.

is speaking in opposition to PD-RZ 25-0469. He requested a 90-day postponement of the decision on the rezoning to allow the Wimauma community time to continue conversations with the applicant to discuss community benefits, infrastructure, and environmental concerns.

Development Services Department

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

Applicant Rebuttal

Ms. Corbett provided rebuttal testimony as reflected in the hearing transcript, and addressed the concerns raised by Mr. Regan and Mr. Grace. Ms. Corbett stated the prior regulatory scheme required the developer to provide certain community benefits, but that requirement is no longer applicable under the new regulatory scheme. She stated the developer should be allowed a level playing field as other suburban developments under Res-4. She stated the developer would be required to contribute a proportionate share for parks, libraries, and transportation improvements through impact fees at the time of development.

The zoning master closed the hearing on RZ-PD 25-0469.

C. EVIDENCE SUMBITTED

Mr. Follin submitted to the record at the hearing a copy of the revised Development Services Department staff report with attachments.

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

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

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

D. FINDINGS OF FACT

- 1. The Subject Property consists of three folio parcels with a total of approximately 505.44 acres located south of State Road 674 on the east and west sides of County Road 579, south of Hillsborough Street, Wimauma.
- 2. The Subject Property is designated Res-4 on the Future Land Use Map and is zoned PD 23-0041 and AR.

- 3. The Subject Property is in the Urban Services Area and is located within the boundaries of the Southshore Areawide Systems Plan.
- 4. The general area surrounding the Subject Property consists of residential single-family, agricultural uses, and conservation lands. Adjacent properties include a county-owned parcel to the north; Southwest Florida Water Management District lands to the east and south; agricultural lands and an undeveloped residential subdivision to the south; residential single-family and mobile home uses, agricultural uses, and a Tampa Electric Company corridor to the west.
- 5. The applicant is requesting to rezone the Subject Property to a Planned Development to allow up to 1,600 dwelling units and a K 8 public school for up to 1,620 students.
- 6. The applicant requested a Design Exception related to the County Road 579 substandard roadway improvements. The County Engineer found the Design Exception approvable. If RZ-PD 25-0469 is approved the developer will be required to make improvements to County Road 579 consistent with the Design Exception.
- 7. Citizens in proximity to the Subject Property spoke individually and as representatives of the Wimauma Community Plan Advisory Council in opposition to the rezoning request. Opposition speakers raised concerns related to community benefits commitments that were made under PD 23-0041, flooding, and environmental impacts.
- 8. The Planning Commission staff report in this case shows the Board of County Commissioners, in January 2025, adopted comprehensive plan map and text amendments in HC/CPA 24-12 and HC/CPA 24-13 expanding the Urban Service Area to include the Subject Property and changing the Future Land Use designation for the Subject Property from WVR-2 to Res-4. The applicant's representative, Ms. Kami Corbett, testified at the July 21, 2025 hearing that the prior regulatory scheme required the developer to provide certain community benefits, but that is no longer applicable under the new regulatory scheme. She stated the developer should be allowed a level playing field as other suburban developments under Res-4. She stated the developer would be required to contribute a proportionate share for parks, libraries, and transportation improvements through impact fees at the time of development.
- 9. Development Services Department staff found no compatibility concerns with the proposed rezoning. Staff concluded the proposed Planned Development is approvable with conditions based on the applicant's general site plan submitted June 30, 2025.
- 10. Hillsborough County Transportation Review staff stated no objections, subject to the conditions set out in the Transportation Review Comment Sheet and Development Services Department staff report.

11. Planning Commission staff found the proposed planned development is compatible with the existing development pattern of the surrounding area and supports the vision of the Southshore Areawide Systems Plan. Staff concluded the proposed rezoning is consistent with the *Unincorporated Hillsborough County Comprehensive Plan*.

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

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

F. CONCLUSIONS OF LAW

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

G. SUMMARY

The applicant is requesting to rezone the Subject Property to a Planned Development to allow up to 1,600 dwelling units and a K – 8 public school for up to 1,620 students.

The applicant requested a Design Exception related to the County Road 579 substandard roadway improvements. The County Engineer found the Design Exception approvable. If RZ-PD 25-0469 is approved the developer will be required to make improvements to County Road 579 consistent with the Design Exception.

H. RECOMMENDATION

Based on the foregoing Findings of Fact and Conclusions of Law, this recommendation is for **APPROVAL** of request to rezone the Subject Property to Planned Development, subject to the certification requirements and proposed conditions set out in the Development Services Department staff report based on the applicant's general site plan submitted June 30, 2025.

Pamela Jo Hatley PhD, D Land Use Hearing Officer August 11, 2025 Date:



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

Unincorporated Hillsborough County Rezoning Consistency Review				
Hearing Date: July 21, 2025	Case Number: PD 25-0469			
Report Prepared: July 10, 2025	Folio(s): 79453.0000, 79456.0000 & 79455.0100			
	General Location : North of Saffold Road and south of State Road 674			
Comprehensive Plan Finding	CONSISTENT			
Adopted Future Land Use	Residential-4 (4 du/ga; 0.25 FAR)			
Service Area	Urban			
Community Plan(s)	SouthShore Areawide Systems			
Rezoning Request	Planned Development (PD) to allow development developments of 1,600 single-family detached lots and/or townhomes.			
Parcel Size	506.37 ± acres			
Street Functional Classification	Saffold Road – County Collector State Road 674 – State Principal Arterial			
Commercial Locational Criteria	N/A			
Evacuation Area	None			

Table 1: COMPARISON OF SURROUNDING PROPERTIES						
Vicinity	Future Land Use Designation	Zoning	Existing Land Use			
Subject Property	Residential-4	PD	Single Family Residential + Agriculture			
North	Residential-4	PD + AR	Vacant + Agriculture			
South	Agricultural Rural-1/5 + Natural Preservation + Residential-4	AR	Single Family Residential + HOA Property + Public/Quasi- Public/Institutions			
East	Natural Preservation + Agricultural/Mining-1/20 + Agricultural-1/10	AR + AM + A	Public/Quasi- Public/Institutions + Agriculture			
West	Residential-4 + Residential- 6	AR + PD	Single Family Residential + HOA Property + Agriculture + Public/Quasi- Public/Institutions			

Staff Analysis of Goals, Objectives and Policies:

The 506.37 ± acre subject site is located north of Saffold Road and south of State Road 674. The subject site is in the Urban Service Area and is within the limits of the SouthShore Areawide Systems Community Plan. The applicant requests a Planned Development (PD) to allow development of 1,600 single family detached lots and/or townhomes (with a maximum of 200 townhomes) and a 1,620 student K-8 school. According to the revised request, which was uploaded into Optix on June 30, 2025, there will be a maximum of 630 dwelling units permitted to the west of County Road 579 and 970 dwelling units permitted to the east of County Road 579.

On November 7, 2024, the Hillsborough County Board of County Commissioners (BOCC) approved the map and text amendments, HC/CPA 24-12 and HC/CPA 24-13, a request to expand the Urban Service Area and change the Future Land Use designation from Wimauma Village Residential-2 (WVR-2) to Residential-4 (RES-4), to the Hillsborough Comprehensive Plan include PD-23-0041 land areas in the Urban Service Area (USA) and Residential-4 Future Land Use Category (RES-4). Hillsborough County has transmitted this information to the State Land Planning Agency and other state review agencies in accordance with Florida Statues. The BOCC final adoption hearing was January 9, 2025. The applicant acknowledges the approval of this zoning application is contingent upon BOCC adoption hearing for the pending comprehensive plan amendments.

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

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

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

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

The site is located within the limits of the SouthShore Areawide Systems Community Plan. Goal 1 of the Cultural/Historic Objective of the SouthShore Areawide Systems Community Plan, which seeks to promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability. The request meets the intent of Goal 1 of the Cultural/Historic Objective of the SouthShore Areawide Systems Community Plan outlined in the Livable Communities Element.

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

Recommendation

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

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FUTURE LAND USE SECTION

Urban Service Area

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

Compatibility

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

Land Use Categories

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

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

Relationship to Land Development Regulations

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

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

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

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Neighborhood/Community Development

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

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

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

LIVABLE COMMUNITIES ELEMENT: SOUTHSHORE AREAWIDE SYSTEMS PLAN

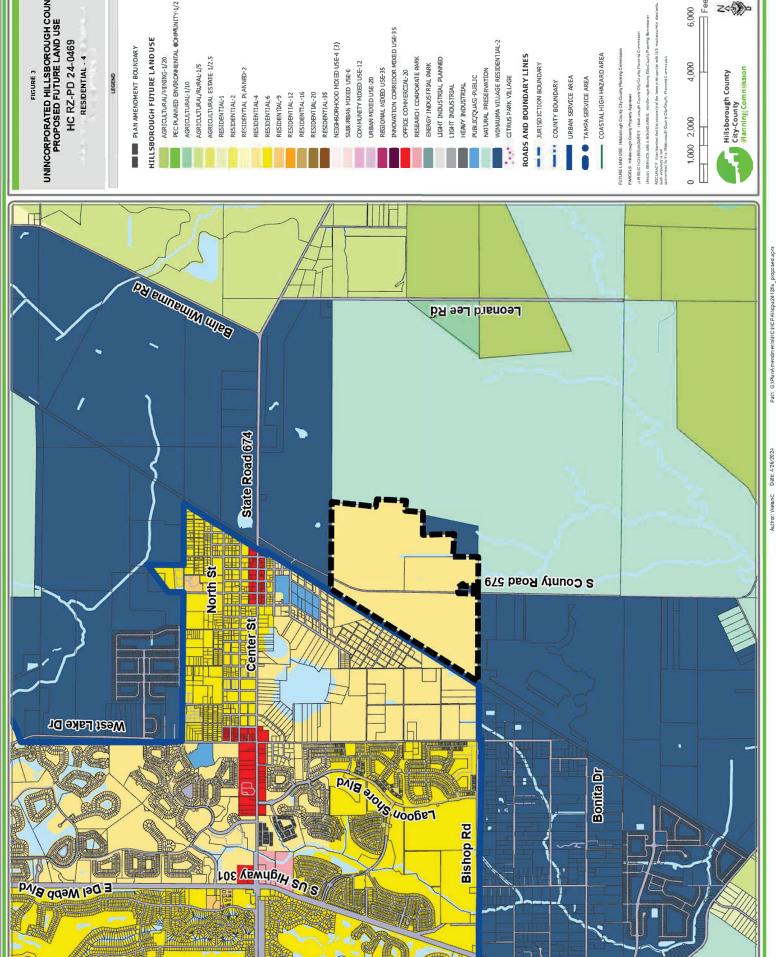
Cultural/Historic Objective

The SouthShore region of Hillsborough County supports a diverse population with people living in unique communities, interspersed with farms, natural areas, open spaces and greenways that preserve and enhance the natural and cultural heritage.

The community desires to:

1. Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.

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UNINCORPORATED HILLSBOROUGH COUNTY PROPOSED FUTURE LAND USE HC RZ-PD 24-0469

HILLSBOROUGH FUTURE LANDUSE

AGRICULTURAL ESTATE: 1/2.5 AGRICULTURAL/RURAL-1/S

NEIGHBORHOOD MIXED USE 4 (3) COMMUNITY MIXED USE-12 SUBLIRBAN MIXED USE-6

REGIONAL MIXED USE-35

INNOVATION CORRIDOR MIXED USE-35

RESEARCH CORPORATE PARK OFFICE COMMERCIAL-20

4,000

9,000

ZC

GENERAL SITE PLAN FOR CERTIFICATION



DEVELOPMENT SERVICES

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

HILLSBOROUGH COUNTY DEVELOPMENT SERVICES DEPARTMENT

GENERAL SITE PLAN REVIEW/CERTIFICATION

BOARD OF COUNTY COMMISSIONERS

Chris Boles
Donna Cameron Cepeda
Harry Cohen
Ken Hagan
Christine Miller
Gwendolyn "Gwen" Myers
Joshua Wostal

COUNTY ADMINISTRATOR

Bonnie M. Wise

COUNTY ATTORNEY

Christine M. Beck

COUNTY INTERNAL AUDITOR

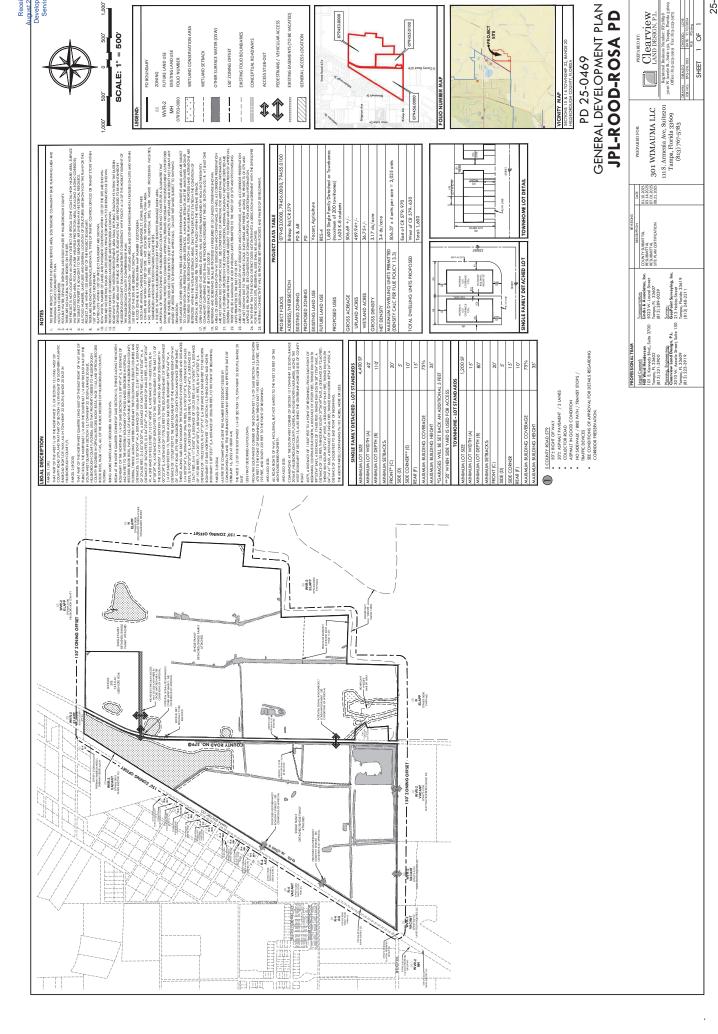
Melinda Jenzarli

DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Project Name: JPL Rood Ros	a
Zoning File: RZ-PD 25-0469	Modification: None
Atlas Page: None	Submitted: 08/22/25
To Planner for Review: 08/22/25	
Contact Person: Kelly Love	Phone: 813-223-3919/ kell y.love@clearviewland.com
Right-Of-Way or Land Required for I	Dedication: Yes No ✓
The Development Services Departm	ent HAS NO OBJECTION to this General Site Plan.
The Development Services Departm Site Plan for the following reasons:	ent RECOMMENDS DISAPPROVAL of this General
Reviewed by: Jared Follin	Date: 08/22/2025
Date Agent/Owner notified of Disapp	roval:





25-0469

AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

PLANNING AREA: WM

PETITION NO: RZ 25-0469

This agency has no comments.

This agency has no objection.

This agency has no objection, subject to listed or attached conditions.

This agency objects for the reasons outlined below.

CONDITIONS OF APPROVAL

- 1. For the purposes of these zoning conditions:
 - a. The portion of the PD lying east of CR 579 is hereafter referred to as the "Eastern Development Area"; and,
 - b. The portion of the PD lying west of CR 579 is hereafter referred to as the "Western Development Area".
- 2. Development shall be limited to a maximum of 1,600 single-family detached dwelling units or townhomes (of which a maximum of 200 may be constructed as townhomes), and a 1,620-student maximum non-charter public school with grade levels K-8 as further described in Condition 3. Additionally:
 - a. The above development maximums shall be further restricted within the Eastern Development Area and Western Development Area, as further detailed below.
 - i. Within the Eastern Development Area, residential development shall be limited to a maximum of 970 dwelling units; and,
 - ii. Within the Western Development Area, residential development shall be limited to a maximum of 630 dwelling units.
- 3. The school shall be limited to a non-charter public facility serving grade levels K through8, and with a maximum of 1,620 students. Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queuing and take other actions to limit off-site impacts as further described herein. Additionally, the school shall provide for onsite vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Non-Bussed Students"). Specifically:

- a. The queue shall provide for the uninterrupted stacking of vehicles within the subject site;
- b. The minimum length of queue for the school shall be determined by multiplying the number of Non-Bussed Students by 0.196, then multiplying by 25 feet, and then multiplying by 1.25; and,
- c. The school shall take all actions necessary to ensure that students are not dropped off or picked up outside of school property (i.e. within adjacent parcels or along roadways along the school frontage or proximate to the school).
- 4. The project shall be served by and limited to the following access connections:
 - a. Within the Eastern Development Area, two (2) full access connections to CR 579; and,
 - b. Within the Western Development Area:
 - i. One (1) full access connection to CR 579;
 - ii. Two (2) vehicular and pedestrian roadway stubouts along the western PD boundary as further described below; and,
 - iii. Two (2) vehicular and pedestrian roadway stubouts along the southern PD boundary.
 - c. Notwithstanding anything herein these conditions or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- 5. With respect to project roadways and required site access improvements:
 - a. The developer shall construct the two (2) roadway stubouts described in Condition 4.b.ii. concurrent with development of the Western Development Area.
 - i. The southernmost stubout shall be constructed such that it extends the internal roadway network through folio 79456.0010 (i.e. to that folio's western edge). The intent of this stubout is to provide an opportunity for the future connection of adjacent neighborhoods, increase accessibility to schools planned and/or under construction, and further the planned Wimauma grid network via the future extension of the stubout (by others) such that it connects to Lesser Goldfinch Dr., Redpoll Cliff Pl., or another suitable roadway in the same vicinity. As such, the intent of this condition is to require the developer to secure the dedication and conveyance of such right-of-way to Hillsborough County.
 - ii. The northernmost stubout shall be constructed to the eastern edge of folio 79456.0010. The intent of this stubout is to provide an opportunity for the future connection of adjacent neighborhoods, increase accessibility to schools planned and/or under construction, and further the planned Wimauma grid network via the future extension of the stubout (by others) such that it aligns with the existing (unimproved F. St. right-of-way).
 - b. The developer shall construct the two (2) vehicular and pedestrian roadway stubouts along the southern PD boundary concurrent with development of the Western Development Area. The location of these stubouts shall be coordinated with the location of planned stubouts within the adjacent PD to the south of the subject PD.
 - c. At the time of construction of the northernmost access within the Eastern Development Area, the developer shall disclose whether the area designated as the School Site will or could be constructed for that purpose or if the developer intends to exercise the residential development option described in Note 24 as shown on the PD site plan. If the School Site will be developed

for such use (or a determination has not been made) then the developer shall construct an east-west collector road between the northernmost CR 579 access and extending east along the entirety of the school parcel, concurrently with construction of such access. The east-west collector road shall be constructed to the C3-2U (i.e. Suburban 2-lane Undivided) Typical Section standard as found within the Transportation Design Manual (TDM). Notwithstanding anything shown on the PD site plan to the contrary, access to the school site shall be permitted anywhere along this internal collector roadway (subject to LDC Sec. 6.04.07 access spacing standards).

- d. Concurrent with the initial increment of development within the Eastern Development Area and Western Development Area, or otherwise at the request of the County during the site/construction plan review process, the developer shall submit transportation analyses which examines trip generation at each project access with CR 579. Such analyses shall be subject to the review and approval of Development Services and will be used to examine if single or dual inbound (or outbound) turn lanes are warranted pursuant to the analysis and/or Sec. 6.04.04.D. of the LDC, and whether additional receiving lanes must be constructed (either on CR 579 or internal roadways, as applicable) to accommodate required turning movements. The developer shall also submit a signal warrant analysis for each project access along CR 579, which shall be reviewed by and subject to the approval of Hillsborough County Public Works. If such signal is found to be warranted, the developer shall install the signal. Alternatively, at the developer's option, the developer may construct a single lane or dual lane roundabout (as necessary) at each access.
- e. Notwithstanding Condition 5.d., the developer shall construct a minimum of one roundabout, one traffic signal, or one controlled pedestrian crossing (e.g. Rapid Rectangular Flashing Beacons, pedestrian actuated signal, etc.) in order to provide bicycle and pedestrian connectivity between the Eastern Development Area and Western Development Area. All such infrastructure shall be subject to the review and approval of Hillsborough County Public Works.
- f. Other internal project roadways shall be constructed to an appropriate urban typical section as described in the Transportation Technical Manual (TTM) or Florida Design Manual (FDM), as applicable. Designation of the appropriate typical section shall occur at the time of plat/site/construction plan review and be based upon anticipated traffic volumes within each segment as demonstrated by an analysis to be submitted by the developer. Such study shall be reviewed and approved by Hillsborough County Development Services.
- 6. The developer has proffered to install a traffic signal and associated turn lane/geometric improvements (through the Mobility Fee Alternative Satisfation Agreement [MFASA] process) at the intersection of CR 579 and SR 674. The developer shall be responsible for the design and construction of the signal, together with any signal warrant studies necessary to support its installation (which shall be subject to the review and approval of Hillsborough County Public Works and FDOT).
- 7. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve the minimum necessary right-of-way along its CR 579 frontages as necessary to accommodate a 2-lane enhanced rural collector roadway (i.e. a minimum width of 108 feet of right-of-way). Notwithstanding anything in the Design Exception to the contrary (in which the developer has proffered to dedicate up to 96 feet of right-of-way along its frontage), the specific alignment of such preservation areas shall be determined at the time of site/construction plan approval and the alignment shall be adjusted/transitioned as necessary as it approaches the northern and southern boundaries of the project (i.e. to accommodate a western roadway shift) in order to avoid future impacts to adjacent ELAPP properties on the east side of CR 579 north and south of the project. Only those interim uses allowed by the Hillsborough County Corridor Preservation Plan shall be permitted within the preserved right-of-way. The right-of-way preservation areas shall be shown on all future site plans, and building

- setbacks shall be calculated from the future right-of-way line. Additionally, the developer may be required to dedicate and convey additional lands to Hillsborough County as necessary to accommodate required substandard road or site access improvements.
- 8. If 25-0469 is approved by the BOCC, the County Engineer will approve a Design Exception (dated June 12, 2025) and which was found approvable by the County Engineer (on July 8, 2025) for the CR 579 substandard road improvements. As CR 579 is a substandard collector roadway, the developer will be required to make certain improvements to CR 579 within three segments, consistent with the Design Exception approval. Specifically:
 - a. Within Segment A, which is defined as that portion of CR 579 between SR 674 and the southern boundary of the PD:
 - i. The developer shall dedicate and convey a minimum of 96 feet of right-of-way (exclusive of any additional right-of-way needed for required site access or other improvements);
 - ii. The developer shall ensure there 6-foot-wide stabilized shoulders, of which 5 feet is paved, along both sides of the roadway;
 - iii. The developer shall construct a minimum 10-foot-wide sidewalk along the west side of CR 579 (transitioning to a 5-foot-wide sidewalk where the 10-foot-wide sidewalk is not feasible north of the proposed project boundary, due to right-of-way constraints); and,
 - iv. The developer shall construct a minimum 5-foot-wide sidewalk along the eastern side of CR 579, but only along the project frontages.
 - b. Within Segment B, which is defined as that portion of CR 579 between the southern boundary of the subject PD and the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033), the developer shall construct 6-foot-wide stabilized shoulders, of which 5 feet are paved, along both sides of the roadway; and,
 - c. Within Segment C, which is defined as that portion of CR 579 between the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033) and Saffold Rd.:
 - i. The developer shall construct 5-foot-wide paved shoulders along both sides of the roadway; and,
 - ii. The developer shall construct a minimum 10-foot-wide sidewalk along the west side of CR 579.

Other Conditions:

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
 - Correct the symbology for the southernmost stubout along the western PD boundary (staff notes it should use the access stubout symbology rather than the pedestrian/vehicular access symbology) and label as "Proposed Southernmost Roadway Stubout – See Conditions of Approval".
 - Correct the symbology for the northernmost stubout along the western PD boundary (staff notes it should use the access stubout symbology rather than the undefined symbology used) and correct the label to instead read "Proposed Northernmost Roadway Stubout – See Conditions of Approval".

- Extend the hatching east along the southern boundary of the School Site, such that it extends along the entire length of the boundary of the potential school.
- Add labels at both project intersections on CR 579 and label as "Potential Signal/Roundabout/Other Improvement – See Condition of Approval".
- Add labels/depict the approximate location of "Lesser Goldfinch Dr." and "Redpoll Cliff Place" (reference Westlake Phase 2, Plat Book 148 Page 159 for additional information).
- o Label the unimproved right-of-way "F St." (reference Plat of Halifax inset within the Revised Map of Town of Wimauma, Plat Book 1, Page 136).
- O Revise Note 13 to instead state "Roadways within the Western Development Area shall be public. Roadways within the Eastern Development Area may be public or private. Roadways that are proposed to be maintained by Hillsborough County shall demonstrate consistency with Policy 4.1.4 of the Mobility Element of the Hillsborough County Comprehensive Plan."
- O Revise Note 21 to replace the words "Access and" with the words "Except as otherwise specified in the zoning conditions."
- o Revise Note 25 to delete the duplicated "25."

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to rezone multiple parcels, totaling +/- 506.69 acres, from Agricultural Rural (AR) and Planned Development (PD) 24-1036 to a new PD. A portion of the land contained within the 24-1036 PD is also being rezoned to a new PD via case file 25-0371. The portion of the existing PD which is the subject of this request is approved for two (2) single-family detached dwelling units. All other previous density had been transferred to other parts of the PD.

The applicant is proposing to modify the PD to reflect the fact that the Future Land Use on the subject parcels was recently changed from WVR-2 to RES-4, thereby having the effect of increasing allowable project density, adding the lands to the urban service area, and removing the lands from the Wimauma Village Residential Neighborhood (WVRN), which in turn means that development on these lands are no longer required to comply with the WVRN requirements contained within Part 3.24.00 of the Hillsborough County LDC. Specifically, the new PD is seeking to increase the maximum allowable number of residential units from 2 to 1,600 and is also proposing a 1,620 student non-charter public K-8 school.

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

Existing Zoning:

Land Use/Size	24 Hour Two-	Total Peak Hour Trips	
Land Ose/Size	Way Volume	AM	PM
AR and PD 24-1036, 47 Single-Family Detached Dwelling Units (ITE LUC 210)	504	37	49

*To avoid double counting, density transferred from the Sending Area within the approved (existing) PD was not included, since those are instead included as existing entitlements within related PD 25-0371.

Proposed Zoning:

Land Hag/Siza	24 Hour Two-	Total Peak Hour Trips		
Land Use/Size	Way Volume	AM	PM	
1,600 Single-Family Detached Dwelling Units (ITE Code 210)	13,648	987	1,402	
1,620 Student Non-Charter Public K-8 School (ITE LUC 520/522)	3,587	1,161	254	
Subtotal:	17,235	2,148	1,656	

Trip Generation Difference:

Land Use/Size	24 Hour Two-	Total Net Peak Hour Trips		
	Way Volume	AM	PM	
Difference	(+) 16,731	(+) 2,111	(+) 1,607	

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

CR 579 is a 2-lane, undivided, substandard collector roadway characterized by +/- 20 to 22 feet of pavement in average condition. The roadway lies within a +/- 58-foot to +/- 60-foot-wide right-of-way. There are no sidewalks or bicycle facilities within the vicinity of the proposed project.

Along the project's frontage, CR 579 is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced roadway. Although there is no typical section for 2-lane enhanced roadways, the minimum right-of-way necessary is calculated by taking the typical section for a 2-lane rural, undivided roadway (TS-7 within the Hillsborough County Transportation Technical Manual), which requires a minimum of 96 right-of-way, and adding an additional 12 feet of right-of-way for enhancements (for a total of 108 feet of right-of-way required). The specific alignment of such preservation areas shall be determined at the time of site/construction plan approval; however, the alignment shall be adjusted/transitioned as necessary as it approaches the northern and southern boundaries of the project (i.e. to accommodate a western roadway shift) in order to avoid future impacts to adjacent ELAPP properties on the east side of CR 579 north and south of the project. Only those interim uses allowed by the Hillsborough County Corridor Preservation Plan shall be permitted within the preserved right-of-way. The right-of-way preservation areas shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line. Additionally, the developer may be required to dedicate and convey additional lands to Hillsborough County as necessary to accommodate required substandard road or site access improvements.

SITE ACCESS AND CONNECTIVITY

Generally

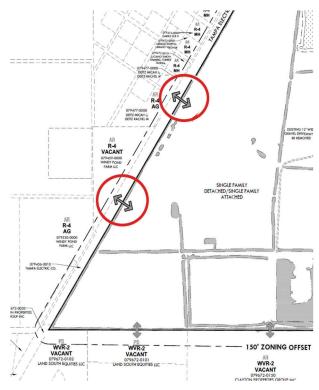
The applicant is proposing to take access to the project via CR 579. A series of roadways will be constructed to accommodate internal project traffic. The applicant's analysis indicated that certain auxiliary (turn) lanes were warranted per Section 6.04.04.D. of the LDC; however, intersections may be required to be signalized. If signalized, auxiliary turn lanes would need to be constructed; however, if the developers choose to pursue installation of roundabouts, auxiliary turn lanes may no longer be needed. As such, staff has deferred the determination of auxiliary turn lanes to the site/construction plan stage. The developer will be required to analyze the need for site access improvements, based on whatever intersection control devices are ultimately warranted, and may be required to install dual lefts into or out

of the site depending upon of the final type/amount development and configuration/design of proposed intersections and access control devices. Staff notes that dual receiving lanes or other similar improvements could be needed. County staff has ensured that access locations as well as the proposed conditions will work together to minimize external impacts from the potential school site to CR 579 to the greatest extent possible.

External Connectivity

--Western Boundary--

Along the project's western boundary (within the Western Development Area), which is approximately 6,290 feet in length, there is an abandoned railroad corridor now owned by the Tampa Electric Co. (TECO). Area planning efforts have been based on Sec. 6.02.01.A. of the LDC and guided by the requirement of 1,320 feet access spacing as provided for within the Wimauma Village Community Plan (WVCP). This would suggest a total of four connections (rounded down from 4.76) would be required. Excluding the northernmost +/- 1,850 feet of the site, which is shown as wetlands/conservation on the PD site plan, a total of three connections (rounded down from 3.36) would be required. The developer is proposing two through road connections. The third connection was presumed to be the Bishop Rd. Extension, which is a potential extension of that collector roadway to CR 579. This extension was proposed by the applicant of the adjacent PD to the south of the subject PD and is currently in construction. After meetings with County staff and the applicant, it was agreed that the developer would obtain rights to the western boundary of the TECO parcel for one crossing (the southernmost connection) while the northernmost connection would remain stubbed out to the PD boundary.

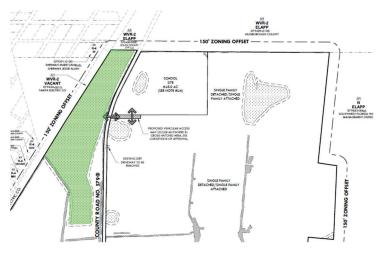


--Eastern Boundary--

Lands owned by the County, which were acquired through the Jan K. Platt Environmental Lands Acquisition and Protection Program (ELAPP), surround the project along the PDs eastern, northern and southern PD boundaries (of the Eastern Development Area). As such, there are no opportunities for additional connectivity to these areas.

--Northern Boundary--

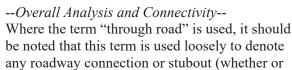
The northern property boundary within the Western Development Area is approximately 400 feet in length (between the TECO corridor and CR 579). Given the connection spacing standards, zero connections are required. While applicant is proposing zero connections; however, CR 579 provides north-south connectivity and bifurcates the PD. The entirety of the northern portion of the site within the Western Development Area is shown as wetland/conservation areas. These areas have been shown in green.

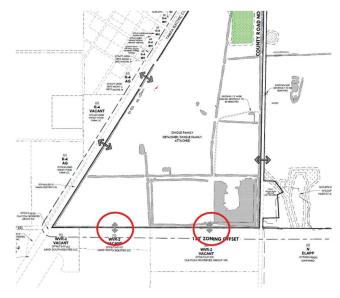


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--Southern Boundary--

The southern property boundary is approximately 3,200 feet in length (between the TECO corridor and CR 579). Given the connection spacing standards, a total of two connections would be required (rounded down from 2.42). In addition to the CR 579 north-south corridor, the developer is providing two additional connections (for a total of three connections provided). Applicant-proposed through road connections are shown circled in red.





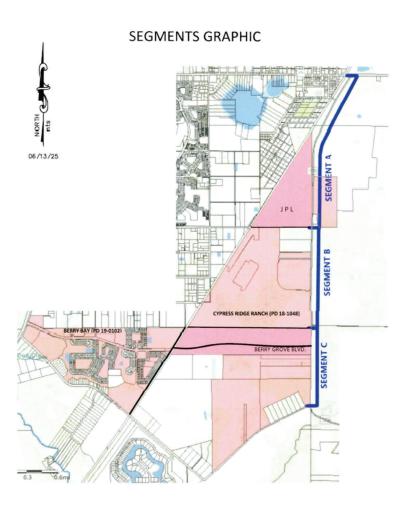
not there is a roadway currently planned to connect to the stubout). This offset roadway design also has the effect of calming through road traffic, and is consistent with LDC Section 6.02.01.A.10 which states "Local streets should be designed to discourage excessive speeds. Residential streets should be designed to discourage fast movement (more than 30 MPH), through the use of curvilinear alignment and by offsetting local street intersections." Internal project design will be reviewed for compliance with this and other applicable standards at the time of site/construction plan review. Notwithstanding the above, staff has prepared a graphic showing approved projects, planned and under construction corridors, together with other possible corridors to conceptually demonstrate how connectivity is planned and can potentially be enhanced to meet community goals. Staff notes that such connectivity not only increases bicycle and pedestrian safety and provides alternate routes to schools and for emergency vehicles, but it also provides important redundancy in our roadway systems, which can become critical alternative routes during accidents, other emergencies, and to maintain the safe/functional operations of our roadways and intersections as area roadways exceed planned capacities.

PROPOSED DESIGN EXCEPTION - CR 579 SUBSTANDARD ROAD

Given that CR 579 is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for CR 579 (dated June 12, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on July 8, 2025). If approved, the request would authorize deviations from the 2021 Transportation Technical Manual (TTM) TS-7 Typical Section (for 2-lane Undivided, Local and Collector Rural Roads) including:

- Improvements were split into three segments. Segment A is defined as that portion of CR 579 between SR 674 and the southern boundary of the PD. Segment B is defined as that portion of CR 579 between the southern boundary of the subject PD and the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033). Segment C is defined as that portion of CR 579 between the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033) and Saffold Rd. A graphic has been provided below to demonstrate these areas.
- The developer shall be permitted to utilize the existing 10-foot to 11-foot-wide travel lanes in their existing configuration in lieu of the 12-foot-wide travel lanes required by the Hillsborough County Transportation Technical Manual's (TTM) TS-7 Typical Section; and,

- In lieu of the 8-foot-wide shoulders (of which 5 feet is paved) typically required by the TTM's TS-7, the developer will be permitted to construct 6-foot-wide stabilized shoulders (of which 5-feet is paved) within Sections A and B, and 5-foot-wide paved shoulders within a stabilized shoulder of indeterminate width within Segment C.
- In lieu of 7-foot-wide buffered bicycle facilities along both sides of the roadway, the developer will be permitted to install a 10-foot-wide multi-use path within Segment A along the west side of CR 579 (transitioning to a 5-foot-wide sidewalk north of the project where necessary due to right-of-way constraints).



If 25-0469 is approved by the BOCC, the County Engineer will approve the Design Exception request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Information for pertinent roadways is included below.

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

Source: Hillsborough County 2020 Level of Service Report.

Page 10 of 10

Ratliff, James

From: Williams, Michael

Sent: Tuesday, July 8, 2025 11:59 AM

To: Steven Henry

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

Eleonor; Tirado, Sheida; PW-CEIntake

Subject: FW: RZ PD 25-0469 - Design Exception Review

Attachments: 25-0469 DEAd 06-13-25.pdf

Steve,

I have found the attached Design Exception (DE) for PD 25-0469 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review County Engineer

Development Services Department

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

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov> Sent: Thursday, July 3, 2025 6:16 PM

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

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

Subject: RZ PD 25-0469 - Design Exception Review

Hello Mike.

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

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

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services Department

E: TiradoS@HCFL.gov

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

601 E. Kennedy Blvd., Tampa, FL 33602

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Hillsborough County Florida

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Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	 Section 6.04.02.B. Administrative Variance ▼ Technical Manual Design Exception Request □ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) □ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) 			
Submittal Type (check one)	☐ New Request ☐ Additional Information			
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	× 1. CR 579 - Substandard Road			
submittal number/name to each separate request number previously identified. It is critical that the ap	uests (whether of the same or different type), please use the above fields to assign a unique. Previous submittals relating to the same project/phase shall be listed using the name and oplicant reference this unique name in the request letter and subsequent filings/correspondence. If information related to a previously submitted request, then the applicant would check the			
Project Name/ Phase JPL				
Important: The name selected must be used on all full frequest is specific to a discrete phase, please also	uture communications and submittals of additional/revised information relating to this variance. list that phase.			
Folio Number(s) 079453.0000, 079456.0000, 079455.0100				
Tollo (valliber(s)	☐ Check This Box If There Are More Than Five Folio Numbers			
numbers must be provided in the format provided l	to a maximum of five. If there are additional folios, check the box to indicate such. Folio by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, 789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789;			
Name of Person Submitting Request	Steven J. Henry, P.E.			
Important: All Administrative Variances (AV) and De State of Florida.	esign Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the			
Current Property Zoning Designation				
Designation. Typing "N/A" or "Unknown" will result to County Zoning Atlas, which is available at https://me	mily Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) in your application being returned. This information may be obtained via the Official Hillsborough aps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, for Development Services at (813) 272-5600 Option 3.			
Pending Zoning Application Number	MM 25-0469			
	nter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not MM for major modifications, PRS for minor modifications/personal appearances.			
Related Project Identification Number (Site/Subdivision Application Number)	N/A			

1 of 1

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

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



June 12, 2025

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

Re: JPL

MM 25-0469

Folio 079453.0000, 079456.0000, 079455.0100

Lincks Project # 19071

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet the Land Development Code Section 6.04.03L for CR 579 from SR 674 to the southern boundary of the Cypress Ridge Development – see Segment Graphic attached. The project is located east and west of CR 579 and south of SR 674. The developer proposes to modify the existing Planned Development for the property to allow 1,600 Single Family Homes and a 1,620 K-8 School.

Table 1 provides the trip generation.

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

- Four (4) full accesses to CR 579 from the East Parcel
- Two (2) full accesses to CR 579 from the West Parcel
- Two (2) cross accesses to Cypress Ridge to the south

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

Based on the evaluation of CR 579, there is not sufficient right of way to improve CR 579 to TS-7 standards. Therefore, a Design Exception is required for CR 579. The roadway is broken down into segments based on ownership, right of way, and existing/future development. The JPL Development is to improve Segments A and B and the Council Growers Development is to improve Segment C.

Segment A

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

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

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

Segment B

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

- 1. Right of Way The right of way along the segment of CR 579 varies between approximately 59 feet to 90 feet. The developer of PD 18-1048 is required to dedicate an additional 21.5 feet of right of way on the west side of CR 579.
- Lane Width TS-7 has 12 foot lanes. The proposed section is to maintain the existing lanes at 10 to 11 feet. Due to limited right of way, 12 foot lanes cannot be provided.
- 3. Shoulder TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot shoulder with 5 feet paved.
- Sidewalk TS-7 has 5 feet on both sides of the roadway. The developer of PD 18-1048 is required to provide a 5 foot sidewalk along the property frontage.

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

Mr. Mike Williams June 12, 2025 Page 3

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

Please do not he information. Best Regards, Steven J Henry President Lincks & Associa A TMC Company P.E. #51555	tes, LLC	any questions or require any additional
	formation provided by the apDisapprovedApproved	plicant, this request is:
	Approved with Condition	าร
	further questions or you need 813) 276-8364, <u>TiradoS@hills</u>	d clarification, please contact Sheida boroughcounty.org.
Date		Sincerely

Michael J. Williams

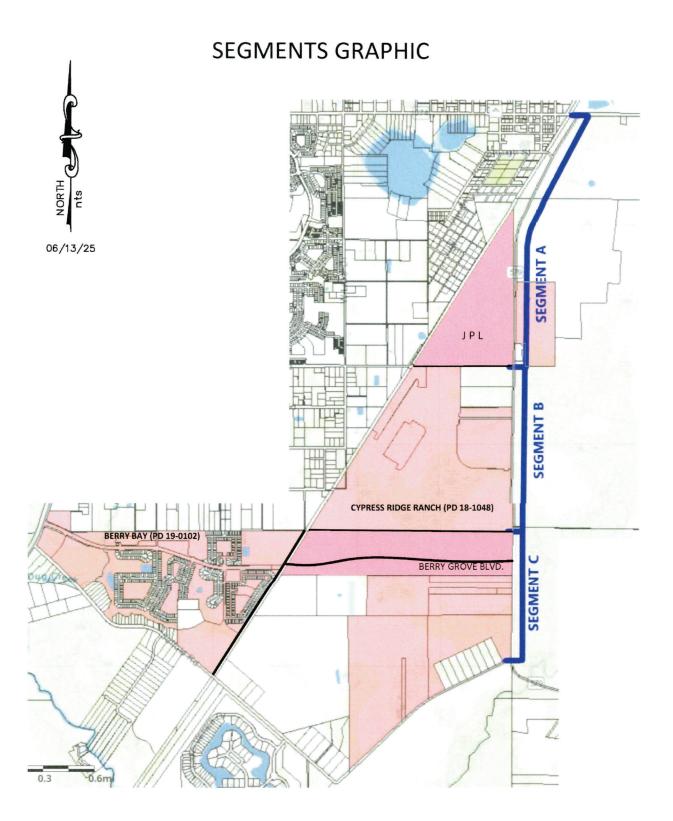
Hillsborough County Engineer

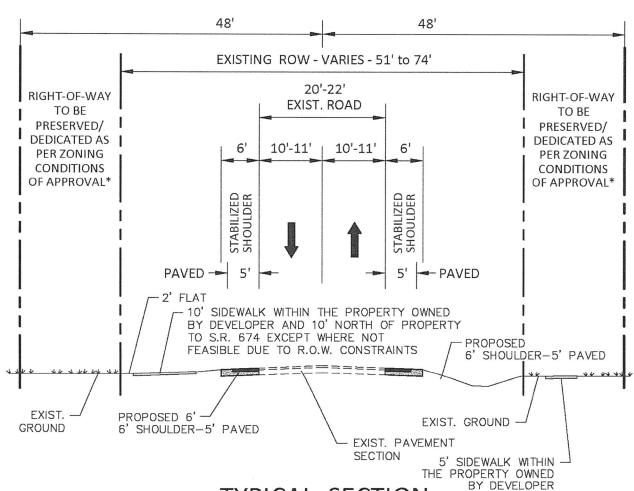
TABLE 1

ESTIMATED PROJECT TRIP ENDS (1)

	1						
בֿו	Total	561	841	174	80	1,095	1,656
PM Peak Hour Trip Ends	Ont	208	311	94	42	447	655
P	듸	353	530	80	38	648	1,001
≒	Total	398	589	803	358	1,750	2,148
AM Peak Hour Trip Ends	n Out	298	442	369	165	926	1,274
AA	듸	100	147	434	193	774	874
Daily	Trip Ends	5,487	8,161	2,463	1,124	11,748	17,235
	Size	630 DU's	970 DU's	1,085 Students	535 Students	Sub-Total	Total
	Code	210	210	520	522		
	Land Use	Single Family	Single Family	Elementary School	Middle School		
	Location	West	East				

(1) Source - ITE Trip Generation Manual, 11th Edition, 2021.

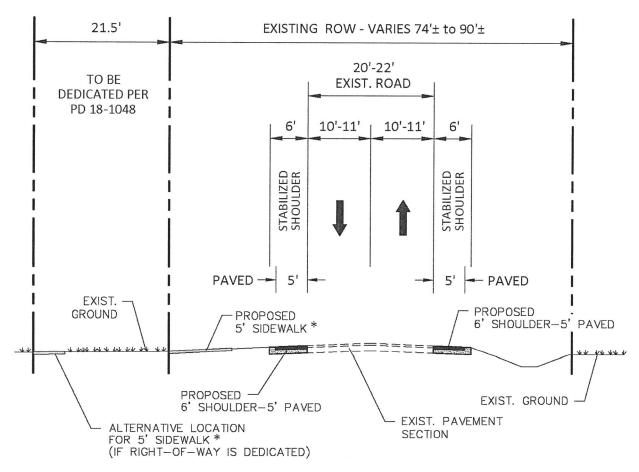




TYPICAL SECTION. SEGMENT A

C.R. 579

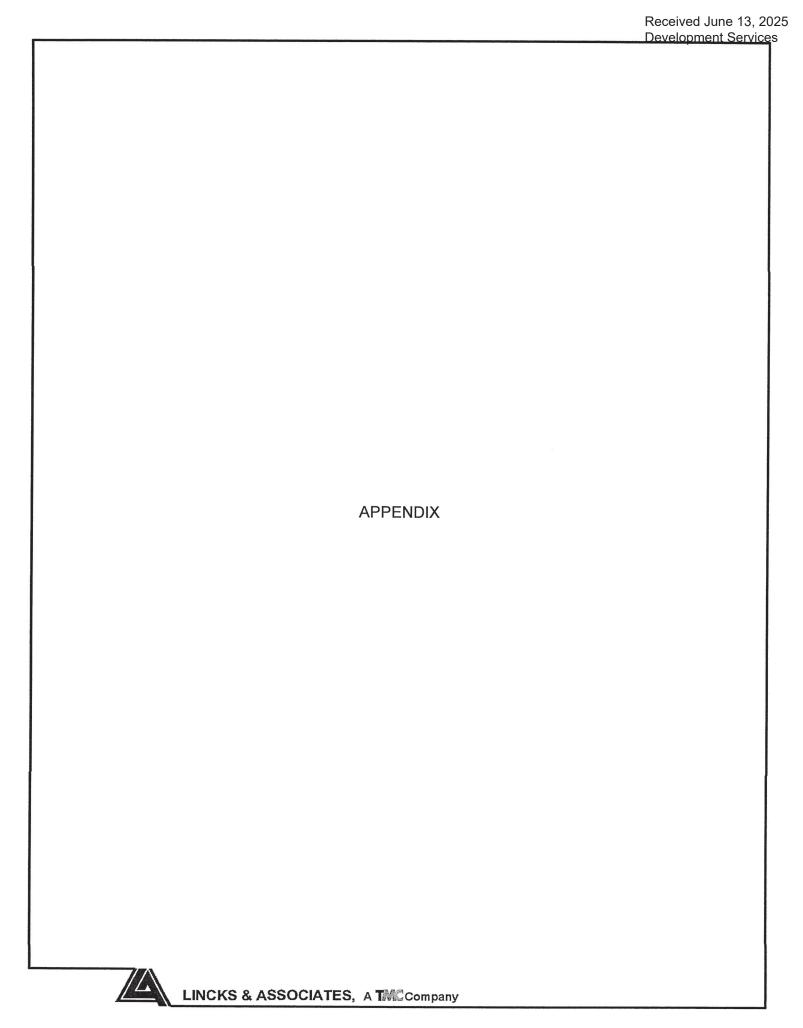
^{*} THE RIGHT-OF-WAY IS TO BE PRESERVED/DEDICATED WITHIN THE LIMITS OF THE PROPERTY OWNED BY THE DEVELOPER.

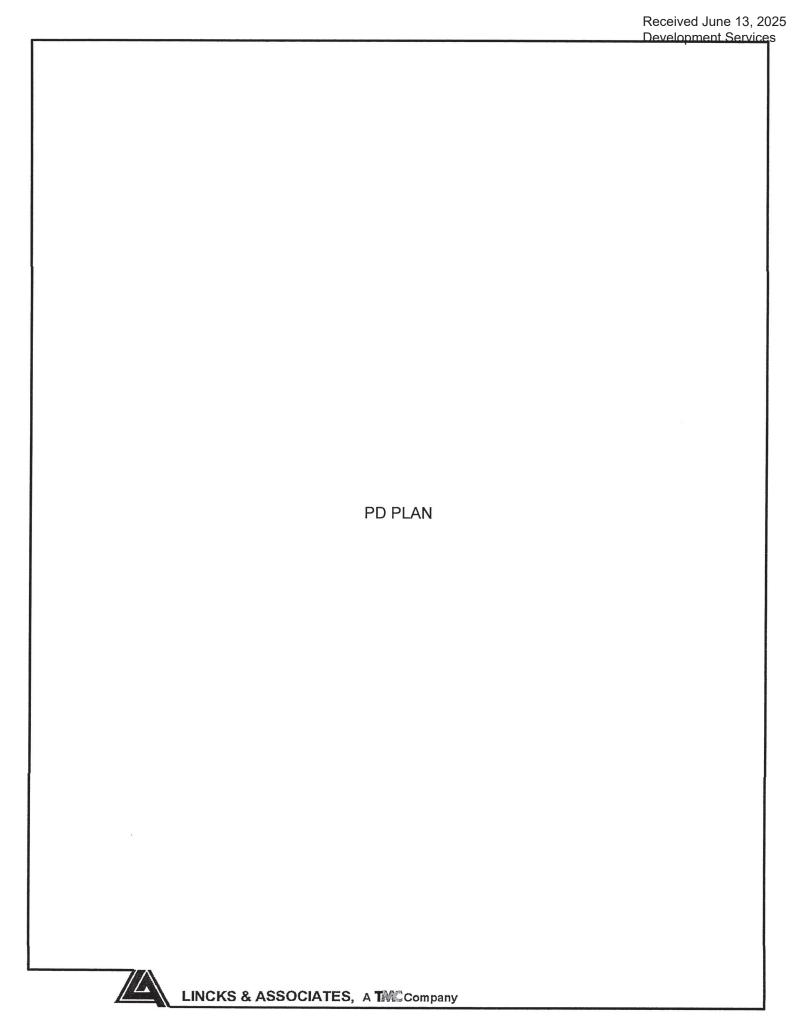


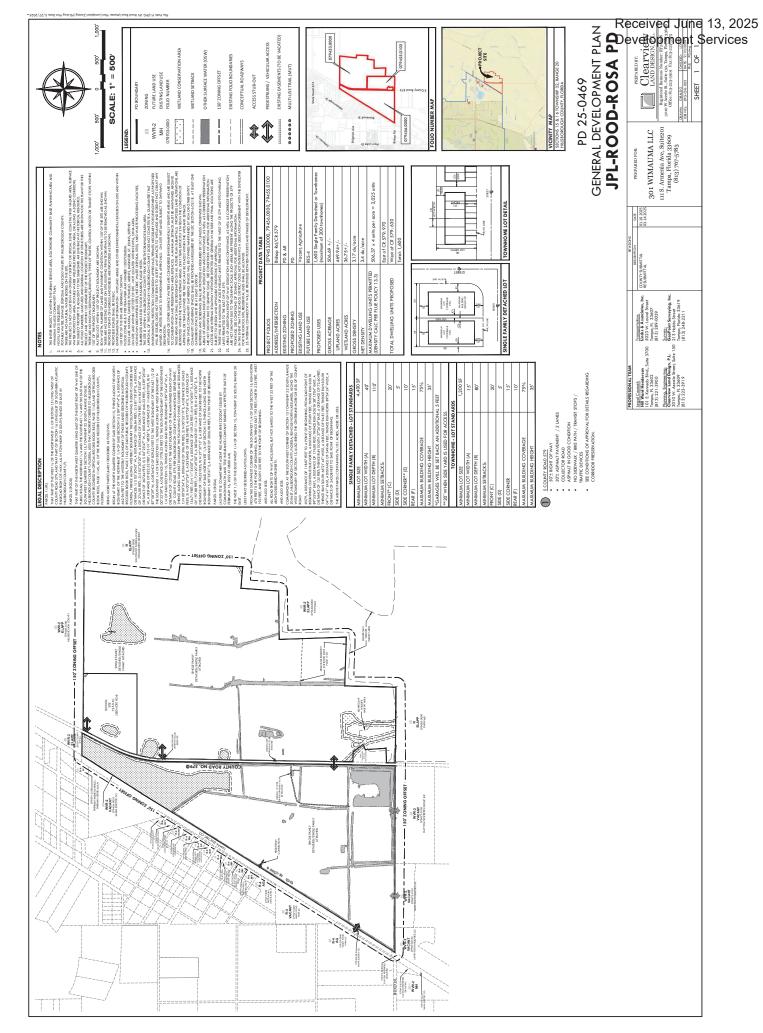
TYPICAL SECTION SEGMENT B

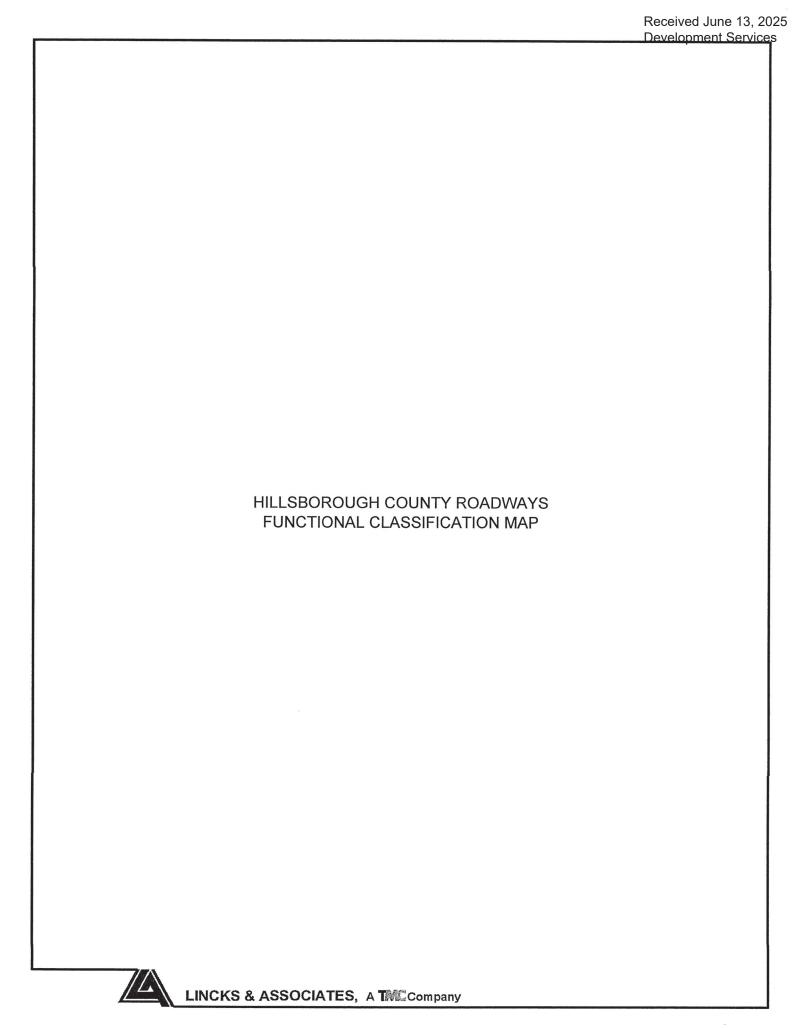
C.R. 579

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

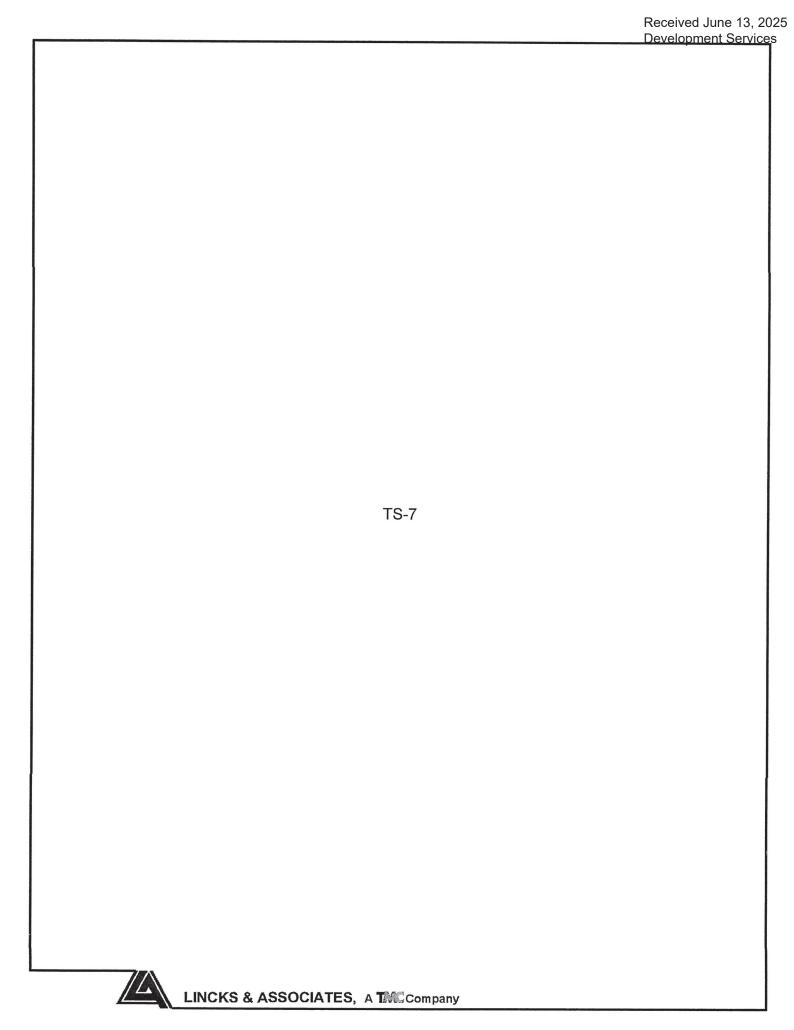


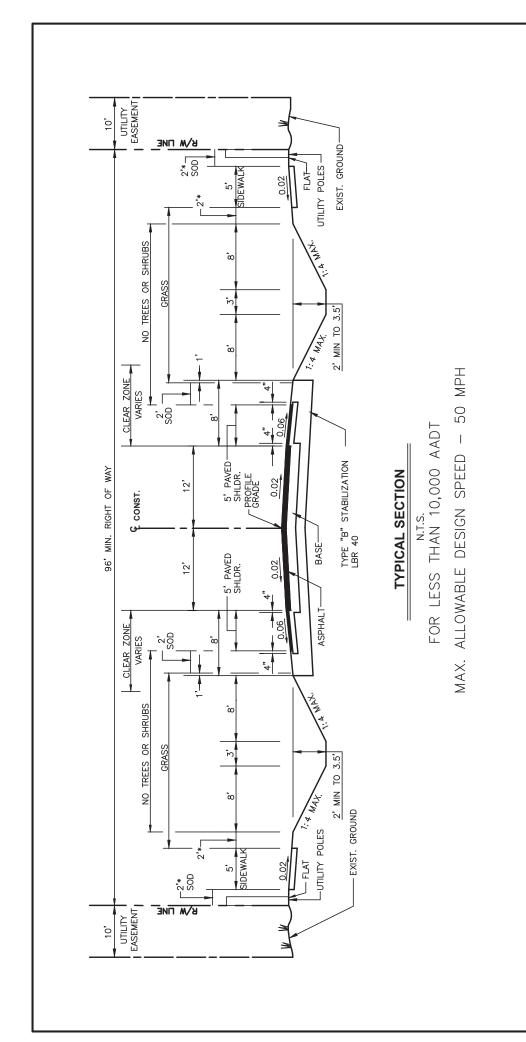






Received June 13, 2025 **Development Services** FUNCTIONAL CLASSIFICATION Infrastructure & Development Services HILLSBOROUGH COUNTY PART 30 ON THEST YES AD LANGE DOES COPAGE. TO REPORT MAY 10 OR CITIES PARK! VILLAGE DESCRIPTION OF THE WARNES PART 10 OR CITIES PARK! VILLAGE SECTION OF THE STANDARD PART 10 OR DEVENDENT STANDARD WALLS PART 10 OR DEVELS AND WALLS PART 10 OR DEVELS AND STANDARD VILLAGE PART 10 OR DEVELS AND STANDARD VILLAGE PART 10 OR DEVELS PART 10 OF DEVELS PART 10 OF DEVELS PART 10 OF THE LOS VIOL DEPORT OF THE VIOL DEPO Urban Service Area Boundary Hillsborough County, Florida ROADWAYS State, Principal Arterial Hillsborough, Collector Hillsborough, Arterial Locator Map Functional Classifications Legend Authority, Classification State, Arterial 75 R 19 E R 19 E COUNTY 25-0469





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

lорте **У**

DRAWING NO.

2025

Ser

1 OF

SHEET NO.

Hillsborough County Florida **TRANSPORTATION TECHNICAL** MANUAL

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

PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR

SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.

ALL DIMENSIONS SHOWN ARE MINIMUM.

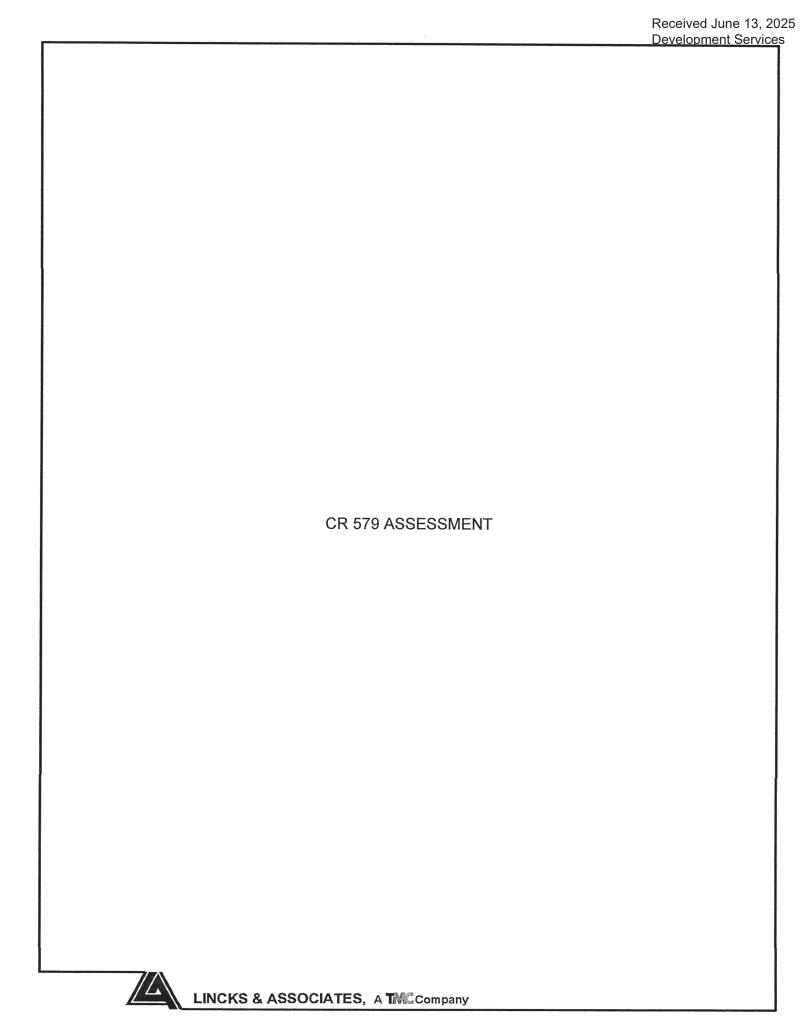
. 2 %

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

REVISION DATE:

4. 3.

10/17



CR 579

Special Field Survey for Substandard Road Assessment

Limits of Survey: Saffold Road to CR 674

במוסום ויסמם וס כויסי

Type of Road: Two lane, crown, aspalt

Shoulder cond.: Good to poor, some erosion

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

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

Swales: swales both sides, most of the segment

Notes:

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

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

- 3. Nominal dimensions for shoulders are when there is no discrete separation between shoulder and front slope and the minimum required shoulder is used as a nominal shoulder.
- Most traffic signs are 8' to 10' from EOP and are breakaway.
- 5. AADT is 800. Requirement for shoulder is 8'. FDOT greenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes.
 - 6. CR 579 classified as Major on Hillsborough County Map and Minor Collector RURAL on FDOT map.
- 7. Hillsborough Transportation Manual for Subdivision and Site Development Projects Section 3.1 requires 12' lanes for commercial rural roads without bike lanes or paved shoulders. See Summary Page for existing lane widths
 - 8. There are no Traffic Control Poles or devices. All Light Poles, Utility Poles, and Trees are outside of the Clear Zone. Some mailboxes, guardrails and drainage culvert headwalls are within the Clear Zone. See Field Survey.

⋈ Hillsborough County
 ✓ Pasco County

FDOT

Speed Limits and Clear Zone Distances

Road Jurisdiction

	Left Lanes	les				Right Lanes	nes		
Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)	Begin Station	End Station	Speed Limit (mph)	Clear Zone	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)	Begin	End	Speed Limit (mph)	Clear Zone
	00+0	5+15	45	14'	L	00+0	5+75	45	14'
⊢	5+15	169+30	22	18'	Т	5+75	169+30	55*	18,
								The second secon	

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* Presumed speed as speed limit sign missing

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

_						_
SS	Right	Slope	0.0%	17.0%	9.5%	
Ith and Slope	Right	Width	4.0'	8.0'	6.5'	
Shoulders Width and Slopes	Left	Slope	2.0%	16.0%	10.2%	
ि	Left	Width	4.0'	8.0'	6.7'	outliers)
	•		Minimum:	Maximum:	Average:	vithout
			Mir	Ma	A	lues (v
			Mir	May	Av	ned mean values (without outliers)
and Slopes		Right Slope	-4.3% Mir	-1.3% May	-2.6% Av	d from trimmed mean
ment Width and Slopes		Width Right Slope		_		d from trimmed mean
Lane Pavement Width and Slopes	Left	Slope Width Right Slope	-4.3%	-1.3%	-2.6%	immed mean

	ā	Т	Г	Г	1
	Back Slop	adops 2	10%	6.5%	
	Back Slope	~ vviatii	1	1	
	Back Slope	10%	100%	43.6%	
S	Back Slope Back Slope Back Slope	4'	12'	.8	
LEFT Side Slopes	Bottom	0,	-8	3,	
LEFT	Front Slope Front Slope 2 Slope 2 Midth	5%	25%	15.0%	rvey
	Front Slope	7	7.	7.	d limits of su
	Front Slope	2%	37%	16.7%	pe continues beyond limits of survey
	Front Slope	4'	11'	7'	- = Slope cor
•		Minimum:	breakaway.	Average:	

								OV V
		Back Slope Back Slope Back Slope Back Slope	2 Slope	10%	13%	11.5%		TI OLO
		Back Slope	2 Width	-8	14'	11.		
		Back Slope	1 Slope	5%	160%	40.5%		
	es	Back Slope	1 Width	1,	15'	10,		
	RIGHT Side Slopes	Bottom	Width	٥,	10,	3,		
	RIGH	ope Front Slope Front Slope Front Slope 2	Slope				rvey	FET Slope Maximums
		Front Slope	2 Width				nd limits of su	PET Clone
(Front Slope	1 Slope	%6	30%	19.0%	continues beyond limits of survey	
		Front Slope	1 Width	4'	14'	7'	- = Slope cor	
	•			Minimum:	Maximum:	Average:		

			4	Maximum Allowed	Number of Sections	Sections Exceeding	Percent Exceeding
	slope	Outside	Clear Zone	20%	14	3	21.4%
LEFI Siope Maximums	Back slope	Inside	Clear Zone Clear Zone Clear Zone Clear Zone	%EE	14	3	21.4%
LEFI SIOPE	lope	Outside	Clear Zone	%EE	14	0	%0.0
	Front slope	Inside	Clear Zone	25%	14	1	7.1%
				Maximum Allowed:	Number of Sections:	Sections Exceeding:	Percent Exceeding:

"	Back slope	Outside	Clear Zone	%09	14	2	14.3%
e Maximums	Back	Inside	Clear Zone	%EE	14	2	14.3%
RIGHT Slope Maximums	Front slope	Outside	Clear Zone Clear Zone Clear Zone Clear Zone	33%	14	0	0.0%
	Front	Inside	Clear Zone	25%	14	0	0.0%
				Maximum Allowed:	Number of Sections:	Sections Exceeding:	Percent Exceeding:

Field Survey

Station Worldhistope Station Station Station Station Station Station Worldhistope Station		Left Slop	Left Slopes and Swales	swales	Left Shoulder	Lan	Lane Pavement	nent	Right Shoulder	Right 9	slopes an	Right Slopes and Swales
11/12%-0.73% 0	: Č	Back Slope	Bottom	Front Slope	Total/Paved/	Left		Right	Total/Paved/	Front Slope	Bottom	Back Slope
11/12%,-13% 14/14	Station	(Width/slope)	(width)	(width/slope)	Slope	Slope	Width	Slope	Slope	(width/slope)	(width)	(width/slope)
If BWR 39 'IT, 5-15 45 mph North Raile shoulder erosion, 3+23 72" CMP culvert, HDW 16 'LT, 16' RT RT Trees 20' RT, 5-75 55 mph North XIT side shoulder erosion, 3+23 72" CMP culvert, HDW 16 'LT, 16' RT RT RES 20' RT, 5-75 55 mph North XIT side shoulder erosion, 3+23 72" CMP culvert, HDW 16 'LT, 16' RT RT RES 20' RT, 5-75 55 mph North XIT SIGNS Road RT RT RT RES 35' RT RT RT RT RT RT RT	- 1	11'/12%,~/-3%	ō	47-6%	%9-/.0/.8 *	-3.2%	22.7'	-3.4%	*8'/0'/-14%	47-14%	4.	7.122%
Times 20' RT, 5+75 55 mph North, RT side shoulder erosion, 3+23 72' CMP Culvert, HDW 16' LT, 16' RT ES/H00 Set at centerline intersection with Saffols Road 1.20' RT ES/H00 Set at centerline intersection with Saffols Road 1.20' RT ES/H00 Set at centerline intersection with Saffols Road 1.20' RT ES/H00 Set at Centerline intersection with Saffols Road 1.20' RT ES/H00 Set at Centerline intersection with Saffols Road 1.20' RT ES/H00 Set at Centerline intersection with Saffols Road 1.20' RT ES/H00 Set at Centerline intersection with Saffols Road 1.20' RT ES/H00 Set at Centerline intersection with Saffols Road 1.20' RT ES/H00 Set at Centerline intersection with Saffols Road 1.20' RT ES/H00 Set at Centerline intersection Road 1.20' RT ES/H00 Set at Centerline intersection Road 1.20' RT ES/H00 Set at Centerline Road 1.20' RT ES/H00 Set Road 1.20' RT	<u></u>	4' BWF 39' LT, 5+	15 45 mp	oh South								
Second	꿉	Trees 20' RT, 5+7	5 55 mpt	North, RT side s	shoulder erosion,	3+23 72'	" CMP CL	llvert, HD	W 16' LT, 16' RT			
15'18% 0' 5'12% *8'0'/12% 3.0% 20.0 -2.7% *8'0'/15% 0' ITTRES 3S' RT	Notes	0+00 set at center	ine inter	section with Saffo	ols Road							
I BMP 28 LT LT BMP 28 LT LT BMP 28 LT LT LT LT LT BMP 28 LT LT LT LT LT LT LT L	8+00	15.18%	0,	57-12%	*8'/0'/-12%	-3.0%	20.0	_	*8'/0'/-15%	57-15%	0	10/16%
Res 35' RT	5	4' BWF 28' LT										
Ses 10+70 (3) 48" CMP Culvert, HDW 18" LT, 20" RT	R	Trees 35' RT										
4/40% -/10% 7' 5/-37% 5/07/-13% -3.8% 20.0' -2.6% 4/07/0% 6/-25% 6' TIMB.'s 6-8' LT, U.P. 20' LT	Notes	10+70 (3) 48" CMF	Culvert)' RT							
Trees 17" RT Trees 20" LT RT RT RT RT RT RT RT	20+00	4'/40%,~/10%	۲.	5.1-37%	5'/0'/-13%	-3.8%	20.0'	-2.6%	4'/0'/0%	67-25%	.9	1,/160%
Fig. Trees 17" RT Trees 20" LT	<u></u>	M.B.'s 6'-8' LT, U.F	P. 20' LT									
B 81/45% 5' 81/10%,77-25% *87/07-10% -2.6% 20.6' -2.7% 6'/07-8% 87-25% 4' Threes 20'LT Three 20'LT Threes 20'LT Three 20'LT Threes 20'	R	Trees 17' RT										
S145% S7 S1/10%, 71/25% *81/07/10% -2.6% 20.6" -2.7% 61/07/8% 81/25% 4" Trees 20" LT Trees 20" LT Trees 20" LT Trees 20" LT LT Trees 20" LT LT LT LT LT LT LT LT	Notes											
Trees 20' LT Trees 20' LT Trees	28+00	8'/45%		87-10%,77-25%	*8'/0'/-10%	-2.6%	20.6'	-2.7%	%8-/.0/.9	8.7-25%	.4	5/130%
RT Trees 18' RT SS 8724%	5	Trees 20' LT										
BY 24% O BY 10% SY	R	Trees 18' RT										
SY/24% O'	Notes											
LT Trees 20' LT, U.P. 24' LT RT Trees 30' RT, 4' BWF 32' RT Es 45+27 24" RCP Culvert, HDW LT 15', RT 16' LT Trees 25' LT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ES 6/100% RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ES 6/100% RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ES 6/100% RT Trees 20' RT RT RT RT RT RT RT RT RT RT RT RT RT RT RT	36+00	8/24%	,0	87-10%	*8'/0'/-10%	-3.5%	20.4'	-3.0%	*8//0/-17%	6./-17%	.0	10/22%,8/-13%
RT Trees 30' RT, 4' BWF 32' RT es 45+27 24" RCP Culvert, HDW LT 15', RT 16' LT Trees 25' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ES 67/100% RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ES 67/100% RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT ES Pavt Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT ES Pavt Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT ES Pavt Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT ES Pavt Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT ES Pavt Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT ES Pavt Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT ES Pavt Good, 71+00 24" RCP culvert, HDW 15' LT, 17' RT ES Pavt Good, 71+00 24" RCP Culvert, HDW 15' LT, 17' RT ES Pavt Good, 71+00 24" RCP Culvert, HDW 15' LT, 17' RT ES Pavt Good, 71+00 24" RCP Culvert, HDW 15' LT, 17' RT	בו	Trees 20' LT, U.P.	24' LT									
LT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT RT Trees 20' RT RT	R	Trees 30' RT, 4' B	WF 32' F	Н								
12/16% 0' 81/-15% 6'/0'/-6% -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' Trees 25' LT	Notes	45+27 24" RCP CL	ulvert, HE									
LT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ESTATE ES 20' RT Trees 20' RT RT Trees 20' RT RS Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT T7/23%	52+00	12/16%	,0	87-15%	%9-/.0/.9	-2.3%	21.0'	-1.3%	8/0/-12%	7.1-17%	,0	111/20%,147/-10%
RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT (es) 6/100% 8' 10'/-25% 14'/-15% 14'/-15% 4' 14'/-15% 14'/-15% 4' 14'/-15% 14'/-15% 4' 14'/-15% 14'/-15% 4' 14'/-15% 14'/-15% 14'/-15% 14'/-15% 14'/-15% 14'/-15% 14'/-15% 14'/-15% 14'/-15% 14'/-16% 14'/-	5	Trees 25' LT										
es 6/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' LT Trees 26' LT RT Trees 20' RT RES Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT T/23% 4' 5'/-14% 6'/0'/-16% -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4' LT U.P. 20' LT, GR 94+23 to 95+80 8' LT RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT RES Pav't Good, 71/-00/-10% 8'/-14% 8' RT RES Pav't Good, 71/-00 4' 8'/-14% 10' 8'/-16% 10' 8'/-14% 10	R	Trees 26' RT, 56+	20 (3) 36	_	OW 20' LT, 19' R	_						
6/100% 8' 10'1-25% 8'10'1-14% -3.7% 21.0' -1.8% 6'10'1-9% 14'1-15% 4'	Notes	•										
LT Trees 26' LT RT Trees 20' RT Ses Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT LT U.P. 20' LT, GR 94+23 to 95+80 8' LT RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Ses 94+50 36" RCP Culvert, HDW 15' LT, 17' RT Ses 94+50 36" RCP Culvert, HDW 15' LT, 17' RT	00+89	6/100%	-8	107-25%	8'/0'/-14%	-3.7%	21.0'	-1.8%	%6-/.0/.9	147-15%	.4	5/100%
RT Trees 20' RT tes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT T/23%	LJ	Trees 26' LT										
es Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT 7/23%	R	Trees 20' RT										
T7/23% 4' 57/-14% 6'707'-16% -3.2% 20.4' -1.6% 7'707'-10% 8'7-14% 4' A' LT U.P. 20' LT, GR 94+23 to 95+80 8' LT Res 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT ees 94+50 36" RCP Culvert, HDW 15' LT, 17' RT	Notes	Pav't Good, 71+00	24" RCF									
.74 8' RT	84+00	7./23%	'4	5/-14%	6'/0'/-16%	-3.2%	20.4'	-1.6%	7./0/-10%	87-14%	.4	15/10%
RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Notes 94+50 36" RCP Culvert. HDW 15' LT, 17' RT	L	U.P. 20' LT, GR 94	1+23 to 9	5+80 8' LT								
Notes 94+50 36" RCP Culvert, HDW 15' LT, 17' RT	R	Trees 25' RT, BWF	- 34' RT,	GR 93+60 to 94	+74 8' RT							
	Notes	194+50 36" RCP CL	JIVert. HE	W 15' LT. 17' R								

Lincks & Associates, Inc.

Station 100+00 LTT RTT Notes 1120+00 LTT LTT L20+00 LTT LTT LTT LTT LTT LTT LTT LTT LTT L			בפון סוסחבים שווח סאמובים	Lett Shoulder	Lan	Lane Pavement	nent	Right Shoulder	Right	Right Slones and Swales	Swalps
Notes 1 20+00 LTT Notes 2 20+00	Back Slope	Bottom	Front Slope	Total/Paved/	Left		Right	Total/Paved/	Front Slope	Bottom	Back Slope
Notes 1 Notes 1 20+00	(width/slope)	(width)	(width/slope)	Slope	Slope	Width	Slope	Slope	(width/slope)	(width)	(width/slope)
Notes 1	060T/OT			%9T-/0/8	-T.6%	20.4	-1.4%	6/0/-12%	7.7-16%	,0	13'/8%
Notes 1	LI Irees 24' LT, GR LT 101+60 to 104+00 8'	LT 101+6	30 to 104+00 8' LT								
Notes 1 20+00 LT1	RT Trees 25' RT, 6' CLF 66' RT, GR RT 101+	LF 66' R	T, GR RT 101+30	30 to 102+55 8' RT	F						
00+00 LT	Notes 102+30 (2) 48" Box Culverts, HDW 16' LT,	x Culvert	s, HDW 16'LT, 1	12' RT							
LT	8//100%	.9	6./25%	4'/0'/-8%	-2.1%	20.0	-2.9%	%9-/.0/.9	7.1-27%	.9	8/15%
F	LT Trees 24' LT										
r											
Notes											
134+00	5/100%	2'	9.7-25%	2,/0,/9%	-0.6%	21.0'	-2.1%	6'/0'/-5%	47-30%	10,	4.130%
LTN	LT MB's 4' LT, U.P. 18' LT, Trees 20'	8' LT, Tre	ses 20'							2	
RT											
Notes											
150+00	~/10%	7.	5.7-21%	4'/0'/-5%	-2.9%	20.1'	-2.3%	2,/0,/-6%	6.7-28%	.9	15./25%
LT	LT Trees 16' LT, 163+12 Centerline Hillsborough St	12 Cente	erline Hillsborough	h St						,	
RT4	RT 4' WF 32' RT										
Notes											
166+00			11'/-16%,~/-5%	*8'/0'/-16%	2.2%	22.0'	-4.3%	%6-/.0/.8*	%6-/.2	0,	15/2%
L											
RTU.P.	J.P. 28' RT, 5' WF 30' RT	: 30' RT									
Notes											
172+00			~/-2%	*81/01/-2%	-2.6%	21.0'	-3.7%	5/0/-10%	127-14%	,0	12./7%
LT											
RT 5	RT 5' WF 25' RT										
Notes											
L				179+30	179+30 End of Segment at EOP S.R. 674	egment a	at EOP S	.R. 674			
RT											
Notes											
LT											
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5											
RT											
Notes											

Page 4

CR 579 Aerial & Stationing



0 500 1,000 2,000 ft 0 290 580 1,160 m

Stations in 1000 ft increments

COMMISSION

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



DIRECTORS

Janet D. Lorton executive director Elaine S. DeLeeuw admin division Sam Elrabi, P.E. water division Diana M. Lee, P.E. air division Michael Lynch wetlands division Rick Muratti, Esq. legal dept Steffanie L. Wickham waste division

AGENCY COMMENT SHEET

REZO	NING
HEARING DATE: May 19, 2025	COMMENT DATE: May 7, 2025
PETITION NO.: 25-0469	PROPERTY ADDRESS: 1108, 1404, & 1689 S. 579
EPC REVIEWER: Abbie Weeks	Hwy, Wimauma
CONTACT INFORMATION: (813) 627-2600 x1101	FOLIO #: 0794550100, 0794560000, 0794530000
EMAIL: weeksa@epchc.org	STR: 15/16/21-32S-20E
DECLINATION TO A TAKE A TO A TAKE A TO A TAKE A	

REQUESTED ZONING: Modification to PD

FINDI	NGS
WETLANDS PRESENT	YES
SITE INSPECTION DATE	N/A
WETLAND LINE VALIDITY	Valid through April 29, 2030 (SWFWMD)
WETLANDS VERIFICATION (AERIAL PHOTO,	Wetlands and OSWs are approximately depicted
SOILS SURVEY, EPC FILES)	

The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:

- Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the
 Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary
 for the development as proposed will be issued, does not itself serve to justify any impact to wetlands,
 and does not grant any implied or vested right to environmental approvals.
- The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/

OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

• Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

INFORMATIONAL COMMENTS:

The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.

- The site plan depicts Other Surface Water (OSW) impacts that have not been authorized by the Executive Director of the EPC. The impacts are indicated for roadway crossings. Chapter 1-11, prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan. It is recommended that a request for determination of Noticed Exempt Activities (WEA10 Exempt Activities in Wetlands (formsite.com) be submitted. If proposed impacts are determined to not meet Noticed Exemption and you choose to proceed with the wetland impacts depicted on the plan, a separate wetland impact/mitigation proposal and appropriate fees must be submitted to this agency for review.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

aow /

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



Adequate Facilities Analysis: Rezoning

Date: March 27, 2025 **Acreage:** 505.4 (+/- acres)

Jurisdiction: Hillsborough County Proposed Zoning: Planned Development

Case Number: 25-0469 Future Land Use: RES-4

HCPS #: RZ-681

Address: 1108 S 579 HWY

Maximum Residential Units: 1600

Residential Type: Single Family Detached

Parcel Folio Number(s): 79453.0000 79456.000

79455.0100

School Data	Wimauma Elementary	Shields Middle	Sumner High
FISH Capacity Total school capacity as reported to the Florida Inventory of School Houses (FISH)	975	1557	3301
2024-25 Enrollment K-12 enrollment on 2024-25 40 th day of school. This count is used to evaluate school concurrency per Interlocal Agreements with area jurisdictions	520	1612	3653
Current Utilization Percentage of school capacity utilized based on 40 th day enrollment and FISH capacity	53%	104%	111%
Concurrency Reservations Existing concurrency reservations due to previously approved development. Source: CSA Tracking Sheet as of 3/27/2025	403	0	0
Students Generated Estimated number of new students expected in development based on adopted generation rates. Source: Duncan Associates, School Impact Fee Study for Hillsborough County, Florida, Dec. 2019	317	140	216
Proposed Utilization School capacity utilization based on 40 th day enrollment, existing concurrency reservations, and estimated student generation for application	127%	113%	117%

Notes: Wimauma Elementary, Shields Middle and Sumner High Schools are projected to be over capacity for the residential impact of the proposed development. State law requires the school district to consider whether capacity exists in adjacent concurrency service areas (i.e., school attendance boundaries). At this time, there is capacity available at the high school level, however, no adjacent capacity is available at the elementary or middle school level. The applicant is advised to contact the school district for more information. Please see attached memorandum related to reserving a school site as part of this rezoning request.

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

andrea a Stingone

Andrea A. Stingone, M.Ed.
Department Manager, Planning & Siting
Growth Management Department
Hillsborough County Public Schools
E: andrea.stingone@hcps.net

P: 813.272.4429 C: 813.345.6684



TO: Hillsborough County Development Services

FROM: Michelle Orton

General Manager, Growth Management & Planning

DATE: March 27, 2025

RE: Hillsborough County Application No.: RZ 25-0469

Staff reviewed the proposed application for a planned development, RZ-25-0469, located in south Hillsborough, County specifically, within the Wimauma Community Plan. The applicant proposed approximately 1600 new single-family detached and attached dwelling units on approximately 505 acres of land. Based on the proposed request, staff requests that the applicant submit a revised site plan identifying approximately 25 acres of upland, usable acres, acceptable to the School District for the purpose of siting a future school site. General Location standards for site dedication are found on the School District's website at https://www.hillsboroughschools.org/Page/4569.

The site should be reserved and dedicated to the School Board pursuant to the terms of the Hillsborough County Adequate Public Facilities Ordinance. Additionally, the following conditions of approval should be included on the PD certified site plan:

- The Planned Development shall permit a public school facility where depicted on the general site plan. The school site shall be a minimum of 25 upland acres in size. Development of this public school shall require compliance by the School Board with the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency.
- The School District and the Developer will use their best efforts to reach a mutually agreeable dedication agreement within five (5) years of approval of the final plan amendment for RZ 25-0469. Within ninety (90) days of the expiration of the "Agreement Period," the Developer will provide written notice to the School District that at the end of the Agreement Period, the Developer will be moving forward with development of the School Site for residential use at the expiration of the Agreement Period. The Developer may develop the School Site prior to expiration of the Agreement Period should the School District at any time advise the Developer in writing that they do not intend to enter into a dedication agreement to acquire the School Site.
- Any and all roadways within the Planned Development serving and/or providing access to the public school parcel shall be platted to the public school parcel's property line(s) as a public road(s). In no event shall there be any intervening land restricting access to the public school parcel.

The School District completed a Long Range School Planning Study of potential school facility's needs. It has identified the need for 18 additional school sites over the next 15 years, 15 of those sites are in south Hillsborough County. The proposed rezoning is in a part of the County that is rapidly growing. The School District requires additional capacity in the coming years in this area. There is inadequate land in inventory on which to construct the new schools that will be needed to meet the demands of future growth. The attached review indicates the impact these new units will have on enrollment at the schools serving this area.

This request for a school site is supported by the provisions of the Public Schools Facilities Element of the Comprehensive Plan including PSF Objective 1.5 *Manage the timing of new development of coordinate with adequate school capacity, as determined by the School Board* and the Policies in that Section. Additionally, the Wimauma Village Plan stipulates that applicants should consult with the School District to discuss future school sites needs when a project contains 50 or more residential units.

This property may be subject to a proportionate share developer's mitigation upon subdivision/site plan to address inadequate capacity. Should questions arise, please contact me at 813-272-4784.

AGENCY REVIEW COMMENT SHEET

TO:	ZONING TECHNICIAN, Planning Growth Manag	gement	DAT	ΓE: <u>07-17-2025</u>			
REV	IEWER: Jan Kirwan, Conservation and Environr	nental Land	ls Managemen	<u>t</u>			
APP	LICANT: James Ratiff	PETITIO	N NO: <u>RZ-PD</u>	25-0570			
LOC	ATION: 6505 N 78th st Tampa						
FOL	IO NO: 79456.0000, 79455.0100, 79453.0000	SEC:	TWN:	RNG:			
	This agency has no comments.						
	This agency has no objection.						
☐ This agency has no objection, subject to listed or attached conditions.							
	This arrange ship to be and on the listed on other	-					
	This agency objects, based on the listed or attac	cnea conaii	ions.				
COM	MENTS: The site plan for this aplication shows a						
	adjacent ELAPP preserve, Little Manatee River location of this set back is based on a review of						
	and siginificant wildlife habitat layers as well as						
	depicted on the submitted site plan. CELM has						
	on the Litle Mantee Corridor. Setbacks that are to development project and ELAPP need to be local						
	ELAPP lands.	<u></u>	applicatio pro	, , , , , , , , , , , , , , , , , , ,			
The si	ubject application is adjacent to the Little Manatee	e Corridor.	Per LDC 4.01	.11,			
	compatibility of the development with the preser						

plan that addresses issues related to the development such as, but not necessarily limited to, access, prescribed fire, and landscaping. The compatibility plan shall be proposed by the developer, reviewed and approved by the Conservation and

granting a Natural Resources Permit._.

Environmental Lands Management Department, and shall be required as a condition of



AGENCY REVIEW COMMENT SHEET

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

TO: Zoning Review, Development Services DATE: 07/07/2025

REVIEWER: Ron Barnes, Impact & Mobility Fee Coordinator

APPLICANT: 301 Wimauma LLC PETITION NO: 25-0469

LOCATION: multiple, see below

FOLIO NO: Hwy 579

Estimated Fees:

Estimate assumes 1400 SFR and 200 TH

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

Mobility: \$9,445 * 200 = \$1,889,000

Parks: \$1,957 * 200 = \$391,400 School (K-8)

School: \$7,027 * 200 = \$1,405,400 Mobility (Elem)(per student): \$990 Fire: \$249 * 200 = \$49,800 Mobility (Mid)(per student): \$1,134

Fire (per 1,000 sf): \$95

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

Mobility: \$13,038 * 1,400 = \$18,253,200 Parks: \$2,145 * 1,400 = \$3,003,000 School: \$8,227 * 1,400 = \$11,517,800

Fire: \$335 * 1,400 = \$469,000

Project Summary/Description:

Rural Mobility, South Parks/Fire - 1600 Single Family Residences/Townhomes (max 200 Townhomes), 1,620 student K-8 school (sq footage not specified)

Note: For the school, we will use the highest student rate (mid in this case) unless we have a specific breakdown of students by type (Elementary/Middle).

Folios: 79455.0100 79456.0000 79453.0000

WATER RESOURCE SERVICES REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: RZ-PD 25-0469 REVIEWED BY: Clay Walker, E.I. DATE: 3/7/2025 FOLIO NO.: 79453.0000, 79456.0000, 79455.0100				
	WATER			
	The property lies within the Water Service Area. The applicant should contact the provider to determine the availability of water service.			
\boxtimes	A 12 inch water main exists (approximately 4620 feet from the site), (adjacent to the site), and is located north and west of the subject property within the north Right-of-Way of State Road 674. There should be a second point of connection made to the existing 12-inch water main approximately 4240 feet west of the subject property on Bishop Road. This will be the likely point-of-connection(s), 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.			
\boxtimes	A $\underline{12}$ inch wastewater forcemain exists \boxtimes (approximately $\underline{10.025}$ feet from the project site), \square (adjacent to the site) and is located west of the subject property within the east Right-of-Way of S. US Highway 301. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.			
	Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include and will need to be completed by the prior to issuance of any building permits that will create additional demand on the system.			
COMN	MENTS: The subject rezoning includes parcels that are located outside of the Urban Service Area, however the parcels are located within the WVR-2 furture land use category that could allow for connection to the County's potable water and wastewater systems. These parcels are included in a Comprehensive Plan Amendment that proposes to expand the Urban Service Area. If allowed to connmect to wastewater service the area would be servied by the South County Wastewater Treatment Plant. If all of the development commitments for the referenced facility are added together, they would exceed the existing reserve capacity of the facility. However, there is a plan in place to address the capacity prior to all of the existing commitments connecting and sending flow to the referenced facility. As such, an individual permit will be required based on the following language noted on the permits: The referenced facility currently does not have, but will have prior to placing the proposed project into operation.			

adequate reserve capacity to accept the flow from this project.

AGENCY COMMENT SHEET

TO:	Zoning/Code Administration, Developmen	t Services	Department

FROM: **Reviewer**: Andria McMaugh **Date**: 03/05/2025

Agency: Natural Resources **Petition #:** 25-0469

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

ENVIRONMENTAL SERVICES DIVISION



PO Box 1110 Tampa, FL 33601-1110

Agency Review Comment Sheet

NOTE: Wellhead Resource Protection Areas (WRPA), Potable Water Wellfield Protection Areas (PWWPA), and Surface Water Resource Protection Areas (SWRPA) reviews are based on the most current available data on the Hillsborough County maps, as set forth in Part 3.05.00 of the Land Development Code.

TO: Zoning Review, Development Services REQUEST DATE: 2/21/2025

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

PROPERTY OWNER: 301 Wimauma LLC, Rood Family **PID:** 25-0469

Limited Partnership

APPLICANT: 301 Wimauma LLC

LOCATION: 1404 S 579 Hwy Wimauma, FL 33598,

1689 579 Hwy. Wimauma, FL 33598, 1108 S 579 Hwy Wimauma, FL 33598

FOLIO NO.: 79453.0000, 79456.0000, 79455.0100

AGENCY REVIEW COMMENTS:

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

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

VERBATIM TRANSCRIPT

HILLSBOROUGH COUNTY, FLORIDA BOARD OF COUNTY COMMISSIONERS

IN RE:

ZONE HEARING MASTER MEETING

ZONE HEARING MASTER MEETING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Susan Finch

Zone Hearing Master

Pamela Jo Hatley Zone Hearing Master

DATE: Monday, July 21, 2025

TIME: Commencing at 6:01 p.m.

Concluding at 10:06 p.m.

LOCATION: Hillsborough County BOCC - Development

Services Dept. (LUHO, ZHM, Phosphate)

601 East Kennedy Boulevard Second Floor Boardroom Tampa, Florida 33601

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

Page 123 1 MS. HEINRICH: Our next item is Item D.6. PD rezoning 2 25-0469. 3 The applicant is requesting to rezone property from PD and AR to Planned Development. Jared Follin with Development 4 5 Services will present staff findings after the applicant's presentation. And we do have a revised staff report that will 6 7 be handed out that provides corrections to the backup staff report. The wrong one was in there, so we have fixed that with 8 9 the staff report, Transportation staff report, and ours. 10 Thank you. HEARING MASTER: 11 MS. CORBETT: Good evening. Kami Corbett with the law firm of Hill Ward Henderson. As I mentioned during Item D.3., 12 13 we are also here on JPL Rood Rosa. The property in yellow is 14 the subject of this rezoning application. The property west of 15 579 was previously included in the Council Growers rezoning, 16 which you heard at D.3., which is now a standalone PD outlined 17 in red. 18 There were only two units that were approved for development on the JPL piece. All of the rest of the density 19 had been transferred down to Council. Now with the expansion of 20 the Urban Service Boundary, that's no longer needed. And we've 21 22 added that Rood Rosa parcel to the west of 579. 23 Again, both the Future Land Use Residential 4 and 24 within the urban service area. The existing zoning of the JPL -- JPL, really not, Rood Rosa, the JPL site is on the left. 25

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- 1 You'll see, again, just those two units.
- 2 And then we are -- it's 236 acres with a school site.
- 3 Proposed density at 3.17 units per acre, not four. And then
- 4 this is the site plan for the combined JPL Rood Rosa PD.
- 5 Again, providing regional improvements. Each of the
- 6 rezonings, both the Council rezoning and the JPL Rood Rosa have
- 7 extensive transportation conditions that work with one another
- 8 and eventually connect the two and provide improvements along
- 9 the 579 corridor and along Westlake Drive.
- 10 We are providing 50 percent open space. And again, in
- 11 addition to the regional improvements we're making, we will be
- 12 paying impact fees, which the number today is the 20 -- almost
- 13 25,000 dollars per unit, but we would be subject to any future
- 14 impact fee increases should the Board of County Commissioners
- 15 decide to raise those impact fees.
- We have findings of consistency and compatibility from
- 17 the Planning Commission, and we have Development Services
- 18 recommendations for approval. And with that, I'm here to answer
- 19 any questions. Again, we have our transportation expert, our
- 20 drainage experts, and our planning experts available should you
- 21 have any questions for any of them.
- 22 HEARING MASTER: All right. Thank you. No questions
- 23 for you.
- MR. FOLLIN: Good evening. Jared Follin with
- 25 Development Services. I'd like to hand out the revised report

Page 125 1 real quick. 2 HEARING MASTER: Yes, please. Thank you. 3 MR. FOLLIN: The only change was, we just had the 4 wrong transportation report at the end. Everything else should be the same. 5 6 HEARING MASTER: Thank you. 7 MR. FOLLIN: Yes. This is a request to rezone the 8 site from AR and Planned Development to a new Planned 9 This is the companion PD zoning to PD 2571 dealing Development. 10 with the sending zone. The subject area was primarily utilized 11 as open space for meeting the open space requirements and sending additional units to the receiving area of PD. 12 13 the recent Future Land Use change from Wimauma Planned Area 14 Residential 2 to Residential 4, the applicant is proposing to 15 develop the area with 1,606 single-family detached dwellings, 16 200 of which to be single-family attached dwellings or 17 townhomes. 18 Lots will be developed under standards reminiscent of RC-10 zoning at a density of 3.17 dwelling units per acre. 19 20 Additionally, a 1,620 student K-3 public school is proposed. 21 Subject site is located in the Wimauma Planned Area 22 east of US Highway 301 and south of State Road 674. Surrounding 23 area is predominantly residential and agriculturally zoned with 24 agricultural and residential uses. 25 Staff finds no issues with this proposed development

Page 126 and finds the proposed development approvable. I'm happy to 1 2 answer any questions. 3 HEARING MASTER: All right. Thank you. No questions 4 for you. 5 MR. FOLLIN: Thank you. 6 HEARING MASTER: All right. Planning commission? 7 MR. ROYAL: Good evening. Tyreck Royal, Planning Commission staff. 8 9 November 7th, 2024, the Hillsborough County Board of County Commissioners approved the map and text amendments HC/CPA 10 11 2412 and HC/CPA 2413. Requests to expand the Urban Service Area and change the Future Land Use Designation from Wimauma Village 12 13 residential 2 to residential 4. 14 The proposal meets the intent of FLU Objective 4.4 and 15 FLU Policy 4.4.1 that require new development to be compatible 16 with the surrounding neighborhood. In this case, the 17 surrounding land use pattern is comprised mostly of 18 agricultural, public, quasi-public institutions, and single-19 family uses. FLU Policy 4.4.1 states that any density or 20 intensity increase shall be compatible with the existing proposed or planned surrounding development. Development and 21 22 redevelopment shall be integrated with adjacent land uses 23 through the creation of light uses, the creation of 24 complementary uses, mitigation of adverse impacts, 25 transportation, pedestrian connections, and gradual transition

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- of intensity. The proposed residential development would
- 2 complement the surrounding area and meets the intent of FLU
- 3 Objective 4.4. and FLU Policy 4.4.1.
- 4 Overall, staff find that the proposed Planned
- 5 Development is compatible with the existing development pattern
- 6 found within the area. Based upon those considerations and the
- 7 goals, objectives, and policies, Planning Commission staff find
- 8 the proposed plan development consistent with the Comprehensive
- 9 Plain. Thank you.
- 10 HEARING MASTER: All right. Thank you. Okay. Is
- 11 there anyone here or online who wishes to speak in support of
- 12 this application? Okay. I do not hear anyone. Is there anyone
- 13 here or online who wishes to speak in opposition to this
- 14 application? Please come forward.
- MR. REGAN: John Regan, 5051 Sandy Brook Circle,
- 16 Wimauma, Florida, 33598. I'm opposed to PD 0469 for the same
- 17 reasons as I previously testified for PD 0371. PD 23-0041,
- 18 previously -- previously approved in 2023, has now been broken
- 19 down into the two new applications, PD 0371 and PD 0469. The
- 20 Wimauma CPAC had a verbal contract with Eisenhower Group, where
- 21 Eisenhower would provide an agreed-upon list of community
- benefits in the zoning application for PD 23-0041.
- In 2023, Eisenhower was going to make a profit even
- 24 after including the agreed-upon community benefits. Now they
- are allowed to double the number of houses. They're actually

Page 128 going from 1,816 to 3,900 houses, increasing their profits. On

- 2 top of this, the new applications eliminate community benefits,
- 3 which even increases their profits at the expense of our
- 4 community. PD 23-0041 has been broken down into two separate
- 5 applications. Eliminating many of the previous agreed-upon
- 6 community benefits. The largest benefit eliminated was ten
- 7 percent set aside for affordable housing.
- I am requesting a meeting with the Eisenhower
- 9 decisionmakers, and not just their lawyer, to be able to discuss
- 10 community benefits. I request a postponement on the decision on
- 11 PD 0469, allowing time for a meeting to negotiate community
- 12 benefits. First with the Wimauma CPAC, then conduct the meeting
- 13 with the entire Wimauma community. We are hoping to reverse a
- 14 feeling of betrayal to the Wimauma community, which would then
- 15 allow us to hopefully testify in support of both of the
- 16 applications in the future. Thank you.
- 17 HEARING MASTER: Thank you, sir. And I need you to
- 18 sign in again, please, for this case. Thank you.
- MR. GRACE: Good evening, again. My name is Augie
- 20 Grace. I reside at 15821 Cobble Mill Drive, Wimauma. I spoke
- 21 earlier in opposition to both PD 25-0371, and now I'm speaking
- 22 in opposition to PD 25-0469. I'll just simply state that a
- 23 request that the Zoning Hearing Master postpone a decision for
- 24 90 days to allow the Wimauma community the opportunity to
- 25 continue its conversation with the applicant to discuss

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- 1 community benefits, infrastructure, and environmental concerns.
- 2 Thank you for your time.
- 3 HEARING MASTER: All right. Sir, thank you. Be sure
- 4 and sign in. I need you to sign in for this case as well.
- 5 Thank you sir. All right. Is there anyone else here or online
- 6 who wishes to speak in opposition to this application? All
- 7 right. I do not hear anyone.
- 8 Development Services, anything further?
- 9 MS. HEINRICH: No, ma'am.
- 10 HEARING MASTER: Thank you. Applicant?
- MS. CORBETT: Kami Corbett with Hill Ward Henderson.
- 12 Again, for the record, in this case, the prior regulatory scheme
- 13 required community benefits to be provided, that -- and they
- 14 allowed and they required community meetings. So they had to
- 15 negotiate with the community as to which of the available
- 16 community benefits were available. And so yes, there was
- 17 discussion about that.
- That's no longer the regulatory scheme that's applied
- 19 to this development. And we are asking to have a level playing
- 20 field with all of the other suburban development that is RES-4.
- 21 And what we would contribute to the community is our
- 22 proportionate share for things like parks and libraries and
- 23 transportation improvements through the payment of those impact
- 24 fees at the time of development.
- 25 And with that, we'd respectfully request your

1	approval.	Page 130
2	HEARING MASTER: All right. Thank you.	This will
3	close the hearing then on rezoning PD 25-0469.	
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EXHIBITS SUBMITTED DURING THE ZHM HEARING

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

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

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING				
APPLICATION #	NAME TOdd Pressman			
BZ-24-1155	MAILING ADDRESS 200 and Ave S # 451 CITY St Pete STATE F(ZIP3779 PHONE 3777)			
	CITY ST POTE STATE F(ZIP) PHONE GOT TO			
APPLICATION #	PLEASE PRINT NAME Annie Bannes			
RZ-0867	MAILING ADDRESS 401 & Tackson St Ste 2100 Front			
75,00	CITY Tampa STATE FL ZIP 3360 PHONE 813-1944800			
APPLICATION #	NAME J.M Porter			
RZ 24-1116	MAILING ADDRESS 401 F. Jackson St. Suite 17			
2-1-1110	CITY WWA STATE FL ZIPS 340-0511			
APPLICATION #	NAME LACYCH Harrell			
RZ	MAILING ADDRESS 284) EXCEPTIVE Dr. 4 Suite 220			
24-1116	CITY Cleviato STATE FL ZIP PHONE			
APPLICATION #	PLEASE PRINT NAME 16 FT OMITA			
RZ 24-1116	MAILING ADDRESS 1950 HAMMOCKS HUE			
	CITY 412 STATE FLZIP 35/PHONE (8/3) 8/12-650			
APPLICATION#	PLEASE PRINT ASK ALOW 20			
RZ 24-1116	MAILING ADDRESS 2434 10th AVE N			
1.05	CITY St. Pete STATE FL ZIP 33713 PHONE 727-459-3283			

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

PAGE 2 OF 8

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

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

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

PAGE 3 OF 8

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

PLEASE PRINT CLEARLY. THIS INFORMATION WILL BE USED FOR MAILING APPLICATION # B2 MAILING ADDRESS 12016 Merician 1/2 CITY TUMPA STATE FL ZIP 33626 PHONE 813 24-1116 APPLICATION # San Chal fun RZ MAILING ADDRESS 1211 24-1116 MMA STATE E ZIP 33624 PHONE 813/334-0747 APPLICATION # NAME Leigh Slement 22 MAILING ADDRESS 2753 State RD 580 Suite 202 24-1116 CITY Clearwater STATE FL ZIP 3376 PHONE 727-687-1894 VS PLEASE PRINT APPLICATION # NAME Bruce Derby RZ MAILING ADDRESS 16301 Byrnwych LN 24-116 CITY OdeSSO STATE FL ZIP 33556PHONE 813-956-7029 NAME MICHAEL YATES, PALM TRAFFIC APPLICATION # RZ MAILING ADDRESS 4006 S. MACDILL AVE 24-1116 CITY TAMPA STATE FL ZIP 3361/PHONE 813 359834/ **APPLICATION #** MMMAILING ADDRESS ' 25-0025

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

PAGE 4 OF 8

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

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

SIGN-IN SHEET: RFR, ZHM PHM, LUHO

PAGE 5 OF 8

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

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

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

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

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

PLEASE PRINT CLE	EARLY, THIS INFORMATION WILL BE USED FOR MAILING
APPLICATION #	NAME Michell P. Lanchez
RZ	MAILING ADDRESS 610/ Adams V7/4 Rd.
25-0452	CITY On Mymlen STATE FC ZIP 3553 PHONE 2072-72.9960
APPLICATION #	NAME JUSTYNA GALL
R2	MAILING ADDRESS 200 Pinewind Blvd
25-0457	CITY OLLOMON STATE FL ZIP 346777 PHONE 352-514-6150
APPLICATION #	NAME Kami Cerbett
RZ	MAILING ADDRESS 101 & Konnoly Blud, Ste 3700
25-0469	CITY TAMPA STATE CL ZIP 3360) PHONE & 13-227 84
APPLICATION #	PLEASE PRINT NAME_SOHN REGAN
P12	MAILING ADDRESS 5057 5ANDY BROOK CIRCLE
25-0469	CITY WIMAUMA STATE 5 ZIP 33598 PHONE 513-938-4058
APPLICATION #	NAME Augre Grace
RZ	MAILING ADDRESS 15821 Cabble Mill Dr
25-0469	CITY WIMGUMS STATE FL ZIP PHONE 781-799-7299
APPLICATION #	PLEASE PRINT KOMI CONIDET
WW	MAILING ADDRESS 101 & Kennedy Blvd St372
25-0583	CITY TY WAS STATE TO ZIP BLOCK PHONE BROWN 813-2278421

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

PAGE 7 OF 8

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

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

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

PAGE & OF 8

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

PLEASE PRINT CLEARLY. THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRINT Patrice Moore APPLICATION # MAILING ADDRESS 8204 Mays Ave mm CITY Riverview STATE FZ ZIP33573 PHONE 8/3-677-6424 25-0694 PLEASE PRINT APPLICATION # MM MAILING ADDRESS SUBJ. LIVIET STATE L ZIP 33467 PHONE E13-7E9 25-0694 PLEASE PRINT APPLICATION # NAME_ Kam. Conbett 22 MAILING ADDRESS 101 & Kernedy Blud Sie 3700 25-0744 CITY TOM AA STATE FL ZIB3402 PHONEZ 13-727-8421 PLEASE PRINT **APPLICATION #** NAME Jami Corbett MM MAILING ADDRESS 101 & Revuel Blv & St 7500 CITY TOWN STATE FU ZIP BLOW-PHONE 812-2278 25 -0745 PLEASE PRINT **APPLICATION #** NAME MAILING ADDRESS CITY STATE ZIP PHONE PLEASE PRINT APPLICATION # NAME MAILING ADDRESS CITY STATE ZIP PHONE

HEARING TYPE:

ZHM, PHM, VRH, LUHO

DATE: July 21, 2025

HEARING MASTER:

Susan Finch/Pamela Jo Hatley

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

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

JULY 21, 2025 - ZONING HEARING MASTER

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

Pamela Jo Hatley, ZHM, called the meeting to order at 6:01 p.m. and led in the pledge of allegiance to the flag.

A. WITHDRAWALS AND CONTINUANCES

Michelle Heinrich, Development Services (DS), introduced staff and reviewed the changes/withdrawals/continuances.

- Pamela Jo Hatley, ZHM, overview of ZHM process.
- Senior Assistant County Attorney Mary Dorman, overview of evidence/ZHM/BOCC Land Use agenda process.
- Pamela Jo Hatley, ZHM, Oath.
- B. REMANDS:

B.1. RZ-24-1155

- Michelle Heinrich, DS, called RZ-24-1155.
- Testimony provided.
- Susan Finch, ZHM, closed RZ-24-1155.
- C. REZONING STANDARD (RZ-STD):

C.1. RZ-25-0867

- Michelle Heinrich, DS, called RZ 25-0867.
- Testimony provided.
- ▶ Pamela Jo Hatley, ZHM, closed RZ 25-0867.
- D. REZONING-PLANNED DEVELOPMENT (RZ-PD) & MAJOR MODIFICATION (MM):

D.1. RZ 24-1116

- Michelle Heinrich, DS, called RZ 24-1116.
- Testimony provided.
- Pamela Jo Hatley, ZHM, closed RZ 24-1116.

MONDAY, JULY 21, 2025

D.2. MM 25-0025

- Michelle Heinrich, DS, called MM 25-0025.
- Testimony provided.
- ▶ Pamela Jo Hatley, ZHM, closed MM 25-0025.

D.3. RZ 25-0371

- Michelle Heinrich, DS, called RZ 25-0371.
- Testimony provided.
- Pamela Jo Hatley, ZHM, closed RZ 25-0371.

D.4. RZ 25-0452

- Michelle Heinrich, DS, called RZ 25-0452.
- Testimony provided.
- Pamela Jo Hatley, ZHM, closed RZ 25-0452.

D.5. RZ 25-0457

- Michelle Heinrich, DS, called RZ 25-0457.
- Testimony provided. Pamela Jo Hatley, ZHM, continued the case until later in the hearing. Pamela Jo Hatley, ZHM, resumed the application.
- ▶ Pamela Jo Hatley, ZHM, closed RZ 25-0457.

D.6. RZ 25-0469

- Michelle Heinrich, DS, called RZ 25-0469.
- Testimony provided.
- Pamela Jo Hatley, ZHM, closed RZ 25-0469.

D.7. MM 25-0583

- Michelle Heinrich, DS, called MM 25-0583.
- ► Testimony provided.
- Pamela Jo Hatley, ZHM, closed MM 25-0583.

D.8. RZ 25-0587

- Michelle Heinrich, DS, called RZ 25-0587.
- Testimony provided.
- Pamela Jo Hatley, ZHM, closed RZ 25-0587.

MONDAY, JULY 21, 2025

D.9. MM 25-0694

- Michelle Heinrich, DS, called MM 25-0694.
- ► Testimony provided.
- Pamela Jo Hatley, ZHM, closed MM 25-0694.

D.10. RZ 25-0744

- Michelle Heinrich, DS, called RZ 25-0744.
- Testimony provided.
- ▶ Pamela Jo Hatley, ZHM, closed RZ 25-0744.

D.11. MM 25-0745

- Michelle Heinrich, DS, called MM 25-0745.
- Testimony provided.
- ▶ Pamela Jo Hatley, ZHM, closed MM 25-0745.
- E. ZHM SPECIAL USE None.

ADJOURNMENT

Pamela Jo Hatley, ZHM, adjourned the meeting at 10:06 p.m.



COUNCIL GROWERS/JPL ROOD ROSA Planned Developments PD 25-0371& PD 25-0469

Zoning Hearing Master

7/21/2025

Application No. RZ 25-0371 & RZ 25-0469

Name: Kami Corbett

Entered at Public Hearing: ZHM

Exhibit #:

Date: 7/21/2025

Clearview LAND DESIGN, P.L.

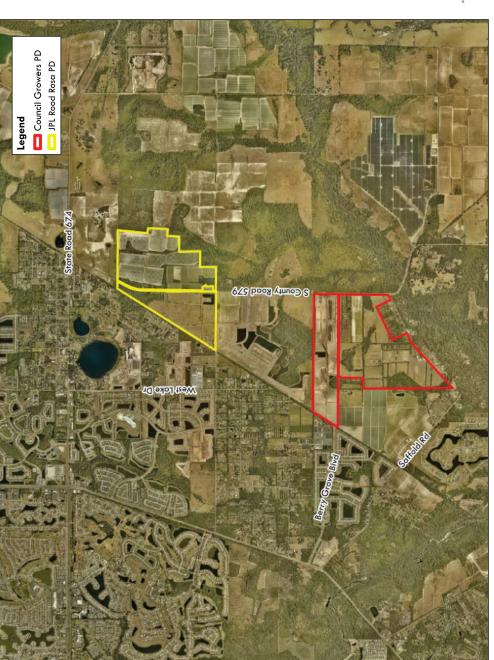
PROJECT TEAM

- Applicant Clark Lohmiller Eisenhower Property Group
- Land Use Counsel Kami Corbett, Esq. Hill Ward Henderson
- Civil Engineer of Record Chris O'Kelley, PE Clearview Land Design, PL
- Transportation Engineer Steve Henry, PE Lincks & Associates, Inc
- Planners Kelly Love, Kayla Witkowski, AICP Clearview Land Design, PL



GENERAL SITE LOCATION

- JPL Rood Rosa 506.69 acres
- Council Growers 635.7 acres







FUTURE LAND USE MAP



- Within R-4 Future Land Use (4 dwelling units per acre)
- Continuation of development pattern to the north

Hillsborough County Future Land Use

- AM Agricultural/Mining-1/20 (.25 FAR)
 - A Agricultral-1/10 (.25 FAR)
- A/R Agricultural/Rural-1/5 (.25 FAR)
- R-1 Residential-1 (.25 FAR)
- RP-2 Residential Planned-2 (.35 FAR) R-4 - Residential-4 (.25 FAR)
- R-6 Residential-6 (.25 FAR) P/QP - Public/Quasi-Public
 - N Natural Preservation
- WVR-2 Wimauma Village Residential-2 (.25 FAR)





URBAN SERVICE AREA



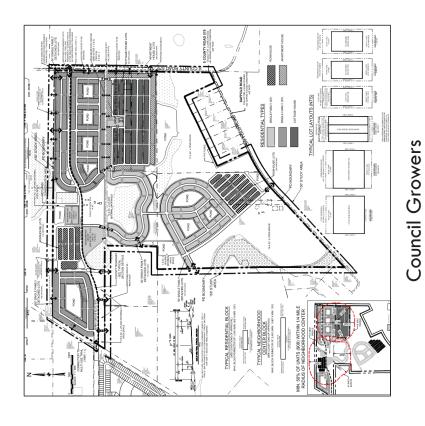
- Property within Urban Service Area
- 80% of new growth and redevelopment within USA boundary
- Alignment of public and private infrastructure investments

□ JPL Rood Rosa PD
 □ Council Growers PD
 □ Urban Service Area Boundary Expansion

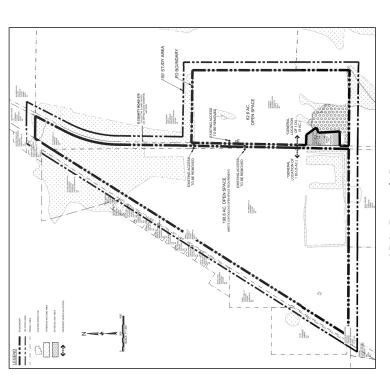








JPL Rood Rosa



Clearview LAND DESIGN, P.L.

REQUEST FOR REZONING

Bifurcate sending and receiving areas into two separate PDs:

JPL Rood Rosa

Add 236.0 acres

Add school site

• Gross density 3.17 units/acre(consistent with R-4 Future Land Use Category)

	JPL Rood Rosa	d Rosa
rand ose	Exisiting	Proposed
Residential Units (du)	2	1,600
School (students)	0	1,620
Non-residential Neighborhood Center Uses (sq. ft.)	0	0

Council Growers

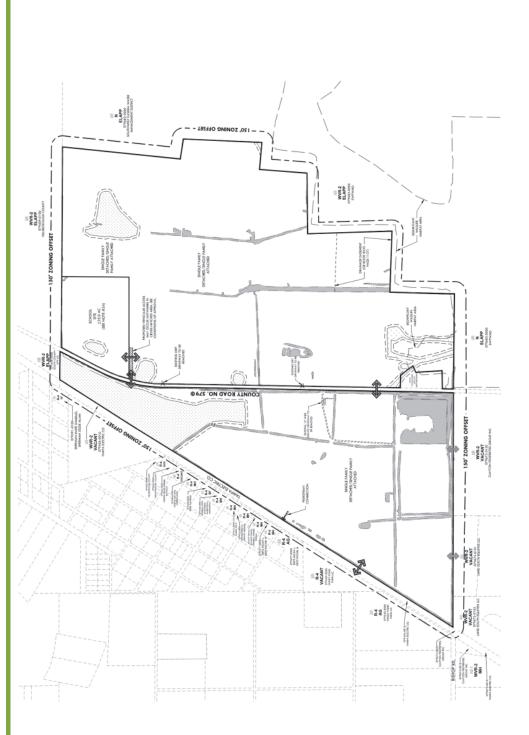
• Increase residential density, Remove non-residential uses

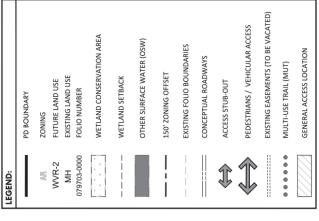
Gross density of 3.6 units/acre (consistent with R-4 Future Land Use Category)

rowers	Proposed	2,300	1,000	0
Council Growers	Exisiting	1,816	1,000	22,882
	Land Use	Residential Units (du)	School (students)	Non-residential Neighborhood Center Uses (sq. ft.)



JPL ROOD ROSA GENERAL DEVELOPMENT PLAN



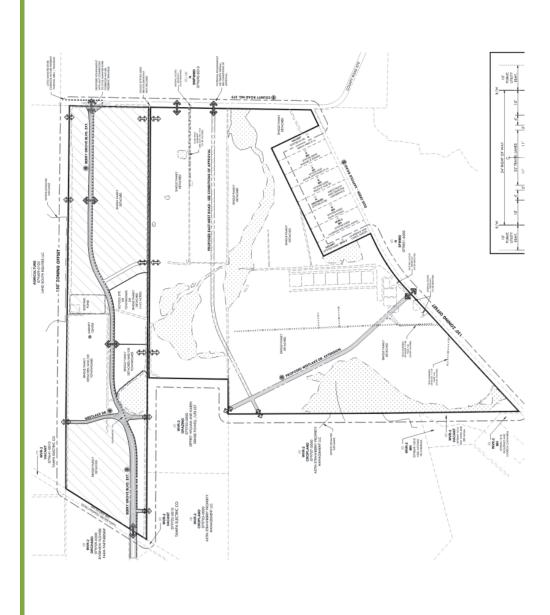


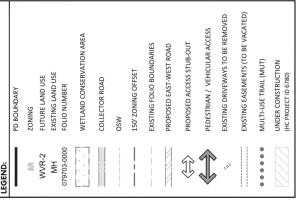






COUNCIL GROWERS GENERAL DEVELOPMENT PLAN





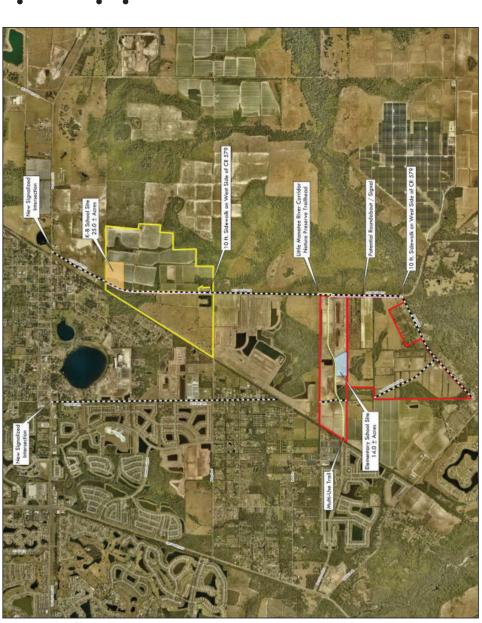








REGIONAL IMPROVEMENTS



- 10ft. sidewalks to school sites and Little Connectivity via Multi-Use Trail and Manatee River Preserve Trailhead
- New signalized intersections
- Roadway improvements
- CR 579 (from 674 to Saffold Road)
 - West Lake Drive Saffold Road



OPEN SPACE

	JPL Rood Rosa and Council Growers	ıncil Growers Estimate	Estimated Open Space	
	Open Space (acres)	Impervious (acres)	Total (acres)	% Open Space
Council Growers	281	355	636	%77
JPL Rood Rosa	254	252	506	20%

- Over 40% open space for both projects
- Inclusive of wetlands, parks, ponds, etc. (subject to final design)



IMPACT FEE GENERATION

	Codilicit Glowels/Jrt nood nosa IIIIpact ree Estilliate	n Engoa nosa impace	ככ בשוווומים			
	Council	Council Growers	JPL Ro	JPL Rood Rosa		1.40
TC	Townhomes ⁽¹⁾	Single Family ⁽²⁾	Townhomes ⁽¹⁾	Single Family ⁽²⁾		lotat
Mobility Fee \$	1,998,300.00	↔	- \$	\$ 16,880,000.00	↔	39,978,300.00
School Impact Fee \$	2,468,100.00	\$ 18,738,000.00	•	\$ 14,990,400.00	↔	36,196,500.00
Parks and Rec impact Fee \$	643,500.00	\$ 4,598,000.00	· \$	\$ 3,678,400.00	↔	8,919,900.00
Fire Impact Fee \$	74,700.00	\$ 670,000.00	· \$	\$ 536,000.00	↔	1,280,700.00
Water \$	664,200.00	\$ 4,428,000.00	· \$	\$ 3,542,400.00	↔	3,542,400.00
Wastewater \$	1,095,300.00 \$	\$ 7,302,000.00 \$	- \$	\$ 5,841,600.00	↔	5,841,600.00
Total \$	6,944,100.00 \$	\$ 56,836,000.00 \$	- \$	\$ 45,468,800.00	\$	95,759,400.00
Cost per unit	23,147.00 \$	\$ 28,418.00 \$	- \$	\$ 28,418.00	↔	24,553.69

- Over 95 million dollars in impact fee funding to be utilized within Wimauma for infrastructure improvements
- \$24,554 per unit on average



CONCLUSION

- Consistent with R-4 Future Land Use category
- Consistent with Land Development Code
- Compatible with the surrounding land use pattern while improving value within community
- CONSISTENT with the Hillsborough County Comprehensive Plan subject Planning Commission Staff finds the proposed modification to proposed conditions
- Applicant Agrees to the conditions of approval as presented at this hearing.
- Request APPROVAL of the modification request



CONSISTENCY

Key FLU Policies providing basis for CONSISTENT finding:

- FLU Policy 1.1.4 Coordinate the timing of new development to coordinate with the provision of infrastructure, transportation , transit services, and other public services, such as schools, recreational facilities, etc., in a financially feasible manner with long and short range plans such as but not limited to the Capital Improvement Program, School Five Year Facilities Plan, 10-Year Water Supply Facilities Work Plan and Transportation Improvement Program.
- County that are currently in the Rural Area and will transition to a suburban or urban development pattern over the timeframe • FLU Policy 1.3.1 - Urban Expansion Areas shall be created to allow for planning for areas of unincorporated Hillsborough covered by this plan. A publicly initiated plan amendment will be needed to create an Urban Expansion Area and shall be accompanied by a Urban Expansion Area Plan to guide the development of the expansion area through multiple project phases, as outlined in Policy 1.3.4.
- adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in • FLU Policy 3.1.3 - Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or designs which allow them to be located near or structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and maintaining the character of existing development.
- FLU Policy 4.1.2 Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.



Zoning Master Meeting – July 21, 2025 – Testimony

My name is John Regan, a Wimauma resident and member of the Wimauma Community Plan Development Council (WCPAC). I am requesting a postponement on both PD-25-0371 and PD-25-0469 of 90 to 120 days allowing time for the Wimauma CPAC to negotiate community benefits and brief the Wimauma Community allowing the Wimauma CPAC to testify in support of both applications.

The Wimauma CPAC acknowledges under new rules with the Urban Service Area Extension, where housing density changed from WVR-2 to RES-4 and eliminated any requirement for community benefits but the change does not stop the developer from agreeing to community benefits.

The Wimauma CPAC had a verbal contract with the Eisenhower Group where Eisenhower would provide an agreed upon list of community benefits in their Zoning Application for PD-23-0041. Since the Zoning application did include the negotiated community benefits, the Wimauma CPAC testified in support of this application, at the Zoning Master meeting and the Board of County Commissioners (BOCC), which was approved by both boards. The verbal agreements between the developer and the Wimauma Community were formalized in the PD-23-0041 Zoning Decision and related conditions.

Now this application has been broken down into two separate applications PD-25-0371 and PD-25-0469 eliminating many of the previously agreed to and approved community benefits. The Wimauma CPAC requested a meeting to discuss community benefits in April 2025, May 2025, June 2025, and early July 2025. A meeting was finally scheduled on July 10th but no Eisenhower representative attended, only their lawyer, Kami Corbett. We again requested a meeting and so on July 17th, at the last minute, a Wimauma Community meeting was held. The meeting was led by Kami Corbett with the Eisenhower Group members, which were not aware of our previous meeting requests nor the agreement approved for PD-23-0041.

I request a postponement on a decision on PD-25-0371 and 0469, allowing time for a meeting to negotiate community benefits, first with the Wimauma CPAC, then conduct a meeting with the entire Wimauma Community. We are hoping to reverse a feeling of betrayal to the Wimauma Community which would then allow the Wimauma CPAC to hopefully testify in support of both applications.

Application No. RZ 25-037

Name: OWN RECOVER Entered at Public Hearing: Ethic

Exhibit # 2. Date: 7(2) 12025



DEVELOPMENT SERVICES

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

July 25, 2023

Saffold Rd. & CR 579 & Hillsborough St./Multiple Folios

Entered at Public Hearing:

Exhibit # 3 Date: 7/21/2025

BOARD OF COUNTY

COMMISSIONERS

Donna Cameron Cepeda Harry Cohen

Ken Hagan Pat Kemp

Gwendolyn "Gwen" Myers

Michael Owen Joshua Wostal

COUNTY ADMINISTRATOR

Bonnie M. Wise

COUNTY ATTORNEY

Christine M. Beck **COUNTY INTERNAL AUDITOR**

Peggy Caskey

DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Isabelle Albert, AICP Halff Associates, Inc. 1000 N. Ashley Dr., Ste. 900

RZ-PD 23-0041

301 Wimauma, LLC

Dear Applicant:

Tampa, FL 33602

RE:

At the regularly scheduled Land Use public meeting on July 18, 2023, the Board of County Commissioners approved your request for rezoning the tract of land described in your application from AR (Agricultural Rural) to PD (Planned Development) with the attached conditions. Please keep this letter for your records.

Please contact Michelle Heinrich of my staff, at HeinrichM@HCFLGov.net if you have any questions.

Sincerely,

J. Brian Grady, Director

Zoning Administrator

J. Brian Grady

Community Development Division

JBG/mn Attachment cc: File

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Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted May 31, 2023.

- 1. For the purposes of these zoning conditions:
 - a. The portion of the PD designated as a Receiving Area and lying north of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as "Northern Receiving Area" portion of the PD.
 - b. The portion of the PD designated as a Receiving Area and lying south of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as "Southern Receiving Area" portion of the PD.
 - c. The portion of the PD designated as a sending area is hereafter referred to as the "Sending Area" portion of the PD.
 - d. The Neighborhood Centers located within the Northern Receiving Area are hereafter referred to as the "Northern Neighborhood Centers".
 - e. The Neighborhood Center located within the Southern Receiving Area is hereafter referred to as the "Southern Neighborhood Center".
 - f. The Multi-Use Trail (MUT) required per Community Benefit Tier 1-1 shall mean that MUT which runs along the proposed east/west collector roadway (i.e. the Berry Grove Blvd. extension) within the Northern Receiving Area and that part of the MUT system which connects that portion of the trail with the entrance to the Little Manatee Corridor Nature Preserve (+/- 130 feet north of the northern PD boundary on CR 579). This is hereafter referred to as the "Tier 1-1 Multi-Use Trail". All other trails within the project are hereafter referred to as "Other Multi-use Trails". The entire trail system collectively are hereafter referred to as "Multi-use Trails (MUTs)".
- 2. The proposed Planned Development (PD) shall be developed in compliance with Part 3.24.00 of the Hillsborough County Land Development Code (LDC) and other applicable rules and regulations, including requirements of the Land Development Code (LDC), Hillsborough County Transportation Technical Manual (TTM) and PD site plan, except as otherwise specifically addressed herein these conditions. Anything shown on the PD site plan which does not comply with the above but was not specifically addressed or excepted herein these conditions, shall not be considered valid exceptions at the time of plat/site/construction plan review.
- 3. Despite anything shown on the PD site plan to the contrary, it is the County's intent to provide limited flexibility from what is shown on the PD site plan, in order to:
 - a. Ensure compliance with part 3.24.00 standards (except as otherwise noted in condition 4, below);
 - b. Logically extend the MUT system within the project to adjacent property boundaries to connect to existing block patterns within existing adjacent developments or to plan for the creation of a logical, comprehensible and seamless network of MUTs to adjacent properties surrounding the project, and/or align the MUT system internally to create an integrated system of seamlessly connected trails within the project (to the greatest extent possible); and/or,

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c. Comply with access management and other applicable standards.

- As described above, blocks within the project shall comply with block size and other applicable 4. requirements of the LDC and these zoning conditions. Notwithstanding the above or anything herein to the contrary, as shown on the PD site plan, block faces shall consist of a combination of roadways and MUTs - Pedestrian Thoroughfares (PTs), which are not shown on the PD site plan, are expressly disallowed.
- Development shall be limited to a maximum of 1,818 residential units. The Sending Area shall be 5. limited to a maximum of 2 residential units. The Receiving Areas shall be limited to a maximum of 1,816 residential units, unless otherwise restricted per condition 31. Development shall occur where generally depicted on the general site plan.
- To allow for the transfer of 539 residential units to the Receiving Areas, pursuant to Land Development 6. Code (LDC) Section 3.24.10.B (Transfer of Development Rights), a conservation easement, in the form that is consistent with Section 704.06, Florida Statutes, shall be granted by the owner(s) encumbering 269.50 acres within the Sending Area. The conservation easement shall be accepted by the Board of County Commissioners and be recorded in the official public records prior to preliminary plat approval for the Receiving Areas.
- Prior to the approval of the first preliminary plat/site development plan within the Receiving Areas, the 7. parcels identified as folios 79456.0000 and 79454.0000 located within the Sending Area shall be combined into one parcel through the appropriate subdivision process with documentation of County approval submitted with the first preliminary plat/site development plan.
- Residential development in the Sending Area shall comply with the following: 8.

Minimum lot size:

21,780 sf (0.5 acres)

Minimum lot width:

100 feet

Minimum front yard setback:

25 feet

Minimum side yard setback:

10 feet

Minimum rear yard setback:

25 feet

Maximum building height:

35 feet

- The Receiving Areas shall be developed in accordance with the general site plan's Development 9. Standards table. Unless otherwise specified in the Development Standards table or any other condition, the footnotes within Lot and Primary Structure Requirements by Lot Type (LDC Section 3.24.08) shall be applicable.
 - Land Development Code Sections 6.01.03.B, 6.01.03.C and 6.01.03.F shall be used to 9.1 determine lot types (corner, interior, through lots) and yard determinations. Required setbacks shall be those provided in the Development Standards table on the general site plan.
 - As noted above, rear yard or yards functioning as rear yards and front yards or yards functioning 9.2 as front yards may require setbacks differing from those in the Development Standards table (see condition 11).

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10. Only the following Lot Types are to be used and shall be developed where depicted on the general site plan: Cottage House Lot, Standard House Lot, Rowhouse Lot, Apartment House Lot, and Civic Building Lot.

- 10.1 Notwithstanding the maximum number of lots noted on the general site plan for each development pod, a maximum of 1,816 units shall be permitted unless otherwise restricted by condition 31.
- Notwithstanding the maximum number of lots noted on the general site plan for each development pod, Cottage House Lots, Rowhouse Lots and Apartment House Lots (multifamily units) shall be provided at a minimum of 10% and maximum of 40% of the total number of lots permitted in the Receiving Areas.
- 10.3 Notwithstanding the maximum number of lots noted on the general site plan for each development pod, Standard House Lot Types (the 6,000 sf and 7,200 sf lots combined) shall be provided at a minimum of 10% and maximum of 50% of the total number of lots permitted in the Receiving Areas.
- 10.4 The minimum maximum percentage shall not apply to the Civic Building Lot.
- Should this project be developed by development pod and/or in phases, each plat and/or site development plan shall provide a table providing the number and percentage of Lot Types proposed and approved within the entire PD.
- 11. Notwithstanding the vehicular access options for Lot Types provided for in LDC Section 3.24.08 (Development Standards for Permitted Lot and Building Form Types), the applicant has selected the following types of vehicular access to be utilized in this PD.
 - 11.1 Cottage House Lot Type: Rear loaded with an attached or detached garage accessed via a two-way alley behind the unit.
 - 11.1.a For vehicular access purposes, a Cottage House Lot Type determined to be a corner lot shall provide vehicular access from the side yard functioning as a rear yard with a minimum setback of 3 feet from the garage door to the property line. Alleys shall not be considered streets or roadways.
 - 11.1.b When a rear loaded product is developed, the developer shall construct individual sidewalk connections between the primary entrance of the dwelling (in the front of the lot) to the sidewalk within the primary street or MUT fronting the unit.
 - 11.2 Standard House Lot Type: Front loaded with an attached garage accessed via a roadway in front of the unit.
 - 11.2.a For vehicular access purposes, a Standard House Lot Type determined to be a corner lot or corner through lot shall provide vehicular access from the front yard or front yard functioning as a side yard. The yard providing access shall comply with the minimum garage setback of 20 feet from the garage door or parking area to the closest edge of the

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> sidewalk, and the remaining portions of the building shall be no closer than 15 feet from the closest edge of the sidewalk.

- Rowhouse Lot Type: Rear loaded with an attached garage, detached garage, or parking area 11.3 accessed via a two-way alley or roadway behind the unit. Alleys shall not be considered streets or roadways.
 - 11.3.a For vehicular access purposes, a Rowhouse Lot Type determined to be a corner lot shall provide vehicular access from the side yard functioning as a rear yard. When accessing from a side yard functioning as a rear yard which abuts an alley, a minimum setback of 3 feet shall be provided from the garage door or parking area to the property line.
 - 11.3.b For vehicular access purposes, a Rowhouse Lot Type determined to be a corner through lot shall provide vehicular access from the front yard functioning as a rear yard. When accessing from a front yard functioning as a rear yard which abuts a roadway, a minimum setback of 20 feet shall be provided from the garage door or parking area to the closest edge of the sidewalk, and the remaining portions of the building shall be no closer than 15 feet from the closest edge of the sidewalk.
 - 11.3.c For vehicular access purposes, a Rowhouse Lot determined to be a through lot shall provide vehicular access from the front yard functioning as a rear yard. When accessing from a front yard functioning as a rear yard which abuts a roadway, a minimum setback of 20 feet shall be provided from the garage door or parking area to the closest edge of the sidewalk, and the remaining portions of the building shall be no closer than 15 feet from the closest edge of the sidewalk.
 - 11.3.d When a rear loaded product is developed, the developer shall construct individual sidewalk connections between the primary entrance of the dwelling (in the front of the lot) to the sidewalk within the primary street or MUT fronting the unit.
- Apartment House Lot Type: Off street parking to be located behind or to the side of the main 11.4 structure(s). Off street parking may be accessed from any yard abutting a roadway. The developer shall construct sidewalk connections between the primary entrance(s) of the building(s) (in the front of the lot) to the sidewalk within the primary street or MUT fronting the building(s).
- Civic House Lot Type: Off street parking to be located behind or to the side of the main 11.5 structure(s). Off street parking may be accessed from any yard abutting a roadway. The developer shall construct sidewalk connections between the primary entrance(s) of the building(s) (in the front of the lot) to the sidewalk within the primary street or MUT fronting the building(s).
- The project shall provide Neighborhood Centers totaling 13.6 acres and comply with applicable 12. portions of Land Development Part 3.24.00 (Wimauma Village Residential Neighborhood). Three Neighborhood Centers shall be provided where depicted on the general site plan and be in general compliance with the noted acreages. The maximum Floor Area Ratio (FAR) in each Neighborhood Center shall be 0.25. Uses within the Neighborhood Center shall be developed using the Civic Building Lot Type. Only the following uses shall be permitted in a Neighborhood Center:

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• childcare (maximum of 300 children in total in one or more childcare facilities and in compliance with LDC Section 6.11.24);

• church/synagogue (maximum of 300 seats in total in one or more churches/synagogues and in compliance with LDC Section 6.11.25);

a flexible market space (in compliance with LDC Section 6.11.130); and,

• government/public service uses (excluding public or private schools and in compliance with any applicable sections of Land Development Code Part 6.11.00).

Notwithstanding the above, development within the Neighborhood Centers shall be subject to the trip generation cap and related conditions contained within Condition 34.

- 13. A minimum of 908 residential units shall be located within a quarter mile of one or more of the Neighborhood Centers. Should this project be developed by development pod and/or in phases, each plat and/or site development plan shall provide a table providing the number of residential units located within a quarter mile of one or more of the Neighborhood Centers.
- 14. Notwithstanding the absence of any required buffering or screening on the general site plan, the project shall comply with LDC Section 3.24.03.B (Landscaping, Buffering and Screening).
- 15. The project shall provide a minimum of 363.70 acres of Open Space, as required in LDC Section 3.24.03.A (General Development Standards).
- 16. The project shall provide a minimum of 109.11 acres of Contiguous Open Space, as required in LDC Section 3.24.03.A, where depicted on the general site plan in the Sending Area.
- 17. The project shall provide a minimum of 36.37 acres of Internal Open Space, as required in LDC Section 3.24.03.A, where depicted on the general site plan in the Receiving Areas. This required Internal Open Space shall include the four areas shown on the general site plan for Internal Open Space and portions of the MUTs within the Receiving Areas, excluding the MUT provided under Community Benefit 1-1.
 - 17.1 Uses permitted within the Internal Open Space parcels shall be those provided in LDC Section 3.24.03.A.5.
 - 17.2 Active recreational uses, such as but not limited to those listed in Note #4 on Sheet 3 of 3, within the required 36.37 acres of Internal Open Space areas are permitted and shall be privately owned/maintained and be publicly accessible.
 - 17.3 Active recreational uses, such as but not limited to those listed in Note #4 on Sheet 3 of 3, and not located within the required 36.37 acres of Internal Open Space, are permitted and shall be privately owned/maintained and may be publicly accessible. Such uses shall not be located within the 79.4 acre or 77.4 acre Open Space areas within the Receiving Areas.
 - 17.4 Recreational Uses, Private Community uses, as defined by the LDC, shall not be located within the required 36.37 acres of Internal Open Space. Such uses shall not be located within the 79.4 acre or 77.4 acre Open Space areas within the Receiving Areas.
 - 17.5 The 0.47 acres of MUTs contributing to the minimum Internal Open Space acreage requirement shall be privately owned/maintained and be publicly accessible.

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18. The project shall provide the following six Community Benefits:

18.1 Tier 1 – Community Benefit 1 (Multi-Use Trail): The project shall provide a MUT where depicted on the general site plan. This MUT shall be constructed as detailed in Condition 24.

- 18.2 Tier 1 Community Benefit 4 (10 acre park): The project shall provide a 10 acre Community Benefit Park where depicted on the general site plan. Uses permitted per LDC Section 3.24.03.A.5 and active recreational uses, such as but not limited to Note #4 uses, may be permitted. This 10 acre Community Benefit Park shall be privately owned/maintained and be publicly accessible.
 - 18.2.a The community benefit shall require that at least 50% of the 10 acre Community Benefit Park be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 75% of the residential units. One hundred percent of the 10 acre Community Benefit Park shall be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 90% of the residential units.
- Tier 1 Community Benefit 4 (Affordable Housing): The project shall provide at least 10% of the total units for affordable housing, which shall be defined as housing which is available at a price or rent not exceeding 30% of a low income household's gross income. Low income household is defined as a household with gross income which is at or below 100% of median income adjusted for family size, consistent with annually adjusted Department of Urban Development income guidelines. The units shall remain affordable for a minimum of 30 years, ensured through a deed restriction, land use restriction agreement, or other mechanism any of which must be determined by the County Attorney's Office as ensuring the affordability requirement will be maintained. The affordable housing units shall be developed as Cottage House, Rowhouse and/or Apartment House lot types.
 - 18.3.a Should the project be developed by development pod and/or in phases, each site development plan for Cottage House, Rowhouse and/or Apartment House Lot Types shall provide at least 10% of the units as affordable housing units, unless more than 10% was designated in a previous phase and the excess is used to meet the minimum 10% requirement in the subsequent phase(s). Each site development plan shall demonstrate that a minimum of 10% is provided under the proposed and approved units.
- 18.4 Tier 1 Community Benefit 2 (Public School Site): The project shall provide a public school where depicted on the general site plan.
 - 18.4.a The school site shall be a minimum of 14 upland acres in size.
 - 18.4.b The school shall be limited to a non-charter public facility serving grade levels K through 5, and with a maximum of 1,000 students. Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queueing to limit off-site impacts. Each school shall provide for onsite vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Students"). Specifically:

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i. The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,

- ii. The minimum length of queue for each school shall be determined by multiplying the number of Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25.
- 18.4.c The School District and the Developer will use their best efforts to reach a mutually agreeable dedication agreement within three (3) years of the zoning approval for PD 23-0041 (the "Agreement Period").
- 18.4.d Any and all roadways within the Planned Development serving and/or providing access to the public school parcel shall be platted to the public school parcel's property line(s) as a public road(s). In no event shall there be any intervening land restriction access to the public school parcel.
- 18.4.e Should the School District and the developer not reach a mutually agreeable dedication agreement within the Agreement Period, the developer shall initiate a Major Modification application to propose an alternative Community Benefit, in accordance with the Land Development Code.
- 18.5 Tier 2 Community Benefit 7 (Internal Recreation and Internal Open Space Increases). The project shall enlarge the 10 acre Community Benefit Park by 2.5 acres (25%) to provide internal recreation uses. Active recreational uses, such as but not limited to Note #4 uses, shall be provided. This 2.5 acres of internal recreation shall be privately owned/maintained and be publicly accessible. Additionally, the project shall provide an additional 12.72 acres (35%) of Internal Open Space with the provision of 12.72 acres of MUTs throughout the project, excluding the MUT under Community Benefit 1-1.
 - 18.5.a The community benefit shall require that at least 50% of the 2.5 acres of internal recreation be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 75% of the residential units. One hundred percent of the 2.5 acres of internal recreation shall be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 90% of the residential units.
 - 18.5.b The community benefit shall require that at least 50% of the 12.72 acres of MUTs, excluding the MUT under Community Benefit 1-1, be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 75% of the residential units. One hundred percent of the 12.72 acres of MUTs shall be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 90% of the residential units.
- 18.6 Tier 2- Community Benefit 8 (Construct On-Site Non-Residential Uses). The project shall construct a minimum of 22,881.6 square feet of permitted uses, as provided in condition 12, within one or more of the three Neighborhood Centers.

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18.6.a At least 50% of the 22,881.6 square feet (11,440.8 sf) shall receive a Certificate of Occupancy prior to the final plat approval of more than 75% of the residential units (1,363 to 1,634 residential units). One hundred percent of the 22,881.6 square feet shall receive Certificates of Occupancy prior to the final plat approval of more than 90% of the residential units (1,635 to 1,816 residential units). Should this project be developed by development pod or in phases, each plat and/or site development plan shall provide a table providing the number of lots proposed and approved within the entire PD.

- 19. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access, or access connections to continuee/extend the Multi-Use Trails (MUTs), may be permitted anywhere along the PD boundaries.
- 20. The project shall be served by and limited to the following vehicular access connections:
 - a. Within the Sending Area:
 - i. Two (2) connections to County Road (CR) 579.
 - b. Within the Northern Receiving Area:
 - i. One (1) connection to CR 579;
 - ii. One (1) connection to US 301 via an extension of Berry Grove Blvd.;
 - iii. Three (3) stubouts along the northern boundary of the Northern Receiving Area; and,
 - iv. Six (6) stubouts along the southern boundary of the Northern Receiving Area.
 - c. Within the Southern Receiving Area:
 - i. One (1) connection to CR 579;
 - ii. One (1) connection to Saffold Rd.;
 - iii. Two (2) stubouts along the western boundary of the Southern Receiving Area; and,
 - iv. Three (3) stubouts along the northern boundary of the Southern Receiving Area.
- 21. With respect to project roadways:
 - a. The developer shall construct the extension of Berry Grove Blvd. (i.e. the east-west collector roadway within the Northern Receiving Area between US 301 and CR 579) as a 2-lane, collector roadway utilizing the Typical Section standards shown on Sheet 3 of 3 of the PD site plan. The roadway shall be constructed as a divided facility, expandable to 4-lanes west of the internal roundabout, and as an undivided 2-lane facility east of the internal roundabout.
 - b. Other internal project roadways shall be constructed to an appropriate urban typical section as described in the Hillsborough County TTM. Designation of appropriate typical sections shall

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occur at the time of plat/site/construction plan review, and be based upon anticipated traffic volumes within each segment.

- c. The developer may commit to construction of internal roadways within the project (other than the east-west collector roadway) to applicable Traditional Neighborhood Development (TND) Typical Section standards as found within the TTM. If the developer does not so commit, then developer shall be required to construct specific subdivision roadways serving non-residential uses within the Northern and Southern Neighborhood Centers to either an appropriate collector road standard or the TS-3 (non-residential subtype) typical section standard. The specific streets to meet this standard shall be determined at the time of review and approval of construction plans subject to County approval.
- d. All project alleyways shall comply with LDC Section 3.24.05.B.2.a. Additionally:
 - i. All project alleyways shall be constructed to accommodate 2-way traffic;
 - ii. Alleyways shall consist of a minimum of 16 feet of pavement, with 5-foot wide green strips on either side of the pavement, and located within a 26-foot-wide right-of-way;
 - iii. MUTs and other bicycle and pedestrian facilities may perpendicularly cross alleyways but are otherwise prohibited within alleyways.
- e. The total right-of-way widths shown in the Design Exception and on the PD site plan are minimum widths. Additionally:
 - i. The developer shall preserve a minimum of +/- 46 feet of right-of-way west of the proposed internal roundabout or as otherwise necessary to accommodate the future expansion of Berry Grove Blvd. as a future 4-lane roadway, expandable to the inside. The intent of these conditions are to require the developer to secure the dedication, conveyance and preservation of certain rights-of-way to the County as described above, both within the project and through adjacent folios 79710.0585 and 79702.0010.
 - ii. Notwithstanding the below referenced Design Exceptions which grant relief from the LDC Sec. 3.24.06 requirement to improve certain segments of CR 579 and Saffold Rd. to the full Typical Section requirements, or anything shown on the PD site plan to the contrary, consistent with LDC Sec. 3.24.06.C.5.b. the developer shall dedicate and convey sufficient right-of-way along the project's Saffold Rd. and CR 579 frontages to ensure that a fully compliant TS-7 roadway can be constructed (by others) within the right-of-way (i.e. such that 96 feet of right-of-way is available post dedication and conveyance).
 - iii. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall dedicate and convey to Hillsborough County sufficient right-of-way as necessary to accommodate the proposed project roundabouts as well as the required westbound to northbound right turn lane on Saffold Rd. into the project's access, which the developer shall construct concurrent with the initial increment of development within the Southern Receiving Area. The amount and location of the right-of-way dedication shall be based upon Transportation Technical Manual and roundabout design requirements, as

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applicable, and shall be reviewed and approved by the appropriate agencies including Hillsborough County Development Services and/or Public Works.

- iv. Notwithstanding anything shown on the PD site plan to the contrary, as CR 579 is identified on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced facility, the developer shall preserve a minimum of 11 additional feet above and beyond any right-of-way necessary to be dedicated and conveyed in accordance with conditions 21.e.iii. and 21.e.iv, hereinabove. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setback shall be calculated from the future right-of-way line.
- f. Construction of the Berry Grove Blvd. extension, such that a completed roadway connection between US 301 and CR 579 occurs, shall be done prior to or concurrently with the first vertical development within the Northern Receiving Area for which plat/construction plan approval has been obtained. Phasing of additional vehicular stubouts within the Northern Receiving Area may be considered at the time of plat/site/construction plan review, and approval of any phasing plan for these other vehicular connections, subject to County approval. At a minimum, roadway stubouts shall be constructed concurrent with the phase of the development adjacent to such stubout and/or as otherwise required pursuant to condition 21.h. hereinbelow.
- Phasing of access within the Southern Receiving Area may be considered at the time of plat/site/construction plan review, and approval of any phasing plan for these other vehicular connections shall be subject to County approval. At a minimum, roadway stubouts shall be constructed concurrent with the phase of the development adjacent to such stubout.
- h. Roadways shall be constructed as necessary to provide vehicular access to each increment of development or as otherwise required herein these zoning conditions. Additionally, vertical development must occur within a fully formed, compliant block (i.e. the infrastructure along all four sides of each block must be constructed prior to or concurrent with vertical development within each block). Certificates of Occupancy (temporary of otherwise) shall not be issued until each portion of the block perimeter is open to traffic, and the applicable portions of any other sidewalks or MUTs required pursuant to the LDC or as otherwise required pursuant to the PD or zoning conditions is constructed.
- i. Prior to or concurrent with each increment of development, the developer shall submit a trip generation and site access analysis which examines the need for turn lanes along the Berry Grove Blvd. extension and to implement the trip cap conditions described within condition 34, hereinbelow. Such analyses shall be based on Hillsborough County Land Development Code (LDC) Section 6.04.04.D. warrants as well as an examination of anticipated impacts from proposed and anticipated future development (whether generated by this development or development within adjacent properties) which is expected to utilize project stubouts as well as future anticipated roadway connections.
- j. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, access connections along the Berry Grove Blvd. extension shall meet the following access spacing standards:

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i. That portion of the roadway west of the internal roundabout shall meet LDC Sec. 6.04.07 spacing standards for a Class 3 roadway;

- ii. That portion of the roadway east of the internal roundabout shall meet LDC Sec. 6.04.07 spacing standards for a Class 4 roadway; and,
- iii. Identification of the appropriate access spacing standard for all other internal project roadways will be determined at the time of plat/site/construction plan review stage.
- The developer shall be required to construct all roadway, sidewalk and/or MUT stubouts generally shown on the PD site plan, as well as any other sidewalk or MUT stubouts necessary to comply with Sec. 3.24.05.A. and other applicable sections of the LDC. The developer shall also be required to construct certain site access improvements (auxiliary turn lanes) as identified within the required transportation study described in condition 21.i., hereinabove. Proposed roundabouts shall be constructed prior to or concurrent with construction or improvement of the intersecting roadway(s). Notwithstanding the right-of-way dedication and conveyance requirements specified hereinabove above, the developer shall have no obligation to construct turn lanes along the Berry Grove Blvd. Ext. that are identified as being needed to safely accommodate non-project traffic.
- 23. The Berry Grove Blvd. extension and Tier 1-1 MUT shall be dedicated and conveyed to the County. Consistent with LDC Sec. 3.24.04.A.7., other project roadways may potentially be dedicated to the County for ownership and maintenance or may be privately owned and maintained by a homeowner's association or similar entity, subject to certain conditions and determinations as further described hereinbelow. Additionally:
 - a. The ability for a roadway to be accepted by the County for public ownership and maintenance shall be subject to a determination (to be at the time of plat/site/construction plan review) as to whether each individual roadway segment complies with Policy 4.1.4. of the Mobility Element of the Hillsborough County Comprehensive Plan. Roadway segments which staff find do not comply with Policy 4.1.4 shall not be accepted.
 - b. Prior to or concurrent with the construction of that segment of the Berry Grove Blvd. extension located west of the internal roundabout, the developer shall dedicate and convey a 10-foot-wide landscape and hardscape easement, in addition to the typical utility easement required per the TTM, along the southern side of the roadway (as shown in the Typical Section standards depicted on Sheet 3 of 3 of the PD site plan). Such easement shall be sufficient to permit public access, as well as allow the County to install and maintain landscaping or hardscaping within the easement area. While the Tier 1-1 Trail will be owned and maintained by Hillsborough County as noted herein these conditions, nothing in this condition shall be construed as requiring the County to accept landscaping or hardscaping within this area for maintenance.
 - c. Prior to or concurrent with the construction of each segment of privately maintained roadway within the project, the developer shall dedicate and convey a public access easement to Hillsborough County.
 - d. Alleyways shall be privately owned and maintained by a homeowner's association or similar entity but shall not be required to have public access easements unless otherwise necessary to accommodate solid waste service pickup or as may be required by Fire Rescue.

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e. Other MUTs shall be privately owned and maintained by a homeowner's association or similar entity. Prior to or concurrent with the construction of each segment of MUT within the project, the developer shall dedicate and convey to Hillsborough County a public access easement over the MUT.

f. In the case of required roadway, pedestrian, MUTs stubouts which are constructed within privately maintained rights-of-way but which are unable to be constructed to exact property boundaries (e.g. due to grading or other constraints), the developer shall be required (in addition to the public access easements required hereinabove) to dedicate and convey sufficient easement rights necessary to permit the County or an adjacent property owner to complete the connection without further consultation of the property owner.

24. With respect to Multi-Use Trails (MUTs):

- a. That portion of the Tier 1-1 MUT running alongside the Berry Grove Blvd. extension. shall be constructed utilizing the Typical Section standards depicted on Sheet 3 of 3 of the PD site plan.
- b. Notwithstanding anything in LDC or Comprehensive Plan to the contrary, that portion of the Tier 1-1 MUT east of the internal roundabout must be constructed concurrently with the roadway, since the facility is serving the dual purpose of fulfilling the Tier 1-1 benefit and serving to replace one of the buffered bicycle lanes which would otherwise be required (east of the internal roundabout) pursuant to the TTM.
- c. Consistent with the LDC and Comprehensive Plan, that portion of the Tier 1-1 MUT west of the internal roundabout shall be constructed prior to or concurrent with the 1,363rd residential unit within the project.
- d. Those portions of the Tier 1-1 MUT running through the internal roundabout and the roundabout to be constructed at the intersection of the Berry Grove Blvd. extension. and CR 579 and along the east side of CR 579, and terminating at the trailhead entrance road located on the east side of CR 579, shall be constructed with a minimum width of 12-feet; however other features of the typical section shall be dictated by roundabout design requirements, which are subject to the review and approval of Hillsborough County Public Works at the time of plat/site/construction plan review. These portions of the trail shall be constructed concurrently with the roundabout.
- e. Other MUTs shall be constructed in accordance with the Typical Section 2 (TS-2) Section 1 subtype standard as found within the TTM and as depicted on the "Multi-Use Trail Typical Section" standard within Sheet 3 of 3 of the PD site plan. Other MUTs shall be constructed when/as required pursuant to Zoning Condition 21.h. Additionally, Other MUTs not forming a block perimeter shall be constructed at a time to be determined by staff at the time of plat/site/construction plan review. Nothing herein shall be deemed to preclude the consideration of design exceptions, as provided in the TTM, to the Multi-Use Trail design and/or construction materials.
- f. The developer shall design and construct slip ramps as necessary to transition between the use of MUTs/wide sidewalks and roadways with on-street bicycle facilities and roadways with no on-street bicycle facilities, as applicable.

RZ-PD 23-0041 July 18, 2023 July 24, 2023

25. The intent of the Wimauma Community Plan, LDC, and these zoning conditions are to facilitate an interconnected network of transportation systems, rather than individual isolated segments of varying facility types which do not result in a logical, comprehensible, and integrated system of transportation facilities within the project, and to extend outside of the project such that the block pattern can logically continue into adjacent properties in the future (as appropriate). The intent of these internal and external systems is to create a series of seamless, interconnected neighborhoods and villages. As such, and notwithstanding anything shown on the PD site plan to the contrary, the developer shall ensure the constructed transportation network is designed/located such that MUTs segments throughout the project, including those forming block faces, are aligned when possible in order to facilitate a safe and efficient MUT system which ensures the safe crossings of roadways and alleyways while maintaining compliance with Part 3.24.00 of the LDC. Determination of the appropriateness/number/design of midblock crossings of internal collector roadways shall be made by County staff at the time of plat/site/construction plan review. MUTs shall be designed with midblock crossings of all alleyways and local roadways, as needed to facilitate the above goals, unless a specific crossing is determined by County staff at the time of plat/site/construction plan review to be unsafe and where such safety issues cannot otherwise be mitigated.

26. In addition to any other sidewalks required pursuant to the Hillsborough County LDC and/or the PD site plan and zoning conditions, the developer shall construct a minimum 5-foot-wide sidewalk along the project's frontage within the Sending Area along the east side of CR 579. This sidewalk shall be constructed concurrent with the first increment of development within the Southern or Northern Receiving Area, or concurrent with development of the single-family dwelling located within Sending Area east of CR 579, whichever occurs first.

27. Design Exceptions

a. If PD 23-0041 is approved, the County Engineer will approve a Design Exception (dated April 24, 2023) which was found approvable by the County Engineer (on May 30, 2023) for the CR 579 substandard roadway improvements. The County Engineer has found that the Design Exception is approvable and in compliance with LDC Section 3.24.06.D.1.a, and the BOCC finds that the Design Exception is appropriate.

As CR 579 is a substandard collector roadway, the developer will be required to make certain improvements to CR 579 consistent with the Design Exception (DE). Specifically, prior to or concurrent with the initial increment of development, the developer shall make certain improvements within each of three (3) discreet sections of the roadway. Specifically:

- i. Within Segment A, which shall be defined as that portion of CR 579 between SR 674 and the southern boundary of the Sending Area, the developer shall:
 - a. Maintain the 10 to 11-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section 7 (TS-7) of the Transportation Technical Manual (TTM);
 - b. Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM;

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c. Construct 5-foot-wide paved shoulders along both sides of the roadway, in accordance with TS-7 of the TTM; and,

d. Construct a 10-foot-wide multi-purpose pathway (also generally referred to as a shared use pathway or multi-use trail, but purposefully not referred to as an MUT or Other MUT, which are otherwise separately and specifically defined and regulated herein these conditions) along the west side of the roadway.

Sidewalks along portions of the eastern side of the Segment A roadway are not addressed in the DE, since they are determined not to explicitly be a substandard roadway issue for the subject project; however, these are addressed within condition 26, hereinabove.

- ii. Within Segments B and C (Segment B which shall be defined as that portion of CR 579 between the southern terminus of Segment A and the northern boundary of the Northern Receiving Area and Segment C, which shall be defined as that portion of CR 579 between the southern terminus of Segment B and the intersection of CR 579 and Saffold Rd.) the developer shall:
 - a. Maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to TS-7 of the TTM;
 - b. Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM;
 - c. Construct a 10-foot-wide multi-purpose pathway (also generally referred to as a shared use pathway or multi-use trail, but purposefully not referred to as an MUT or Other MUT, which are otherwise separately and specifically defined and regulated herein these conditions) along the west side of the roadway.
- b. If PD 23-0041 is approved, the County Engineer will approve a Design Exception (dated April 24, 2023) which was found approvable by the County Engineer (on May 30, 2023) for the Saffold Rd. substandard roadway improvements. The County Engineer has found that the Design Exception is approval and in compliance with LDC Section 3.24.06.D.1.a, and the BOCC finds that the Design Exception is appropriate.

As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd. consistent with the Design Exception (DE). Specifically, prior to or concurrent with the initial increment of development in the Southern Receiving Area, the developer shall make certain improvements within each of two (2) discreet sections of the roadway. Specifically:

i. Within Segment B, which shall be defined as that portion of Saffold Rd. along the frontages of folios 79700.0400, 79700.0300, 79700.0350, 79700.0100, 79700.0200, 79700.0250, 79700.0050, and 79700.0150, the developer shall:

FINAL CONDITIONS OF APPROVAL

PETITION NUMBER: MEETING DATE: DATE TYPED: RZ-PD 23-0041 July 18, 2023 July 24, 2023

a. Maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the TS-7 of the TTM;

- b. Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM; and,
- c. Construct a 5-foot-wide sidewalk along the north side of the roadway as shown in the Design Exception request.
- ii. Within Segment A, which shall be defined as those portions of Saffold Rd. between CR 579 and the western project boundary, excluding the area defined as Segment B, the developer shall:
 - a. Maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the TS-7 of the TTM;
 - b. Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM;
 - c. Construct 5-foot-wide paved shoulders along both sides of the roadway, in accordance with TS-7 of the TTM; and,
 - d. Construct a 10-foot-wide multi-purpose pathway (also generally referred to as a shared use pathway or multi-use trail, but purposefully not referred to as an MUT or Other MUT, which are otherwise separately and specifically defined and regulated herein these conditions) along the north side of the roadway.
- 28. In addition to any temporary end of roadway/MUT signage required by the MUTCD, the developer shall install signage at all roadway/MUT access stubouts not connecting to an existing roadway/MUT which identifies the stubout as a "Future Roadway Connection" or "Future Trail Connection" as applicable.
- 29. At roadway and MUT stubouts along the boundary with folio 79703.0000, in addition to signage required pursuant to condition 29, above, the developer shall install appropriate end of roadway and end of trail treatments at the temporary stubouts which prevent vehicular and bicycle/pedestrian traffic from utilize those stubouts until such time as all of the facilities are properly extended and appropriate right-of-way and/or easement rights through the adjacent property is obtained.
- 30. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall redesign all dead-end roadways over 150 feet in length (including roadways planned to only be temporarily "dead end" roadways) such that they terminate in a roundabout or another approved end of roadway treatment, consistent with TTM requirements.
- 31. The Access Management improvements necessitated by the proposed development are based upon the Access Management Analysis prepared by Links & Associates, Inc. signed and sealed on May 30,

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2023. The maximum trip generation assumed to establish the access management improvements at the time of rezoning is as follows:

- i. The cumulative gross trip generation of all existing and proposed development within the Northern Receiving Area of 10,163 average daily trips, 1,384 a.m. peak hour trips and 1,064 p.m. peak hour trips.
- ii. The cumulative gross trip generation of all existing and proposed development within the Southern Receiving Area of 9,106 average daily trips, 620 a.m. peak hour trips and 845 p.m. peak hour trips.
- iii. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no Project Identification number exists, and copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips available remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided. Should the number of trips generated by the overall development exceed those impacts analyzed in conjunction with this rezoning, additional access management improvements may be required at the time of site development permitting.
- 32. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
- 33. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
- 35. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
- The sending parcels area that is adjacent to the Little Manatee River Corridor Preserve and the receiving parcels that are adjacent to the Upper Little Manatee River Preserve shall be subject to Land Development Code Section 4.01.11 for Natural Resources which requires a compatibility plan to address issues relating to the development such as, but not necessarily limited to, access, prescribed f ire, and landscaping. The compatibility plan shall be proposed by the developer, reviewed and approved by the Conservation and Environmental Lands Management Department, and shall be required as a

FINAL CONDITIONS OF APPROVAL

PETITION NUMBER: MEETING DATE: DATE TYPED: RZ-PD 23-0041 July 18, 2023 July 24, 2023

condition of granting a Natural Resources Permit for development impacts on those areas that are adjacent to Natural Preserves.

- An evaluation of the property supports the presumption that listed animal species may occur or have restricted activity zones throughout the property. Pursuant to the Land Development Code (LDC) Section 4.01.00, a wildlife survey of any endangered, threatened or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. This survey information must be provided upon submittal of the preliminary plat through the Land Development Code's Subdivision review process.
- 38. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
- 39. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.
- 40. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.



Wimauma Community Plan Advisory Council (WCPAC)

WCPAC Meeting Date:

May 25, 2023

Application:

RZ-PD-23-0041 Eisenhower Group (900 Acres/1,800 Homes + Community Benefits)

WCPAC RECOMENDATION

On May 25, 2023, the WCPAC met with the Eisenhower Group to discuss the rezoning application RZ-PD-23-0041. The purpose of the meeting was to discuss elements of the plan that pertain to the required Community Benefits as well as other concerns, regarding infrastructure, roadway capacity, environmental impacts, housing, agriculture and economic development opportunities.

The 900 Acre /1,800 homes Planned Development has offered the following as Community Benefits which are intended to be accessible and/ or serve the community at large. The following are community-based recommendations asked by the WCPAC that will further enhance the projects delivery of meaningful community benefits.

- 2 Multi-Use Trails (One of which leads north on CR 579 to downtown).
 - Internal Trail (amenities as proposed)
 - Multi-Use Trail along CR 579 from Saffold to SR 674
 (Environmental Sensitive Lighting, Dedicated Bike Lane, Seating Benches, 911 Kiosk, Trail Parking Area in Sending Lands)
- Community Accessible Public Park (14 +/-Acres) with public parking. Amenities including:
 - o Pickle Ball, Basketball, Tennis Courts
 - o Baseball Diamond
 - Soccer Field
 - Shaded Playground
 - o Public Parking
 - o Public Restrooms

Outdoor Pavilion

Public School- Dedicated land to the Hillsborough County School District

12.5 Acres above the required open space

- Require restoration and management plans for the "open space" as well as the sending area. There must be some kind of plan for these areas to prevent them from turning into problematic weed fields and non-native vegetation.
- Dedicated acreage commitment to Child Care, Civic Space, Open-Air Market, and Religious Facilities.
 - Developer responsible for construction of Child Care Facilities
 - Provide Sufficient Public Parking for Open-Air Market

180 Units of Affordable Housing.

o In an effort to mitigate local housing displacement caused by residential development of this scale and retain Wimauma legacy residents; the Eisenhower Group is committed to continued coordinated collaboration with the Wimauma CDC, and its community partners in facilitating in part or in total the construction/brokerage/sales/ for affordable housing buyer counseling services/buyer screening. The Eisenhower Group will provide financial contribution to the development of an affordable housing program for the Wimauma Community Development Corporation. Details to be identified by both the Wimauma CDC/Community Partners and The Eisenhower Group Prior to BOCC Hearing.

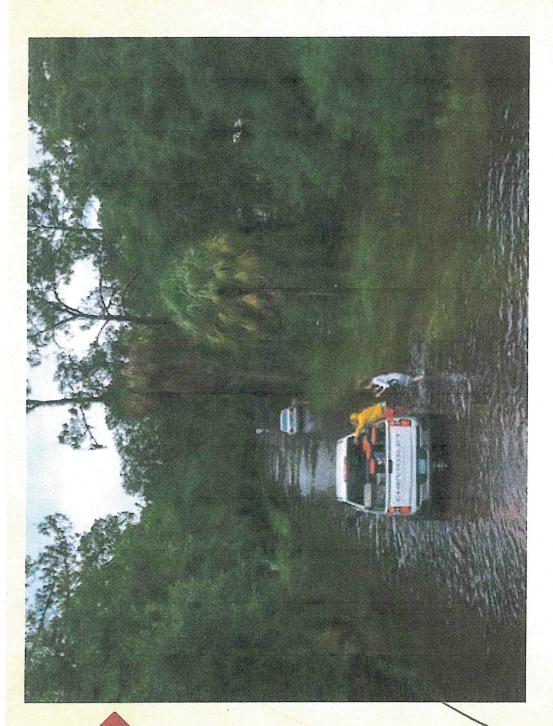
10 Acres Community Urban Farmland

The Village Plan speaks of celebrating Wimauma Agricultural Heritage by way of establishing a Community Farming-Seed to Table Program. In an effort to further the Plan's vision, the developer will be dedicating 10 Acres of agricultural land to Wimauma CDC and/or our partnering organizations for this purpose. Positioning the to establish and manage a communitybased agriculture program.

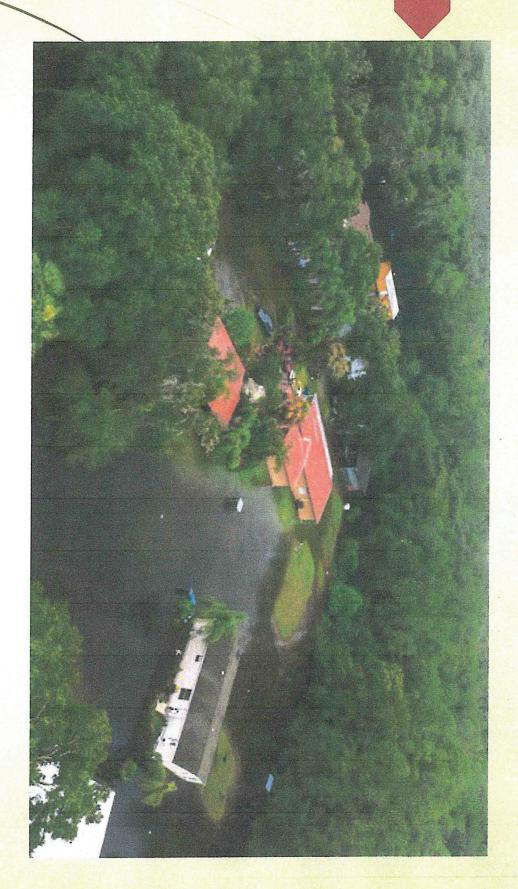
Additional points for improved Community Benefits as follows:

- Alternative to Oak Trees along pathways. (Native shady tree).
- ➤ Defines end use of sending area. No Re-zoning covenants, and deed restrictions; protecting that it remains open space and managed.
- ➤ The projected Mobility Fees associated with this project are upward of \$20Million. The WCPAC request the BOCC allocate the collected fees in its totality be direct towards investments in safety and roadway improvements in Wimauma. The WCPAC request that the Eisenhower Group publicly endorse the WCPAC's recommendation that the BOCC's invest the generated Mobility Fees into roadway improvements in Wimauma concurrent with the build out of this project.
 - 674 widening to 4 lanes, sidewalks, intersection directional street lights, water pipes, and increased water pressure.





301 in Wimauma on Monday, Aug. 5, 2024. Flooding was occurring from the nearby Little Manatee River. The river level was 15.83 feet at the time of this An aerial drone captures a view of vehicles flooded off River Road and U.S. photo and classified as moderate flooding, with 17 feet considered major flooding. The river is predicted to crest overnight at 17.60 feet [LUIS SANTANA | Times



301 in Wimauma on Monday, Aug. 5, 2024. Flooding was occurring from SANTANA | Times] An aerial drone captures a view of homes flooded off River Road and U.S. this photo and classified as moderate flooding, with 17 feet considered the nearby Little Manatee River. The river level was 15.83 feet at the time of major flooding. The river is predicted to crest overnight at 17.60 feet. [LUIS

We, Wimauma CPAC together with the residents of the surrounding communities, respectfully request a postponement of the zoning approval currently under consideration for the development proposal by Eisenhower Property Group. This request is made in light of substantial unresolved issues that, if left unaddressed, will have serious long-term consequences for flood mitigation, infrastructure resilience, and community welfare.

- 1. Incomplete Data: Commissioner Miller's Report from Black & Veatch Must Be Released The current development proposal is proceeding without the benefit of the completed watershed and infrastructure impact analysis being conducted by Black & Veatch, at the request of and objectives set by District 4 County Commissioner Christine Miller. This report is critical in evaluating watershed tolerance and downstream impacts, particularly given the proximity to the Little Manatee River Forks and the shared watershed with Manatee County including FPL's Lake Parrish. As seen in the site overview, the proposed development lies in the drainage corridor connecting multiple agricultural and residential zones—making it imperative that decisions be made based on holistic watershed data, not isolated site reviews.
- 2. Community Benefits and Transparency Have Been Insufficient
 While a last minute meeting was held last week, it did not result in substantive engagement
 or meaningful revisions to the current plan. There must be a formal, structured meeting
 with Eisenhower Property Group to outline tangible community benefits. The community's
 feedback has been clear: the current plan appears to meet only the bare regulatory
 minimums without addressing the unique needs and vulnerabilities of the area.
- 3. Stormwater Mitigation Requirements Are Outdated We urge the Board to delay approval until current stormwater mitigation standards—currently set at the 1-in-25-year storm event—are revisited. The frequency and severity of flooding events have significantly increased in recent years, and current standards no longer reflect real-world conditions. Without reform, the risk of severe flooding will only intensify, especially in this sensitive watershed zone. A more modern standard (e.g., 1-in-50 or 1-in-100-year events) or a watershed-wide mitigation strategy is essential before any further approvals proceed.
- 4. Density Must Be Reduced if Mitigation Isn't Enhanced
 If the developer is unwilling to exceed current stormwater mitigation standards, then the
 only responsible option is to scale back density. As the imagery from the planning boards
 shows, the proposed lot layout densely clusters development across environmentally
 sensitive areas. A reduction in density would allow for increased green space and pervious

areas, directly contributing to natural flood management and runoff control.

5. Roadway Improvements Must Address Drainage Issues

Particular attention must be paid to CR 579, where recurring flooding has been documented, especially during seasonal storm events. The site plan and overlay map illustrate the development's proximity to this corridor, which serves as a primary artery for local traffic. Drainage improvements are not merely recommended—they are essential—and should be required as a condition for any development approval.

6. Inter-Agency Coordination is Necessary

Given the site's location adjacent to the Manatee County line and downstream of the Lake Parrish dam, it is critical that the BOCC, FPL, and Manatee County jointly evaluate the cumulative impact of this and other nearby developments. Watershed management cannot be approached in isolation. The lack of coordination between jurisdictions is a direct contributor to the overburdening of drainage systems and the degradation of shared natural resources.

Conclusion :

We are not opposed to growth—we are opposed to poorly planned growth. The proposal, as it stands, does not reflect the community's needs, nor does it align with the environmental realities of this watershed. Until the issues above are adequately addressed, we urge the Board to postpone any zoning approvals.

Thank you for your attention to these concerns. We stand ready to work collaboratively toward a more resilient and community-forward development process.

Thank you,

Sean Dass

5209 Lake Siena Drive

Wimauma, FL

407-383-9654

Zoning Hearing Master July 21, 2025

Proposed Environmental Condition

PD-25-0371 and PD 25-0469

Recommend as a Condition of zoning that the developers must convene a meeting of the developer, relevant Hillsborough County Departments including Public Works, the Southwest Water Management District, and the Wimauma Community Plan Advisory Council (WCPAC) to review the environmental models of the area and to make specific stormwater mitigation measures that each responsible party might execute, prior to any construction.

Zoning Hearing Master July 21, 2025

Proposed Safety Condition

PD-25-0371 and PD 25- 0469

Recommend as a Condition of zoning that the developers submit a neighborhood safety buffer zone plan to ensure the safety of residential neighbors living adjacent to currently zoned rural or agricultural land. This plan must be approved by the Development Services Department.

RZ-PD 25-0371 and RZ-PD 25-0469 Community Meeting Summary

Date: July 17, 2025

<u>Time</u>: 6:15 P.M. – 7:45 P.M.

Location: Wimauma Civic Center

Application No. 2725-0440
Application No. 2725-087
Name: Kanni Corbort
Entered at Public Hearing: 2HM
Exhibit # 4 Date: 7121 (2025

Attendees:

Applicants' Team:

Clark Lohmiller – Eisenhower Property Group Kami Corbett, Esq. – Hill Ward Henderson Steve Henry – Lincks & Associates Anna Ritenour – Clearview Land Design

Owners/Residents:

See included sign-in sheets

Discussion:

The Applicant team brought large site plans and community benefit aerials and provided an opportunity before the meeting to discuss initial concerns and/or answer initial questions in an open house format prior to the meeting beginning.

The meeting began with an explanation on how the site is located within the recently adopted, publicly initiated expansion of the USA boundary and FLU change from WVR-2 to RES-4. The Applicant team provided an overview of the proposed rezonings and explained how these rezonings are to implement the County's adopted FLU change of the site to accommodate projected growth and allow for a similar development pattern within the area.

The community's main concerns revolved around community benefits, roadway improvements, stormwater drainage, and the overall safety of the community.

The community raised concerns about the removal of community benefits included in the original zoning approval. The Applicant team provided an explanation on why the previously approved community benefits have been removed and discussed how these proposed rezonings are retaining some community benefits, such as a multi-use trail through the site connecting the adjacent Berry Bay development to Little Manatee River Nature Preserve, and school reservation sites. The Applicant team indicated that conversations involving additional benefits could be had.

The community expressed concerns about an increase in traffic and the safety surrounding same. The Applicant team explained the specific roadway improvements that are being made to CR 579, West Lake Dr, Berry Grove Blvd, and Saffold Rd, including the construction of a 10-foot sidewalk along the western side of CR 570 from Saffold Rd to SR 674, the extension of Berry Grove Blvd to provide a through connection from CR 579 to US Hwy 301, the extension of West Lake Dr, and the installation of new signals and potential roundabouts to help slow down traffic.

The community expressed concerns about the potential impacts on stormwater drainage for their community. They currently experience flooding during rainy conditions and do not want the new development to adversely impact them and/or make the conditions worse as a result of this new development. The Applicant team explained that all existing rules and regulations related to stormwater drainage will be followed but that specific details surrounding the discharge of water or location of stormwater ponds have not yet been determined.

The community expressed concerns related to safety of the surrounding community. They discussed incidents that occurred during the 4th of July regarding multiple bullets that hit homes within the adjacent Berry Bay development. The community suggested adding additional buffers such as walls or greater landscape buffers surrounding the new development to help reduce the risk of this situation happening again. The Applicant team indicated that conversations involving increased buffers could be had.

The Applicant team provided an additional opportunity after the meeting ended to discuss any additional concerns and/or answer any additional questions in an open house format.

Neighborhood Meeting Sign-In Sheet July 17, 2025 6:00 PM Wimauma Civic Center

Name	Email	Address
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Larry + Carol Harows	Agranthuckin @ gmaileon	Agrantockin & ginailicom 19440 Sattold Kd Winauma
KUTH TOHUSON	Vajohnson 130 arcload. Com	12 John son 130 arcload, com 1357 Eventual Junes 20, 23573
Ch2 C 253	OFFE UASS CAMBIC. COL	WINDERPH FL 33578
Ashley McDowel	ashiley, medowe / @ mail. cm	ashiley, mcclowe/@amail.cm 3179 Marine oracs Dr. 33598
Kayla Holden	Kaylarektare Daysonstudies C.	
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Neighborhood Meeting Sign-In Sheet July 17, 2025 6:00 PM Wimauma Civic Center

Name	Email Address
Mary Minier	Maryminier 10 Egmail. com 3131 Marine G19455
Ashley Lairby	Osnilyn lair by agmailton 5007 Bonta DR. Windung A33598
Brian Laway	phantairia, @ Jahos.com ""
Ellie Andlurson	anderson ellephracion, 1357 Errora ld Dunes Dr. 506 33573
Amarda Brandenberger	Amanda Branden berger Canuil 3160 marine grass Dr.
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MANIEL TAWNSERY)	ATTOWNITE MOSH, COM 5205 LANCE STENK DR. WIMMUR 33598
RETIND LOWBRE	X
Mary and Beck	1
Ray Itlein	raybarbara Momón com 5012 colobre shores use
Jackie Brown	Discover Wimauma O shill P.O. Box 242 F 33598

Neighborhood Meeting Sign-In Sheet July 17, 2025 6:00 PM Wimauma Civic Center

Name	Email	Address
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Wanda Broughton	Nurskaboko ad.com	1204 74 st 11/macina
Robert LAVERS	DB LAVERES ADL. 15m	DBLAVERES ADL. Com 5014 Rowsta De Wigner
JOHN REGAN	REGAN TRYZIQ EMAN, Can	5051 SANSY BROOK CIR WIM AUXUA
Olga Brandenberger	olaa, brandeilbergergr	dea brandeller gergmail, com windung FL
Frank Ben Papillo	Per 23860a Vahra, com	16712 Mooner PlankCir.
Angre Greg	Agracell840 gol. tom	1582) COBERMIN Dr. (N. MGUMG
Chery Fortes	chery fortes/angrow.com	chery fortes and one com 1594 Noble Mill Dr. Wimbung

Existing PD: 23-0041 / 905.7 ac (including 270-acre "Sending Area")

Original/existing entitlements: 1,816 units, K-5 public school site, limited non-res uses (childcare, church, government/public facilities). Development on 635.7-acre "Receiving Area".

January 2025 = Map and Text amendments changed FLU to RES-4 and brought into USA.

Proposal: split Sending Area and Receiving Area into stand-alone PDs (incl. new acreage to be joined with Sending Area).

Note: Berry Bay Phase 6 (444 SFD units) is part of proposed new Council Growers PD area; was designed under PD 23-0041 conditions and received Certificate of Capacity.

Council Growers (25-0371) JPL Rood Rosa (25-0469) 506.69 acres in proposed stand-alone PD 635.7 acre "Receiving Area" in existing o Includes 270 acre "Sending Area" in PD existing PD, and 236 new acres Stand-alone PD to be same acreage Proposed entitlements: Proposed entitlements: o 1,600 SFD units (and/or max. 200 TH o 2,000 SFD units; 300 TH units units) Density = 3.6 UPA Max. 630 units permitted west of Trip caps apply in North/South CR 579; 970 units east of CR 579 development areas ■ Density = 3.17 UPA 1000-student K-5 school site (14 o 1,620-student K-8 school site (25 acres) acres) If not pursued, 192 additional units If not pursued, 292 additional units permitted (density = 3.9 UPA / permitted (density = 3.73 UPA / 2492 units total) 1892 units total

Council Growers Improvements

- <u>Berry Grove Blvd.</u> Extension, including Multi-Use trail to connect to Little Manatee trailhead
- West Lake Drive Extension
- CR 579 substandard road improvements
 - Incl. sidewalks, shoulder stabilization, right-of-way conveyance
- Saffold Road improvements
- Prop. share agmt. recorded Jan. 30, 2024 for funds for Elementary, Middle, High
- Turn lanes, signalization, roundabouts as warranted

JPL Rood Rosa Improvements

- <u>CR 579</u> right of way preservation and substandard road improvements
 - Incl. sidewalks, shoulder stabilization, ROW conveyance
- Install signal/turn lane at <u>CR 579</u> and <u>SR 674</u> intersection
- Minimum one roundabout, signal, or controlled crossing for ped/bike connectivity btw. East and West pockets
- East-West collector road if School site developed
- Turn lanes/signalization as warranted

Single-Family Standards	Townhouse Standards
 RSC-10 modified standards 4,400 s.f. lots (110' x 40') 20' front / 25' garage 10' side corner (20' if access) 75% max bldg. coverage 35' height Monotony control provisions 	 1,200 s.f. lots Min. 15' width / 80' depth 20' front setback 75% max bldg. coverage 35' height

JPL Rood	Proposed	506.69	1,600 SFD ** (option for 1,400 SFD: 200 TH)	3.17	0	1,620**	• K-8 public school site
JPLF	Existing	270 (sending area of 23-0041)	2	0.007	0	0	None
Council	Proposed	635.7	2,300 * (2,000 SFD; 300 TH)	3.6	0	1,000*	• Multi-use trail to Little Manatee River Trailhead • K-5 public school site
Col	Existing	635.7 (receiving area of 23-0041)	1,816	2.85	22,881.60	1,000	Multi-use trail to Little Manatee River Trailhead 12.5-acre park/recreation space Affordable housing units K-5 public school site Limited non-residential uses such as a childcare center, church/synagogue, flexible market space, and government/public service facilities
		Acreage (ac)	Residential Units	Density (du/ac)	Non-residential Uses (s.f.)	School Site (students)	Community Benefits

* If the School District decides to not acquire the elementary school site within the Council Growers PD, the maximum development potential of residential units will increase by 192 units for a total of 2,492 units (3.9 du/ac)

^{**} If the School District decides to not acquire the elementary school site within the JPL Rood Rosa PD, the maximum development potential of residential units will increase by 292 units for a total of 1,892 units (3.7 du/ac)

Rezoning Application:

PD 25-0469

Zoning Hearing Master Date:

July 21, 2025

BOCC CPA Public Hearing Date:

September 9, 2025



Development Services Department

1.0 APPLICATION SUMMARY

Applicant:

301 Wimauma LLC

FLU Category:

RES-4

Service Area:

Urban

Site Acreage:

506.69 acres

Community

Plan Area:

SouthShore Area Wide Systems

Overlay:

None



Introduction Summary:

This is a request to rezone a site to a Planned Development (PD) to facilitate residential single-family development. The majority of the site is currently zoned PD which was proposed to be open space for the purpose of meeting open space requirements and "sending" additional units to other areas of the PD. Subject site is designated the "Sending Zone" under the current PD zoning (23-0041, as most recently modified by PRS 24-1036). The remaining area of the proposed PD is currently zoned AR. The application is running concurrently with PD 25-0371 for a property located to the south, designated the "Receiving Zone" under the same existing PD zoning. Recently adopted CPAs (CPA 24-12 and 24-13) changed the site from the WVR-2 to RES-4 Future Land use Category and service area from Rural to Urban.

Zoning:	Exist	ing	Proposed
District(s)	PD 23-0041 ("Sending Zone")	AR	PD 25-0469
Typical General Use(s)	Open Space/Conservation Area and 1 single-family home	Agriculture, Single- Family Residential	Single-Family Detached & Attached (Townhomes) / K-8 Public School
Acreage	270 acres	236.60	506.69 acres
Density/Intensity 0.003 units per acre residential FAR: 0.0		1 unit per 5 acres	3.17 DU/AC – 1,620 students
Mathematical Maximum*	1 dwelling unit	47 units	1,600 dwelling units

^{*}number represents a pre-development approximation

Development Standards:	Existing		Pro	posed
District(s)	PD 23-0041 ("Sending Zone")	AR	PD 25	-0371
Lot Size / Lot Width	21,780 sf / 100'	1 00/150/	SF Detached	Townhomes
Lot Size / Lot Width	21,760 31 / 100	1 ac/150'	4,400 sq. ft. / 40'	1,200 sq. ft. / 15'
			Front: 20' (Garage	
	Front: 25'	Front: 50'	25′)	Front: 20'
Setbacks/Buffering and Screening	Side: 10'	Side: 25'	Side: 5' (Corner	Side: 5' (Corner 15')
	Rear: 25'	Rear: 50'	10'/20')	Rear: 10'
			Rear: 15'	
Height	35'		35'	35′

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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:	Development Services Recommendation:
Consistent	Approvable, subject to the proposed conditions

APPLICATION NUMBER:

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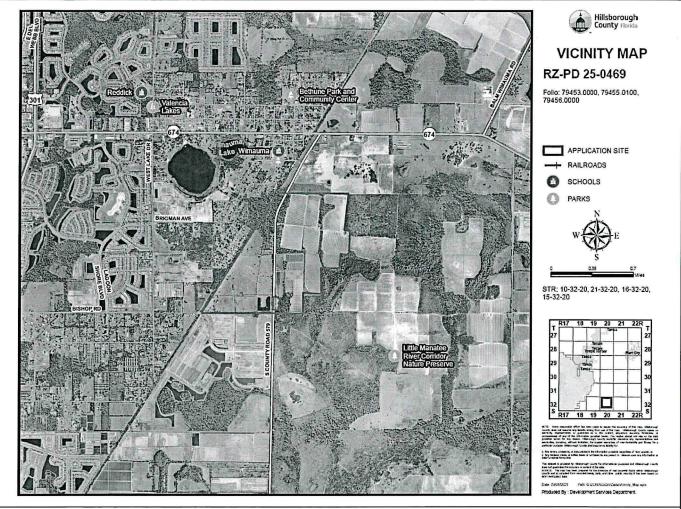
July 21, 2025

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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



Context of Surrounding Area:

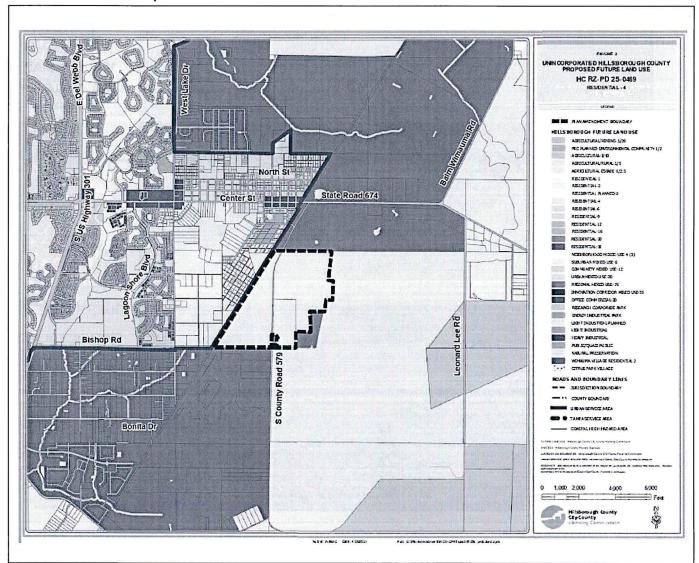
Surrounding area is residential and agricultural in nature. Adjacent properties to the north, east, and south are primarily utilized for agricultural uses. Residential homes are located northwest of the property. ELLAP property is located to the east (Little Manatee River).

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2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



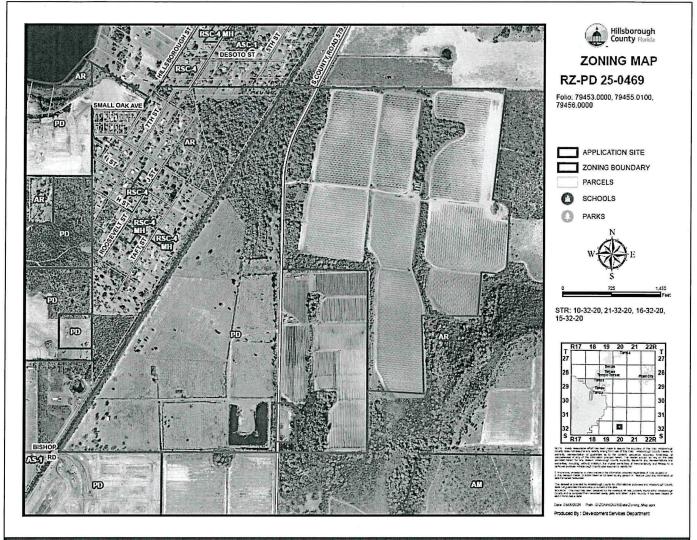
Subject Site Future Land Use Category:	Residential- 4 (RES-4)
Maximum Density/F.A.R.:	4.0 dwelling units per gross acre / 0.25 FAR
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, multi- purpose projects and mixed-use development.

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2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



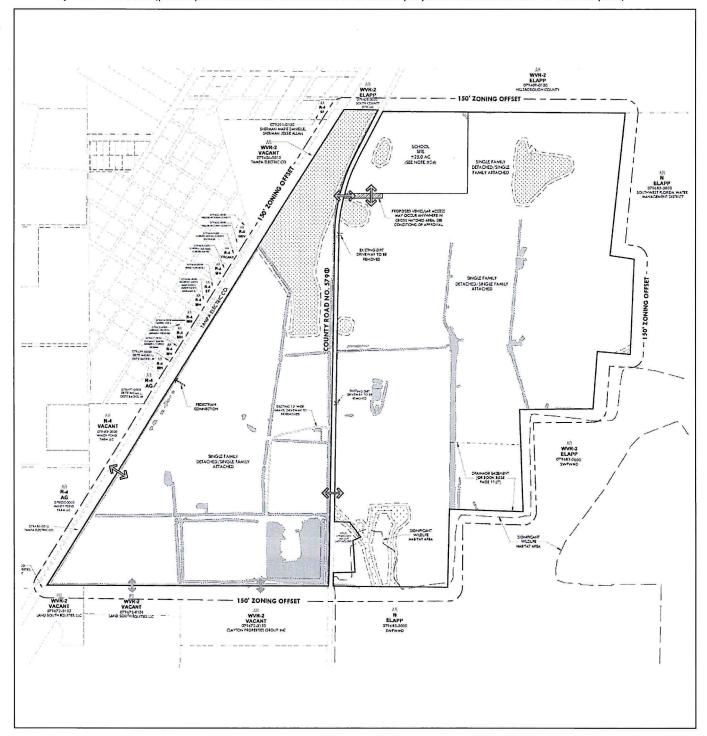
Adjacent Zonings and Uses						
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:		
North	AR	1 dwelling unit per 5 acres	Agriculture/Single-Family Conventional	Fire Station / Agriculture		
South	PD 18-1048	3.84 dwelling units per acre	Single-Family Conventional	Agriculture		
East	AR	1 dwelling unit per 5 acres	Agriculture/Single-Family Conventional	Agriculture and Conservation		
West	AR 1 dwelling unit per 5 acres		Agriculture/Single-Family Conventional	Residential		

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2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)					
Road Name	Classification	Current Conditions	Select Future Improvements		
CR 579	County Collector - Rural	2 Lanes ⊠Substandard Road □Sufficient ROW Width	 ☑ Corridor Preservation Plan ☑ Site Access Improvements ☑ Substandard Road Improvements ☑ Other – Off-Site Signal 		
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other		
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other		
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other		

Project Trip Generation □Not applicable for this request					
- 1	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips		
Existing	504	37	49		
Proposed	17,235	2,148	1,656		
Difference (+/-)	(+) 16,731	(+) 2,111	(+) 1,607		

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

	Connectivity/Access	Cross Access	Finding	
	None	None	Meets LDC	
	Pedestrian & Vehicular	None	Meets LDC	
Х	Pedestrian & Vehicular	None	Meets LDC	
Х	Pedestrian & Vehicular	None	Meets LDC	
	X X	Pedestrian & Vehicular X Pedestrian & Vehicular	Pedestrian & Vehicular None X Pedestrian & Vehicular None	

Road Name/Nature of Request	Туре	Finding	
CR 579/ Substandard Road	Design Exception Requested	Approvable	
	Choose an item.	Choose an item.	
	Choose an item.	Choose an item.	
	Choose an item.	Choose an item.	

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4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY					
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments	
Environmental Protection Commission	⊠ Yes □ No	☐ Yes 図 No	⊠ Yes □ No	Wetlands present	
Natural Resources		☐ Yes 図 No	⊠ Yes □ No		
Conservation & Environ. Lands Mgmt.	⊠ Yes □ No	☐ Yes ☑ No	⊠ Yes □ No		
Check if Applicable:	☐ Potable Water Wellfield Protection Area				
☑ Wetlands/Other Surface Waters	⊠ Significan	t Wildlife Habitat			
☐ Use of Environmentally Sensitive Land	☐ Coastal H	igh Hazard Area			
Credit	☐ Urban/Su	burban/Rural Scer	ic Corridor		
☐ Wellhead Protection Area	□ Adjacent to ELAPP property				
☐ Surface Water Resource Protection Area					
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments	
Transportation ☑ Design Exc./Adm. Variance Requested ☑ Off-site Improvements Provided	⊠ Yes □ No	☐ Yes ⊠ No	⊠ Yes □ No		
Service Area/ Water & Wastewater ⊠Urban ☐ City of Tampa ☐ Rural ☐ City of Temple Terrace	⊠ Yes □ No	□ Yes ⊠ No	☐ Yes ☑ No		
Hillsborough County School Board Adequate □ K-5 □6-8 □9-12 □N/A Inadequate ☑ K-5 ☑6-8 ☑9-12 □N/A	⊠ Yes □ No	☐ Yes ⊠ No	⊠ Yes □ No		
Impact/Mobility Fees Estimate assumes 1400 SFR and 200 TH Townhouse (Fee estimate is based on a 1,500 s.f., 1-2 Story) Mobility: \$9,445 * 200 = \$1,889,000 Parks: \$1,957 * 200 = \$391,400 School: \$7,027 * 200 = \$1,405,400 Fire: \$249 * 200 = \$49,800		Single Family Detached (Fee estimate is based on a 2,000 s.f.) Mobility: \$13,038 * 1,400 = \$18,253,200 Parks: \$2,145 * 1,400 = \$3,003,000 School: \$8,227 * 1,400 = \$11,517,800 Fire: \$335 * 1,400 = \$469,000 School (K-8) Mobility (Elem) (per student): \$990 Mobility (Mid) (per student): \$1,134 Fire (per 1,000 sf): \$95			
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments	

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Planning Commission					
☐ Meets Locational Criteria	⊠N/A	⊠ Yes	☐ Inconsistent	☐ Yes	
☐ Locational Criteria Waiver Requested		□No		⊠ No	
☐ Minimum Density Met	⊠ N/A				9

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Subject site is located predominately in a residential and agricultural area in Wimauma. Adjacent properties are zoned primarily agricultural, with several being utilized for agricultural or residential uses. Nearby residential uses are primarily clustered to the northwest of the subject site, located on properties zoned AR.

The development is proposing a residential development at a gross density of 3.17 dwelling units per acre. Residential types include 1,600 single-family detached units, of which up to 200 is to be townhome units. In addition, a K-8 public school, with a maximum of 1,620 students, is proposed within the development. The site was previously approved to only be open space, serving as a "Sending Area" by crediting additional units to the "Receiving Area" and meeting open space requirements.

Property recently went through a Comprehensive Plan Amendment, changing the Future Land Use Category from WVR-2 (Wimauma Village Residential-2) to RES-4 (Residential-4). Proposed uses and development standards are consistent with proposed PD 25-0371 and approved PD 18-1048 located to the south.

Development Services does not foresee any compatibility concerns with the proposed Planned Development.

5.2 Recommendation

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

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Requirements for Certification:

- 1. Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
 - 1. Correct the symbology for the southernmost stubout along the western PD boundary (staff notes it should use the access stubout symbology rather than the pedestrian/vehicular access symbology) and label as "Proposed Southernmost Roadway Stubout See Conditions of Approval".
 - Correct the symbology for the northernmost stubout along the western PD boundary (staff notes it should use the access stubout symbology rather than the undefined symbology used) and correct the label to instead read "Proposed Northernmost Roadway Stubout – See Conditions of Approval".
 - 3. Extend the hatching east along the southern boundary of the School Site, such that it extends along the entire length of the boundary of the potential school.
 - 4. Add labels at both project intersections on CR 579 and label as "Potential Signal/Roundabout/Other Improvement See Condition of Approval".
 - 5. Add labels/depict the approximate location of "Lesser Goldfinch Dr." and "Redpoll Cliff Place" (reference Westlake Phase 2, Plat Book 148 Page 159 for additional information).
 - 6. Label the unimproved right-of-way "F St." (reference Plat of Halifax inset within the Revised Map of Town of Wimauma, Plat Book 1, Page 136).
 - 7. Revise Note 13 to instead state "Roadways within the Western Development Area shall be public. Roadways within the Eastern Development Area may be public or private. Roadways that are proposed to be maintained by Hillsborough County shall demonstrate consistency with Policy 4.1.4 of the Mobility Element of the Hillsborough County Comprehensive Plan."
 - 8. Revise Note 21 to replace the words "Access and" with the words "Except as otherwise specified in the zoning conditions."
 - 9. Revise Note 25 to delete the duplicated "25."

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted June 30, 2025.

- 1. The Development shall be limited to 1,600 residential single-family detached and single-family attached (townhome) lots, maximum of 200 may be townhome lots, and a K-8 public school with a maximum of 1,620 students. A maximum 630 dwelling units are permitted to the west of CR 579 and a maximum of 970 dwelling units permitted to the east of CR 579.
- 2. Single-family and townhome lots shall be developed in accordance with the following:

Single-Family Detached Lots

Minimum Lot Size: 4,400 square feet

Minimum Lot Width: 40 feet Minimum Lot Depth: 110 feet APPLICATION NUMBER: PD 25-0469

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

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

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

Townhome Lots

Minimum Lot Size: 1,200 square feet

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

Minimum front yard setback: 20 feet

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

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

- 2.1 Any single-family detached lot developed at a lot width of less than 50 feet shall require a 2-car garage.
- 2.2 Any single-family detached lot developed at a lot width of less than 50 feet shall have the home's primary door face the roadway.
- 3. The Planned Development shall permit a public school facility where depicted on the general site plan. The school site shall be a minimum of 25 upland acres in size. Development of this public school shall require compliance by the School Board with the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency.
 - 3.1 The School District and the Developer will use their best efforts to reach a mutually agreeable dedication agreement within five (5) years of approval of the final plan amendment for RZ 25-0469. Within ninety (90) days of the expiration of the "Agreement Period," the Developer will provide written notice to the School District that at the end of the Agreement Period, the Developer will be moving forward with development of the School Site for residential use at the expiration of the Agreement Period. The Developer may develop the School Site prior to expiration of the Agreement Period should the School District at any time advise the Developer in writing that they do not intend to enter into a dedication agreement to acquire the School Site.
 - 3.2 Any and all roadways within the Planned Development serving and/or providing access to the public school parcel shall be platted to the public school parcel's property line(s) as a public road(s). In no event shall there be any intervening land restricting access to the public school parcel.
- 4. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.

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- 5. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- 6. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland / OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County land Development Code (LDC).
- 7. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determination of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
- 8. An evaluation of the property identified the potential existence of significant wildlife habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map. 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), location and how the Land Development Code preservation provision for upland significant wildlife habitat will be addressed.
- 9. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental.
- 10. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
- 11. The subject application is adjacent to the ELAPP preserve, Little Manatee River Corridor. Per LDC 4.01.11, compatibility of the development with the preserve will be ensured with a compatibility plan that addresses issues related to the development such as, but not necessarily limited to, access, prescribed fire, and landscaping. The compatibility plan shall be proposed by the developer, reviewed and approved by the Conservation and Environmental Lands Management Department, and shall be required as a condition of granting a Natural Resources Permit.
- 12. For the purposes of these zoning conditions:
 - a. The portion of the PD lying east of CR 579 is hereafter referred to as the "Eastern Development Area"; and,
 - b. The portion of the PD lying west of CR 579 is hereafter referred to as the "Western Development Area".
- 13. Development shall be limited to a maximum of 1,600 single-family detached dwelling units or townhomes (of which a maximum of 200 may be constructed as townhomes), and a 1,620-student maximum non-charter public school with grade levels K-8 as further described in Condition 14. Additionally:

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- The above development maximums shall be further restricted within the Eastern Development Area and Western Development Area, as further detailed below.
- b. Within the Eastern Development Area, residential development shall be limited to a maximum of 970 dwelling units; and,
- c. Within the Western Development Area, residential development shall be limited to a maximum of 630 dwelling units.
- 14. The school shall be limited to a non-charter public facility serving grade levels K through 8, and with a maximum of 1,620 students. Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queueing and take other actions to limit off-site impacts as further described herein. Additionally, the school shall provide for onsite vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Non-Bussed Students"). Specifically:
 - a. The queue shall provide for the uninterrupted stacking of vehicles within the subject site;
 - b. The minimum length of queue for the school shall be determined by multiplying the number of Non-Bussed Students by 0.196, then multiplying by 25 feet, and then multiplying by 1.25; and,
 - c. The school shall take all actions necessary to ensure that students are not dropped off or picked up outside of school property (i.e. within adjacent parcels or along roadways along the school frontage or proximate to the school).
- 15. The project shall be served by and limited to the following access connections:
 - a. Within the Eastern Development Area, two (2) full access connections to CR 579; and,
 - b. Within the Western Development Area:
 - i. One (1) full access connection to CR 579;
 - Two (2) vehicular and pedestrian roadway stubouts along the western PD boundary as further described below; and,
 - iii. Two (2) vehicular and pedestrian roadway stubouts along the southern PD boundary.
 - c. Notwithstanding anything herein these conditions or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- 16. With respect to project roadways and required site access improvements:
 - a. The developer shall construct the two (2) roadway stubouts described in Condition 15.b.ii. concurrent with development of the Western Development Area.
 - i. The southernmost stubout shall be constructed such that it extends the internal roadway network through folio 79456.0010 (i.e. to that folio's western edge). The

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intent of this stubout is to provide an opportunity for the future connection of adjacent neighborhoods, increase accessibility to schools planned and/or under construction, and further the planned Wimauma grid network via the future extension of the stubout (by others) such that it connects to Lesser Goldfinch Dr., Redpoll Cliff Pl., or another suitable roadway in the same vicinity. As such, the intent of this condition is to require the developer to secure the dedication and conveyance of such right-of-way to Hillsborough County.

- ii. The northernmost stubout shall be constructed to the eastern edge of folio 79456.0010. The intent of this stubout is to provide an opportunity for the future connection of adjacent neighborhoods, increase accessibility to schools planned and/or under construction, and further the planned Wimauma grid network via the future extension of the stubout (by others) such that it aligns with the existing (unimproved F. St. right-of-way).
- b. The developer shall construct the two (2) vehicular and pedestrian roadway stubouts along the southern PD boundary concurrent with development of the Western Development Area. The location of these stubouts shall be coordinated with the location of planned stubouts within the adjacent PD to the south of the subject PD.
- c. At the time of construction of the northernmost access within the Eastern Development Area, the developer shall disclose whether the area designated as the School Site will or could be constructed for that purpose or if the developer intends to exercise the residential development option described in Note 24 as shown on the PD site plan. If the School Site will be developed for such use (or a determination has not been made) then the developer shall construct an east-west collector road between the northernmost CR 579 access and extending east along the entirety of the school parcel, concurrently with construction of such access. The east-west collector road shall be constructed to the C3-2U (i.e. Suburban 2-lane Undivided) Typical Section standard as found within the Transportation Design Manual (TDM). Notwithstanding anything shown on the PD site plan to the contrary, access to the school site shall be permitted anywhere along this internal collector roadway (subject to LDC Sec. 6.04.07 access spacing standards).
- d. Concurrent with the initial increment of development within the Eastern Development Area and Western Development Area, or otherwise at the request of the County during the site/construction plan review process, the developer shall submit transportation analyses which examines trip generation at each project access with CR 579. Such analyses shall be subject to the review and approval of Development Services and will be used to examine if single or dual inbound (or outbound) turn lanes are warranted pursuant to the analysis and/or Sec. 6.04.04.D. of the LDC, and whether additional receiving lanes must be constructed (either on CR 579 or internal roadways, as applicable) to accommodate required turning movements. The developer shall also submit a signal warrant analysis for each project access along CR 579, which shall be reviewed by and subject to the approval of Hillsborough County Public Works. If such signal is found to be warranted, the developer shall install the signal. Alternatively, at the developer's option, the developer may construct a single lane or dual lane roundabout (as necessary) at each access.
- e. Notwithstanding Condition 16.d., the developer shall construct a minimum of one roundabout, one traffic signal, or one controlled pedestrian crossing (e.g. Rapid Rectangular Flashing Beacons, pedestrian actuated signal, etc.) in order to provide bicycle and pedestrian connectivity between the

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- f. Other internal project roadways shall be constructed to an appropriate urban typical section as described in the Transportation Technical Manual (TTM) or Florida Design Manual (FDM), as applicable. Designation of the appropriate typical section shall occur at the time of plat/site/construction plan review and be based upon anticipated traffic volumes within each segment as demonstrated by an analysis to be submitted by the developer. Such study shall be reviewed and approved by Hillsborough County Development Services.
- 17. The developer has proffered to install a traffic signal and associated turn lane/geometric improvements (through the Mobility Fee Alternative Satisfation Agreement [MFASA] process) at the intersection of CR 579 and SR 674. The developer shall be responsible for the design and construction of the signal, together with any signal warrant studies necessary to support its installation (which shall be subject to the review and approval of Hillsborough County Public Works and FDOT).
- 18. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve the minimum necessary right-of-way along its CR 579 frontages as necessary to accommodate a 2-lane enhanced rural collector roadway (i.e. a minimum width of 108 feet of right-of-way). Notwithstanding anything in the Design Exception to the contrary (in which the developer has proffered to dedicate up to 96 feet of right-of-way along its frontage), the specific alignment of such preservation areas shall be determined at the time of site/construction plan approval and the alignment shall be adjusted/transitioned as necessary as it approaches the northern and southern boundaries of the project (i.e. to accommodate a western roadway shift) in order to avoid future impacts to adjacent ELAPP properties on the east side of CR 579 north and south of the project. Only those interim uses allowed by the Hillsborough County Corridor Preservation Plan shall be permitted within the preserved right-of-way. The right-of-way preservation areas shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line. Additionally, the developer may be required to dedicate and convey additional lands to Hillsborough County as necessary to accommodate required substandard road or site access improvements.
- 19. If 25-0469 is approved by the BOCC, the County Engineer will approve a Design Exception (dated June 12, 2025) and which was found approvable by the County Engineer (on July 8, 2025) for the CR 579 substandard road improvements. As CR 579 is a substandard collector roadway, the developer will be required to make certain improvements to CR 579 within three segments, consistent with the Design Exception approval. Specifically:
 - a. Within Segment A, which is defined as that portion of CR 579 between SR 674 and the southern boundary of the PD:
 - The developer shall dedicate and convey a minimum of 96 feet of right-of-way (exclusive of any additional right-of-way needed for required site access or other improvements);
 - ii. The developer shall ensure there 6-foot-wide stabilized shoulders, of which 5 feet is paved, along both sides of the roadway;

APPLICATION NUIVIBER:	PD 25-0469	2万是斯坦亚克尔的国际发生和发展等级等级的发展的发展的发展的 医多种神经 医多种神经病
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin
iii.	The state of the s	uct a minimum 10-foot-wide sidewalk along the west side of 5-foot-wide sidewalk where the 10-foot-wide sidewalk is not

- feasible north of the proposed project boundary, due to right-of-way constraints); and,
- iv. The developer shall construct a minimum 5-foot-wide sidewalk along the eastern side of CR 579, but only along the project frontages.
- b. Within Segment B, which is defined as that portion of CR 579 between the southern boundary of the subject PD and the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033), the developer shall construct 6-foot-wide stabilized shoulders, of which 5 feet are paved, along both sides of the roadway; and,
- Within Segment C, which is defined as that portion of CR 579 between the southern boundary C. of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033) and Saffold Rd.:
 - The developer shall construct 5-foot-wide paved shoulders along both sides of the roadway; and,
 - The developer shall construct a minimum 10-foot-wide sidewalk along the west side of ii. CR 579.

- 20. If the notes and/or graphics on the site plan conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 21. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

APPLICATION NUMBER:	PD 25-0469	有种种的。在中央影响在社会的基本的影响。
ZHM HEARING DATE:	July 21, 2025	
BOCC PUBLIC HEARING DATE:	September 9, 2025	Case Reviewer: Jared Follin

Zoning Administrator Sign Off:

J. Brian Grady

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 (See following pages)

APPLICATION NUMBER:

PD 25-0469

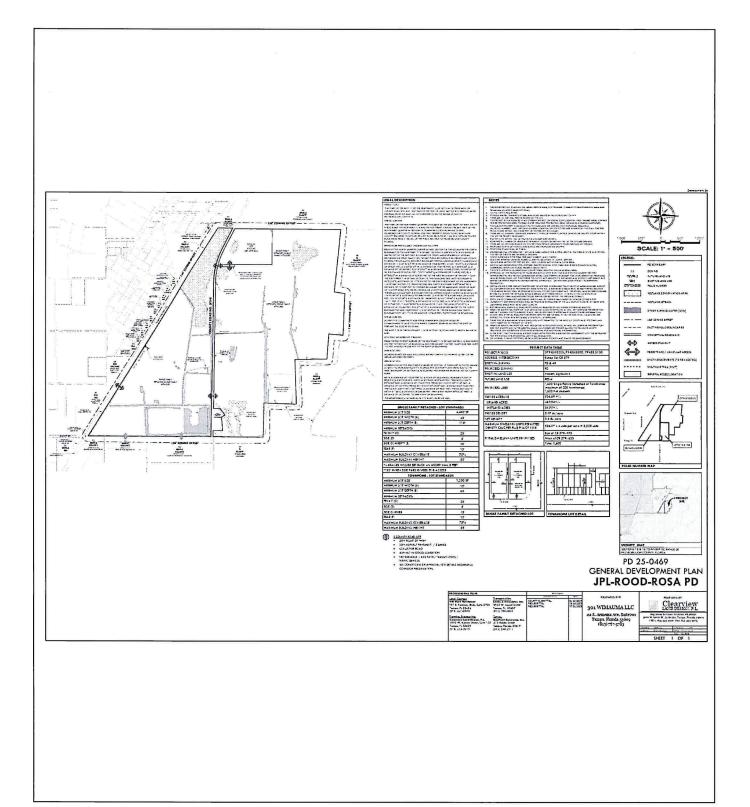
ZHM HEARING DATE:

July 21, 2025

BOCC PUBLIC HEARING DATE:

September 9, 2025 Case Reviewer: Jared Follin

8.0 PROPOSED SITE PLAN (FULL)



APPLICATION NUMBER: PD 25-0469

ZHM HEARING DATE: July 21, 2025

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

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: 2	Zoning Technician, Development Services Department	DATE: 07/14/2025				
REVI	IEWER: James Ratliff, AICP, PTP, Principal Planner	AGENCY/DEPT: Transportation				
PLAN	NNING AREA: WM	PETITION NO: RZ 25-0469				
	,					
	This agency has no comments.					
	This agency has no objection.					
X	This agency has no objection, subject to listed or attached conditions.					
	This agency objects for the reasons outlined below.					

CONDITIONS OF APPROVAL

- 1. For the purposes of these zoning conditions:
 - a. The portion of the PD lying east of CR 579 is hereafter referred to as the "Eastern Development Area"; and,
 - b. The portion of the PD lying west of CR 579 is hereafter referred to as the "Western Development Area".
- 2. Development shall be limited to a maximum of 1,600 single-family detached dwelling units or townhomes (of which a maximum of 200 may be constructed as townhomes), and a 1,620-student maximum non-charter public school with grade levels K-8 as further described in Condition 3. Additionally:
 - a. The above development maximums shall be further restricted within the Eastern Development Area and Western Development Area, as further detailed below.
 - i. Within the Eastern Development Area, residential development shall be limited to a maximum of 970 dwelling units; and,
 - ii. Within the Western Development Area, residential development shall be limited to a maximum of 630 dwelling units.
- 3. The school shall be limited to a non-charter public facility serving grade levels K through8, and with a maximum of 1,620 students. Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queuing and take other actions to limit off-site impacts as further described herein. Additionally, the school shall provide for onsite vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Non-Bussed Students"). Specifically:

- a. The queue shall provide for the uninterrupted stacking of vehicles within the subject site;
- b. The minimum length of queue for the school shall be determined by multiplying the number of Non-Bussed Students by 0.196, then multiplying by 25 feet, and then multiplying by 1.25; and,
- c. The school shall take all actions necessary to ensure that students are not dropped off or picked up outside of school property (i.e. within adjacent parcels or along roadways along the school frontage or proximate to the school).
- 4. The project shall be served by and limited to the following access connections:
 - a. Within the Eastern Development Area, two (2) full access connections to CR 579; and,
 - b. Within the Western Development Area:
 - i. One (1) full access connection to CR 579;
 - ii. Two (2) vehicular and pedestrian roadway stubouts along the western PD boundary as further described below; and,
 - iii. Two (2) vehicular and pedestrian roadway stubouts along the southern PD boundary.
 - c. Notwithstanding anything herein these conditions or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- 5. With respect to project roadways and required site access improvements:
 - a. The developer shall construct the two (2) roadway stubouts described in Condition 4.b.ii. concurrent with development of the Western Development Area.
 - i. The southernmost stubout shall be constructed such that it extends the internal roadway network through folio 79456.0010 (i.e. to that folio's western edge). The intent of this stubout is to provide an opportunity for the future connection of adjacent neighborhoods, increase accessibility to schools planned and/or under construction, and further the planned Wimauma grid network via the future extension of the stubout (by others) such that it connects to Lesser Goldfinch Dr., Redpoll Cliff Pl., or another suitable roadway in the same vicinity. As such, the intent of this condition is to require the developer to secure the dedication and conveyance of such right-of-way to Hillsborough County.
 - ii. The northernmost stubout shall be constructed to the eastern edge of folio 79456.0010. The intent of this stubout is to provide an opportunity for the future connection of adjacent neighborhoods, increase accessibility to schools planned and/or under construction, and further the planned Wimauma grid network via the future extension of the stubout (by others) such that it aligns with the existing (unimproved F. St. right-of-way).
 - b. The developer shall construct the two (2) vehicular and pedestrian roadway stubouts along the southern PD boundary concurrent with development of the Western Development Area. The location of these stubouts shall be coordinated with the location of planned stubouts within the adjacent PD to the south of the subject PD.
 - c. At the time of construction of the northernmost access within the Eastern Development Area, the developer shall disclose whether the area designated as the School Site will or could be constructed for that purpose or if the developer intends to exercise the residential development option described in Note 24 as shown on the PD site plan. If the School Site will be developed

for such use (or a determination has not been made) then the developer shall construct an east-west collector road between the northernmost CR 579 access and extending east along the entirety of the school parcel, concurrently with construction of such access. The east-west collector road shall be constructed to the C3-2U (i.e. Suburban 2-lane Undivided) Typical Section standard as found within the Transportation Design Manual (TDM). Notwithstanding anything shown on the PD site plan to the contrary, access to the school site shall be permitted anywhere along this internal collector roadway (subject to LDC Sec. 6.04.07 access spacing standards).

- d. Concurrent with the initial increment of development within the Eastern Development Area and Western Development Area, or otherwise at the request of the County during the site/construction plan review process, the developer shall submit transportation analyses which examines trip generation at each project access with CR 579. Such analyses shall be subject to the review and approval of Development Services and will be used to examine if single or dual inbound (or outbound) turn lanes are warranted pursuant to the analysis and/or Sec. 6.04.04.D. of the LDC, and whether additional receiving lanes must be constructed (either on CR 579 or internal roadways, as applicable) to accommodate required turning movements. The developer shall also submit a signal warrant analysis for each project access along CR 579, which shall be reviewed by and subject to the approval of Hillsborough County Public Works. If such signal is found to be warranted, the developer shall install the signal. Alternatively, at the developer's option, the developer may construct a single lane or dual lane roundabout (as necessary) at each access.
- e. Notwithstanding Condition 5.d., the developer shall construct a minimum of one roundabout, one traffic signal, or one controlled pedestrian crossing (e.g. Rapid Rectangular Flashing Beacons, pedestrian actuated signal, etc.) in order to provide bicycle and pedestrian connectivity between the Eastern Development Area and Western Development Area. All such infrastructure shall be subject to the review and approval of Hillsborough County Public Works.
- f. Other internal project roadways shall be constructed to an appropriate urban typical section as described in the Transportation Technical Manual (TTM) or Florida Design Manual (FDM), as applicable. Designation of the appropriate typical section shall occur at the time of plat/site/construction plan review and be based upon anticipated traffic volumes within each segment as demonstrated by an analysis to be submitted by the developer. Such study shall be reviewed and approved by Hillsborough County Development Services.
- 6. The developer has proffered to install a traffic signal and associated turn lane/geometric improvements (through the Mobility Fee Alternative Satisfation Agreement [MFASA] process) at the intersection of CR 579 and SR 674. The developer shall be responsible for the design and construction of the signal, together with any signal warrant studies necessary to support its installation (which shall be subject to the review and approval of Hillsborough County Public Works and FDOT).
- 7. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve the minimum necessary right-of-way along its CR 579 frontages as necessary to accommodate a 2-lane enhanced rural collector roadway (i.e. a minimum width of 108 feet of right-of-way). Notwithstanding anything in the Design Exception to the contrary (in which the developer has proffered to dedicate up to 96 feet of right-of-way along its frontage), the specific alignment of such preservation areas shall be determined at the time of site/construction plan approval and the alignment shall be adjusted/transitioned as necessary as it approaches the northern and southern boundaries of the project (i.e. to accommodate a western roadway shift) in order to avoid future impacts to adjacent ELAPP properties on the east side of CR 579 north and south of the project. Only those interim uses allowed by the Hillsborough County Corridor Preservation Plan shall be permitted within the preserved right-of-way. The right-of-way preservation areas shall be shown on all future site plans, and building

setbacks shall be calculated from the future right-of-way line. Additionally, the developer may be required to dedicate and convey additional lands to Hillsborough County as necessary to accommodate required substandard road or site access improvements.

- 8. If 25-0469 is approved by the BOCC, the County Engineer will approve a Design Exception (dated June 12, 2025) and which was found approvable by the County Engineer (on July 8, 2025) for the CR 579 substandard road improvements. As CR 579 is a substandard collector roadway, the developer will be required to make certain improvements to CR 579 within three segments, consistent with the Design Exception approval. Specifically:
 - a. Within Segment A, which is defined as that portion of CR 579 between SR 674 and the southern boundary of the PD:
 - i. The developer shall dedicate and convey a minimum of 96 feet of right-of-way (exclusive of any additional right-of-way needed for required site access or other improvements);
 - ii. The developer shall ensure there 6-foot-wide stabilized shoulders, of which 5 feet is paved, along both sides of the roadway;
 - iii. The developer shall construct a minimum 10-foot-wide sidewalk along the west side of CR 579 (transitioning to a 5-foot-wide sidewalk where the 10-foot-wide sidewalk is not feasible north of the proposed project boundary, due to right-of-way constraints); and,
 - iv. The developer shall construct a minimum 5-foot-wide sidewalk along the eastern side of CR 579, but only along the project frontages.
 - b. Within Segment B, which is defined as that portion of CR 579 between the southern boundary of the subject PD and the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033), the developer shall construct 6-foot-wide stabilized shoulders, of which 5 feet are paved, along both sides of the roadway; and,
 - c. Within Segment C, which is defined as that portion of CR 579 between the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033) and Saffold Rd.:
 - i. The developer shall construct 5-foot-wide paved shoulders along both sides of the roadway; and,
 - ii. The developer shall construct a minimum 10-foot-wide sidewalk along the west side of CR 579.

Other Conditions:

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
 - O Correct the symbology for the southernmost stubout along the western PD boundary (staff notes it should use the access stubout symbology rather than the pedestrian/vehicular access symbology) and label as "Proposed Southernmost Roadway Stubout See Conditions of Approval".
 - Correct the symbology for the northernmost stubout along the western PD boundary (staff notes it should use the access stubout symbology rather than the undefined symbology used) and correct the label to instead read "Proposed Northernmost Roadway Stubout – See Conditions of Approval".

- o Extend the hatching east along the southern boundary of the School Site, such that it extends along the entire length of the boundary of the potential school.
- o Add labels at both project intersections on CR 579 and label as "Potential Signal/Roundabout/Other Improvement See Condition of Approval".
- o Add labels/depict the approximate location of "Lesser Goldfinch Dr." and "Redpoll Cliff Place" (reference Westlake Phase 2, Plat Book 148 Page 159 for additional information).
- o Label the unimproved right-of-way "F St." (reference Plat of Halifax inset within the Revised Map of Town of Wimauma, Plat Book 1, Page 136).
- o Revise Note 13 to instead state "Roadways within the Western Development Area shall be public. Roadways within the Eastern Development Area may be public or private. Roadways that are proposed to be maintained by Hillsborough County shall demonstrate consistency with Policy 4.1.4 of the Mobility Element of the Hillsborough County Comprehensive Plan."
- o Revise Note 21 to replace the words "Access and" with the words "Except as otherwise specified in the zoning conditions."
- o Revise Note 25 to delete the duplicated "25."

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to rezone multiple parcels, totaling +/- 506.69 acres, from Agricultural Rural (AR) and Planned Development (PD) 24-1036 to a new PD. A portion of the land contained within the 24-1036 PD is also being rezoned to a new PD via case file 25-0371. The portion of the existing PD which is the subject of this request is approved for two (2) single-family detached dwelling units. All other previous density had been transferred to other parts of the PD.

The applicant is proposing to modify the PD to reflect the fact that the Future Land Use on the subject parcels was recently changed from WVR-2 to RES-4, thereby having the effect of increasing allowable project density, adding the lands to the urban service area, and removing the lands from the Wimauma Village Residential Neighborhood (WVRN), which in turn means that development on these lands are no longer required to comply with the WVRN requirements contained within Part 3.24.00 of the Hillsborough County LDC. Specifically, the new PD is seeking to increase the maximum allowable number of residential units from 2 to 1,600 and is also proposing a 1,620 student non-charter public K-8 school.

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

Existing Zoning:

L and Llas/Sins	24 Hour Two-	Total Peak Hour Trips		
Land Use/Size	Way Volume	AM	PM	
AR and PD 24-1036, 47 Single-Family Detached Dwelling Units (ITE LUC 210)	504	37	49	

*To avoid double counting, density transferred from the Sending Area within the approved (existing) PD was not included, since those are instead included as existing entitlements within related PD 25-0371.

Proposed Zoning:

Land Use/Size	24 Hour Two-	Total Peak Hour Trips			
Land Use/Size	Way Volume	AM	PM		
1,600 Single-Family Detached Dwelling Units (ITE Code 210)	13,648	987	1,402		
1,620 Student Non-Charter Public K-8 School (ITE LUC 520/522)	3,587	1,161	254		
Subtotal:	17,235	2,148	1,656		

Trip Generation Difference:

Land Llas/Siza	24 Hour Two-	Total Net Peak Hour Trips		
Land Use/Size	Way Volume	AM	PM	
Difference	(+) 16,731	(+) 2,111	(+) 1,607	

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

CR 579 is a 2-lane, undivided, substandard collector roadway characterized by +/- 20 to 22 feet of pavement in average condition. The roadway lies within a +/- 58-foot to +/- 60-foot-wide right-of-way. There are no sidewalks or bicycle facilities within the vicinity of the proposed project.

Along the project's frontage, CR 579 is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced roadway. Although there is no typical section for 2-lane enhanced roadways, the minimum right-of-way necessary is calculated by taking the typical section for a 2-lane rural, undivided roadway (TS-7 within the Hillsborough County Transportation Technical Manual), which requires a minimum of 96 right-of-way, and adding an additional 12 feet of right-of-way for enhancements (for a total of 108 feet of right-of-way required). The specific alignment of such preservation areas shall be determined at the time of site/construction plan approval; however, the alignment shall be adjusted/transitioned as necessary as it approaches the northern and southern boundaries of the project (i.e. to accommodate a western roadway shift) in order to avoid future impacts to adjacent ELAPP properties on the east side of CR 579 north and south of the project. Only those interim uses allowed by the Hillsborough County Corridor Preservation Plan shall be permitted within the preserved right-of-way. The right-of-way preservation areas shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line. Additionally, the developer may be required to dedicate and convey additional lands to Hillsborough County as necessary to accommodate required substandard road or site access improvements.

SITE ACCESS AND CONNECTIVITY

Generally

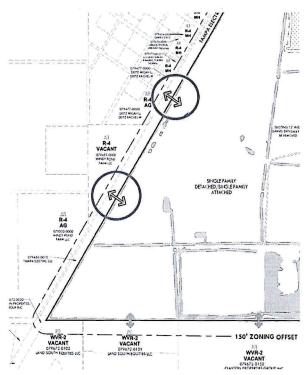
The applicant is proposing to take access to the project via CR 579. A series of roadways will be constructed to accommodate internal project traffic. The applicant's analysis indicated that certain auxiliary (turn) lanes were warranted per Section 6.04.04.D. of the LDC; however, intersections may be required to be signalized. If signalized, auxiliary turn lanes would need to be constructed; however, if the developers choose to pursue installation of roundabouts, auxiliary turn lanes may no longer be needed. As such, staff has deferred the determination of auxiliary turn lanes to the site/construction plan stage. The developer will be required to analyze the need for site access improvements, based on whatever intersection control devices are ultimately warranted, and may be required to install dual lefts into or out

of the site depending upon of the final type/amount development and configuration/design of proposed intersections and access control devices. Staff notes that dual receiving lanes or other similar improvements could be needed. County staff has ensured that access locations as well as the proposed conditions will work together to minimize external impacts from the potential school site to CR 579 to the greatest extent possible.

External Connectivity

--Western Boundary--

Along the project's western boundary (within the Western Development Area), which is approximately 6,290 feet in length, there is an abandoned railroad corridor now owned by the Tampa Electric Co. (TECO). Area planning efforts have been based on Sec. 6.02.01.A. of the LDC and guided by the requirement of 1,320 feet access spacing as provided for within the Wimauma Village Community Plan (WVCP). This would suggest a total of four connections (rounded down from 4.76) would be required. Excluding the northernmost +/- 1,850 feet of the site, which is shown as wetlands/conservation on the PD site plan, a total of three connections (rounded down from 3.36) would be required. The developer is proposing two through road connections. The third connection was presumed to be the Bishop Rd. Extension, which is a potential extension of that collector roadway to CR 579. This extension was proposed by the applicant of the adjacent PD to the south of the subject PD and is currently in construction. After meetings with County staff and the applicant, it was agreed that the developer would obtain rights to the western boundary of the TECO parcel for one crossing (the southernmost connection) while the northernmost connection would remain stubbed out to the PD boundary.

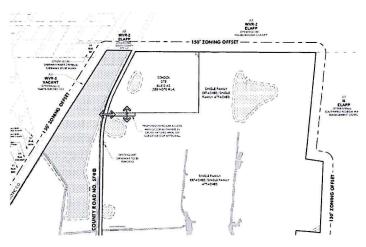


--Eastern Boundary--

Lands owned by the County, which were acquired through the Jan K. Platt Environmental Lands Acquisition and Protection Program (ELAPP), surround the project along the PDs eastern, northern and southern PD boundaries (of the Eastern Development Area). As such, there are no opportunities for additional connectivity to these areas.

--Northern Boundary--

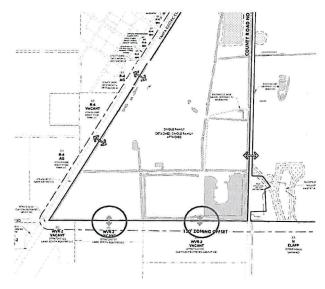
The northern property boundary within the Western Development Area is approximately 400 feet in length (between the TECO corridor and CR 579). Given the connection spacing standards, zero connections are required. While applicant is proposing zero connections; however, CR 579 provides north-south connectivity and bifurcates the PD. The entirety of the northern portion of the site within the Western Development Area is shown as wetland/conservation areas. These areas have been shown in green.



Page 7 of 10

--Southern Boundary-The southern property boundary is approximately 3,200 feet in length (between the TECO corridor and CR 579). Given the connection spacing standards, a total of two connections would be required (rounded down from 2.42). In addition to the CR 579 north-south corridor, the developer is providing two additional connections (for a total of three connections provided). Applicant-proposed through road connections are shown circled in red.

--Overall Analysis and Connectivity--Where the term "through road" is used, it should be noted that this term is used loosely to denote any roadway connection or stubout (whether or



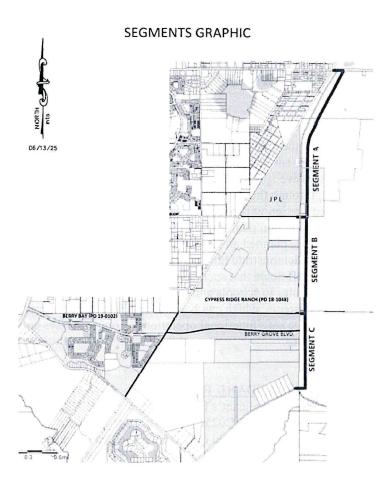
not there is a roadway currently planned to connect to the stubout). This offset roadway design also has the effect of calming through road traffic, and is consistent with LDC Section 6.02.01.A.10 which states "Local streets should be designed to discourage excessive speeds. Residential streets should be designed to discourage fast movement (more than 30 MPH), through the use of curvilinear alignment and by offsetting local street intersections." Internal project design will be reviewed for compliance with this and other applicable standards at the time of site/construction plan review. Notwithstanding the above, staff has prepared a graphic showing approved projects, planned and under construction corridors, together with other possible corridors to conceptually demonstrate how connectivity is planned and can potentially be enhanced to meet community goals. Staff notes that such connectivity not only increases bicycle and pedestrian safety and provides alternate routes to schools and for emergency vehicles, but it also provides important redundancy in our roadway systems, which can become critical alternative routes during accidents, other emergencies, and to maintain the safe/functional operations of our roadways and intersections as area roadways exceed planned capacities.

PROPOSED DESIGN EXCEPTION – CR 579 SUBSTANDARD ROAD

Given that CR 579 is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for CR 579 (dated June 12, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on July 8, 2025). If approved, the request would authorize deviations from the 2021 Transportation Technical Manual (TTM) TS-7 Typical Section (for 2-lane Undivided, Local and Collector Rural Roads) including:

- Improvements were split into three segments. Segment A is defined as that portion of CR 579 between SR 674 and the southern boundary of the PD. Segment B is defined as that portion of CR 579 between the southern boundary of the subject PD and the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033). Segment C is defined as that portion of CR 579 between the southern boundary of the adjacent Cypress Ridge Ranch project (i.e. adjacent PD 24-1033) and Saffold Rd. A graphic has been provided below to demonstrate these areas.
- The developer shall be permitted to utilize the existing 10-foot to 11-foot-wide travel lanes in their existing configuration in lieu of the 12-foot-wide travel lanes required by the Hillsborough County Transportation Technical Manual's (TTM) TS-7 Typical Section; and,

- In lieu of the 8-foot-wide shoulders (of which 5 feet is paved) typically required by the TTM's TS-7, the developer will be permitted to construct 6-foot-wide stabilized shoulders (of which 5-feet is paved) within Sections A and B, and 5-foot-wide paved shoulders within a stabilized shoulder of indeterminate width within Segment C.
- In lieu of 7-foot-wide buffered bicycle facilities along both sides of the roadway, the developer will be permitted to install a 10-foot-wide multi-use path within Segment A along the west side of CR 579 (transitioning to a 5-foot-wide sidewalk north of the project where necessary due to right-of-way constraints).



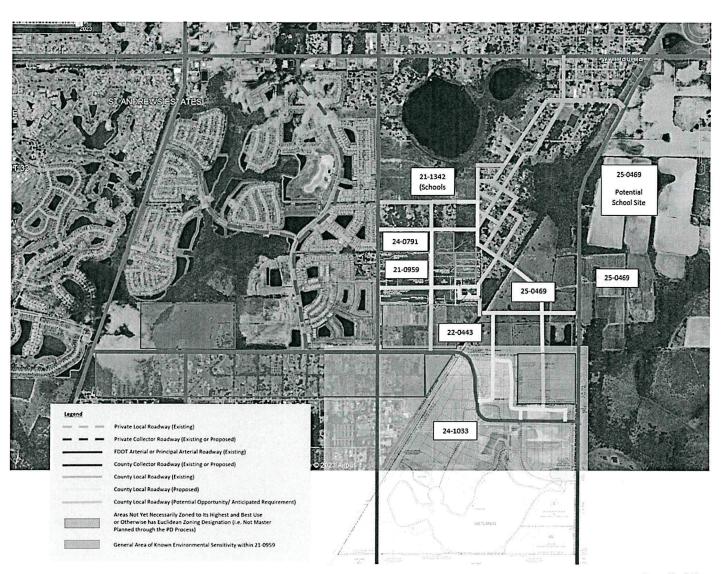
If 25-0469 is approved by the BOCC, the County Engineer will approve the Design Exception request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Information for pertinent roadways is included below.

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

Source: Hillsborough County 2020 Level of Service Report.



Page 10 of 10

Ratliff, James

From:

Williams, Michael

Sent:

Tuesday, July 8, 2025 11:59 AM

To:

Steven Henry

Cc:

Kami Corbett; kelly.love@clearviewland.com; Follin, Jared; Ratliff, James; Drapach, Alan; De Leon,

Eleonor; Tirado, Sheida; PW-CEIntake

Subject:

FW: RZ PD 25-0469 - Design Exception Review

Attachments:

25-0469 DEAd 06-13-25.pdf

Steve,

I have found the attached Design Exception (DE) for PD 25-0469 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HCFL.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

Facebook | Twitter | YouTube | LinkedIn | HCFL Stay Safe

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

From: Tirado, Sheida <TiradoS@hcfl.gov> Sent: Thursday, July 3, 2025 6:16 PM

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

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

Subject: RZ PD 25-0469 - Design Exception Review

Hello Mike.

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

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

Best Regards,

Sheida L. Tirado, PE Transportation Review & Site Intake Manager Development Services Department

E: <u>TiradoS@HCFL.gov</u> P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602 **HCFL.gov**

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Hillsborough County Florida

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



Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	 ☐ Section 6.04.02.B. Administrative Variance ☑ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	New Request
Submittal Number and	≥1. CR 579 - Substandard Road
Description/Running History	<u></u>
(check one and complete text	box
using instructions provided b	elow)36.
submittal number/name to each se number previously identified. It is cr	te multiple requests (whether of the same or different type), please use the above fields to assign a uniqu parate request. Previous submittals relating to the same project/phase shall be listed using the name an itical that the applicant reference this unique name in the request letter and subsequent filings/correspondence itting additional information related to a previously submitted request, then the applicant would check th
Project Name/ Phase JPL	
Important: The name selected must If request is specific to a discrete ph	be used on all future communications and submittals of additional/revised information relating to this variance ase, please also list that phase.
_ ,, _ , , , 079	453.0000, 079456.0000, 079455.0100
Folio Number(s)	Check This Box If There Are More Than Five Folio Numbers
numbers must be provided in the fo	the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folirmat provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphere.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789"
Name of Person Submitting I	Request Steven J. Henry, P.E.
Important: All Administrative Varia State of Florida.	nces (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in th
Current Property Zoning Des	gnation
Designation. Typing "N/A" or "Unkno County Zoning Atlas, which is availal	lential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLL own" will result in your application being returned. This information may be obtained via the Official Hillsboroug ole at <u>https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html</u> . For additional assistance <u>s</u> at the Center for Development Services at (813) 272-5600 Option 3.
Pending Zoning Application I	Number MM 25-0469
	n is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "No applications, MM for major modifications, PRS for minor modifications/personal appearances.
Related Project Identification (Site/Subdivision Application	Number)
Important: This 4-digit code is assign	ned by the Center for Development Services Intake Team for all Certified Parcel. Site Construction, Subdivisio

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



June 12, 2025

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

Re: JPL

MM 25-0469

Folio 079453.0000, 079456.0000, 079455.0100

Lincks Project # 19071

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet the Land Development Code Section 6.04.03L for CR 579 from SR 674 to the southern boundary of the Cypress Ridge Development – see Segment Graphic attached. The project is located east and west of CR 579 and south of SR 674. The developer proposes to modify the existing Planned Development for the property to allow 1,600 Single Family Homes and a 1,620 K-8 School.

Table 1 provides the trip generation.

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

- Four (4) full accesses to CR 579 from the East Parcel
- Two (2) full accesses to CR 579 from the West Parcel
- Two (2) cross accesses to Cypress Ridge to the south

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

Based on the evaluation of CR 579, there is not sufficient right of way to improve CR 579 to TS-7 standards. Therefore, a Design Exception is required for CR 579. The roadway is broken down into segments based on ownership, right of way, and existing/future development. The JPL Development is to improve Segments A and B and the Council Growers Development is to improve Segment C.

Segment A

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

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

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

Segment B

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

- 1. Right of Way The right of way along the segment of CR 579 varies between approximately 59 feet to 90 feet. The developer of PD 18-1048 is required to dedicate an additional 21.5 feet of right of way on the west side of CR 579.
- 2. Lane Width TS-7 has 12 foot lanes. The proposed section is to maintain the existing lanes at 10 to 11 feet. Due to limited right of way, 12 foot lanes cannot be provided.
- 3. Shoulder TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot shoulder with 5 feet paved.
- 4. Sidewalk TS-7 has 5 feet on both sides of the roadway. The developer of PD 18-1048 is required to provide a 5 foot sidewalk along the property frontage.

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

Mr. Mike Williams June 12, 2025 Page 3

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

Please do not hesitate to contact us if you have any questions or require any additional information. Best Regards, Steven J Henry President Lincks & Associates, LLC ATMC Company P.E. #51555
Based on the information provided by the applicant, this request is: DisapprovedApprovedApproved with Conditions
If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E., (813) 276-8364, <u>TiradoS@hillsboroughcounty.org</u> .
DateSincerely,
Michael J. Williams
Hillsborough County Engineer

TABLE 1

ESTIMATED PROJECT TRIP ENDS (1)

Location

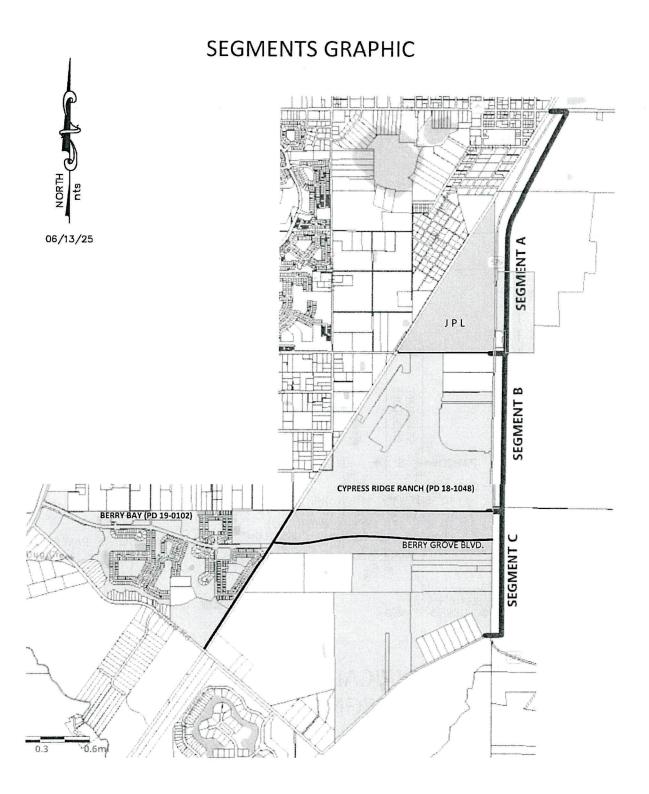
West

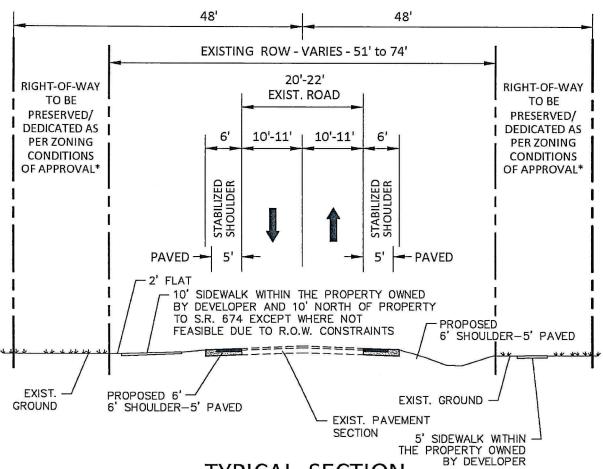
East

1,095 1,656 Total 561 841 174 80 PM Peak Hour Trip Ends 208 655 Ont 311 447 94 42 1,00,1 353 530 648 듸 80 38 1,750 2,148 Total 398 589 803 358 AM Peak Hour Trip Ends 1,274 165 100 193 774 874 434 147 Daily Trip Ends 11,748 17,235 5,487 2,463 8,161 1,124 1,085 Students 535 Students 630 DU's 970 DU's Sub-Total Size Total Code 210 210 520 522 Elementary School Middle School Single Family Single Family Land Use

(1) Source - ITE Trip Generation Manual, 11th Edition, 2021.

Mr. Mike Williams June 12, 2025 Page 5

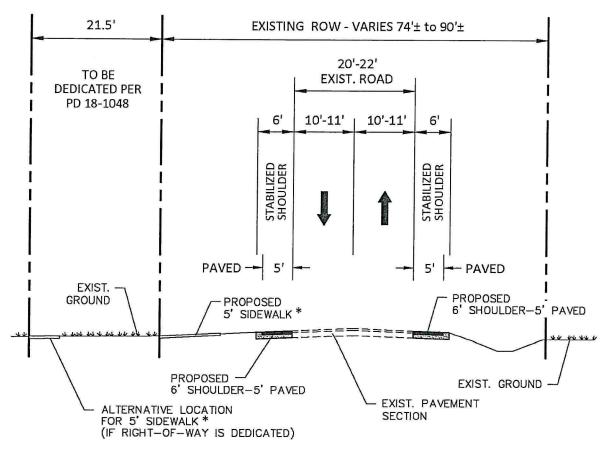




TYPICAL SECTION. SEGMENT A

C.R. 579

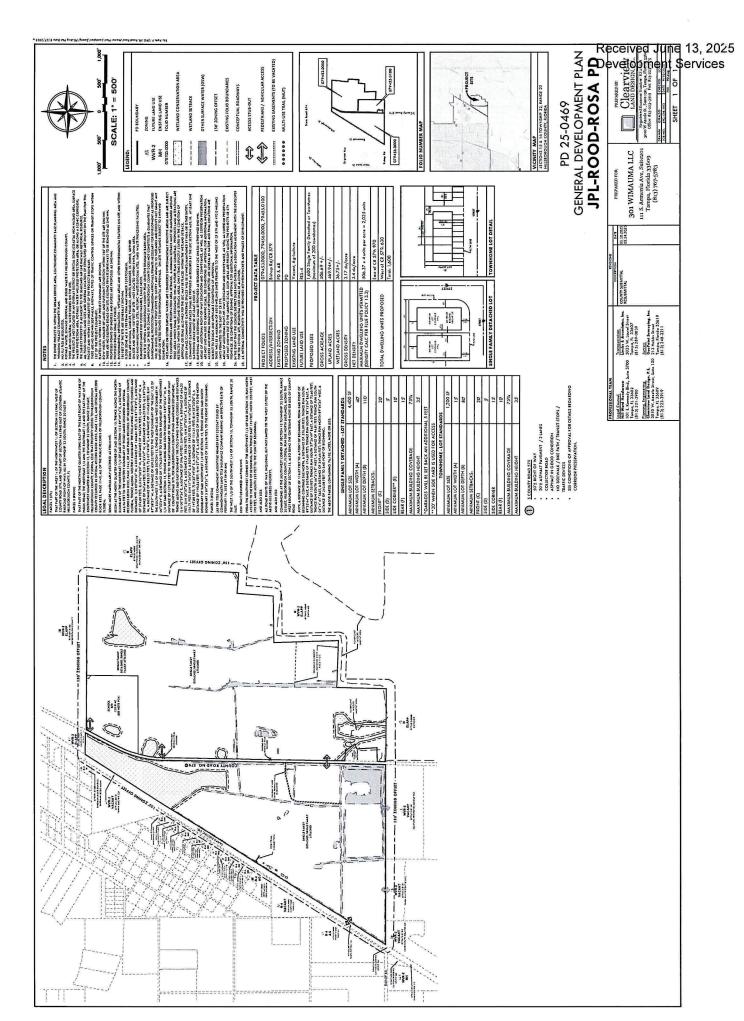
^{*} THE RIGHT-OF-WAY IS TO BE PRESERVED/DEDICATED WITHIN THE LIMITS OF THE PROPERTY OWNED BY THE DEVELOPER.



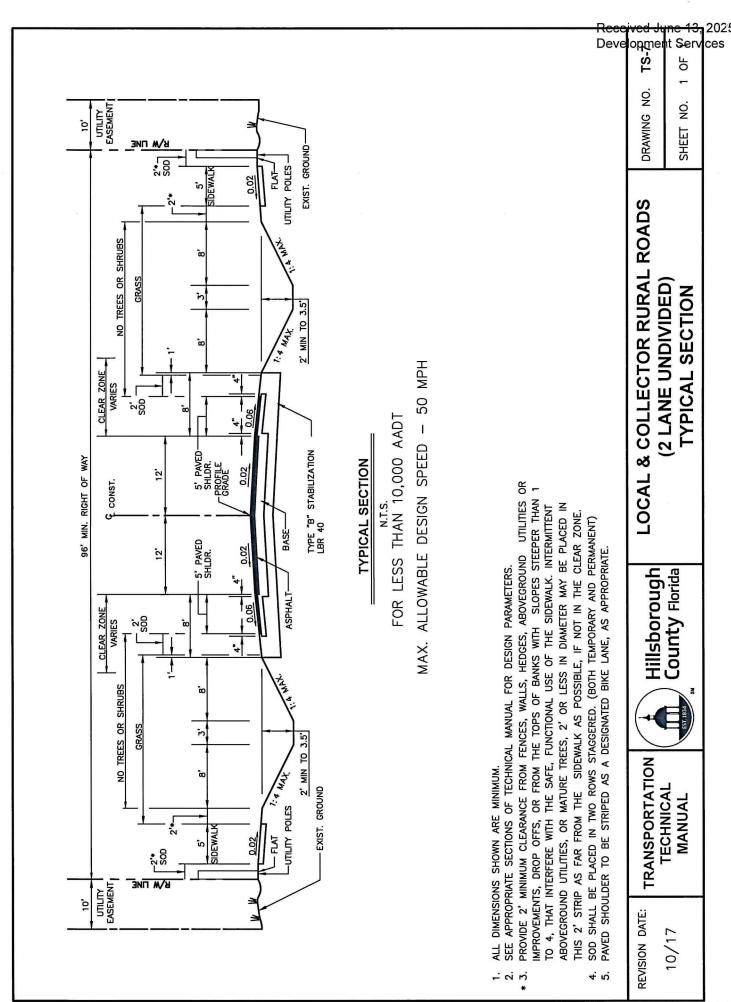
TYPICAL SECTION-SEGMENT B

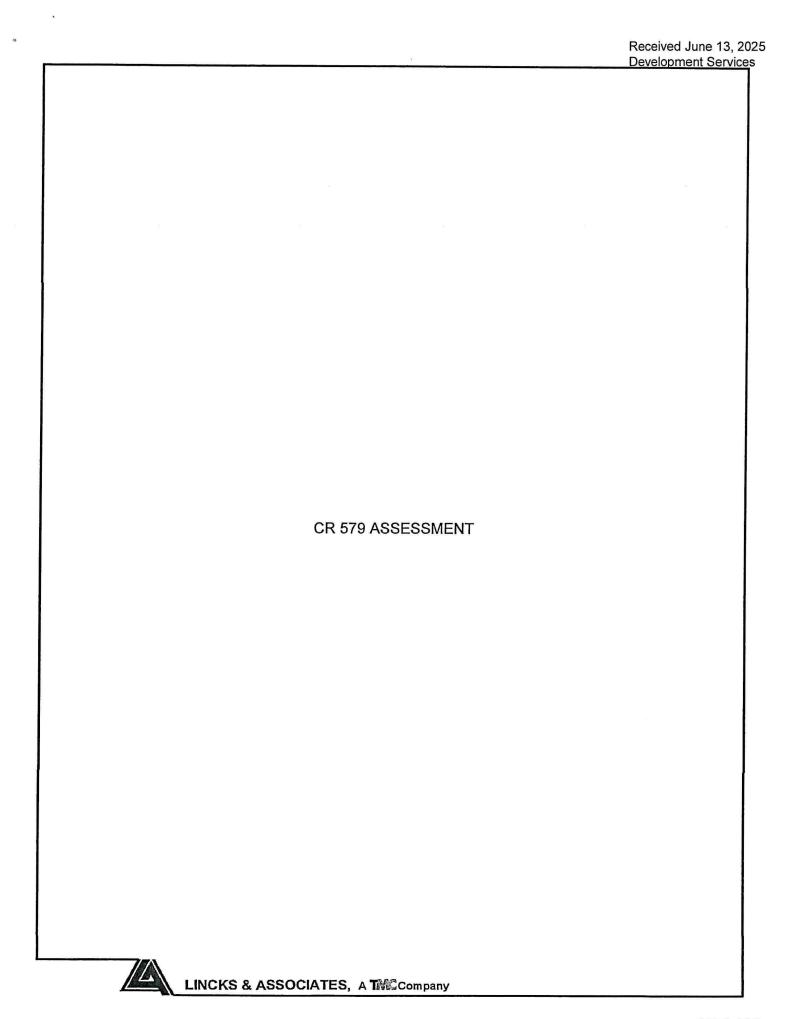
C.R. 579

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



Received June 13, 2025 **Development Services** Infrastructure & Development Services FUNCTIONAL CLASSIFICATION HILLSBOROUGH COUNTY Urban Service Area Boundary
City Limits Hillsborough County, [2 ROADWAYS Hillsborough, Collector State, Principal Arterial Hillsborough, Arterial Locator Map Legend Functional Classifications Authority, Classification State, Arterial R 21 E R 21 E 11 1 R 20 E R 19 E R 19 E R 18 E R 18 E Tampa Bay R 17 E R 17 E S 05 T S 78 L 25-0469





CR 579

Special Field Survey for Substandard Road Assessment

Limits of Survey:

Saffold Road to CR 674

By: WLR & DZS

Date of Survey: 11-05-22

Type of Road: Two lane, crown, aspalt

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

Shoulder cond.: Good to poor, some erosion

Swales: swales both sides, most of the segment

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

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

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

4. Most traffic signs are 8' to 10' from EOP and are breakaway.

5. AADT is 800. Requirement for shoulder is 8'. FDOT greenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes.

6. CR 579 classified as Major on Hillsborough County Map and Minor Collector RURAL on FDOT map.

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

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

Speed Limits and Clear Zone Distances

Road Jurisdiction:

⊠ Hillsborough County⊟ Pasco County □ FD0T

	Clear Zone	14'	18'	
	Speed Limit (mph)	45	55*	
nes	End Station	5+75	169+30	
Right Lanes	Begin Station	00+0	5+75	
	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)			
	Clear Zone	14'	18'	
	Speed Limit (mph)	45	52	
səu	End Station	5+15	169+30	
Left Lanes	Begin Station	0+00	5+15	
	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)		T	

* Presumed speed as speed limit sign missing

Page 1

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

	es	Pinht	Slone	SIONE	%U U	0.0.0	17.0%	7.0.1	9 Z%	0.0.0		
	Ith and Slope	Rinht	Width	מאומנון	4.0'	2::	30.	0.0		9		
	Shoulders Width and Slopes	l eft	Slone	2900	2.0%		16.0%		10.2%	011.01		
	জ	Left	Width		4.0'		8.0		6.7		Outliers)	(Clause)
_				3 200	Minimum:		Maximum:		Average:	0	values (without outliers)	מכם (יווווסמר
											ned mean val	5
-	Width and Slopes		Right Slope		-4.3%		-1.3%		-5.6%		age values calculated from trimmed mean	
			Width	.000	20.0.	100	22.7	1 00	20.5		alues calcula	
-	Lane Pavement	Left	Slope	1000	-3.8%	7000	7.7%	707 0	-4.4%	•	Average v	•
-					MINIMUM:		Maximum:		Average.			

Back Slope Back Slope Back Slope 1 Width 1 Slope 2 Width 2 Slope 10% 43.6% 17, 8 4 LEFT Side Slopes Bottom Width က်ထ Ō Front Slope Front Slope Front Slope 2 5% 25% 15.0% Slope 2 Width 1 Slope 16.7% 2% Front Slope 1 Width 4 Average: Minimum: breakaway.

10% 6.5%

3%

= Slope continues beyond limits of survey

				RIGHT	RIGHT Side Slopes	es			
	Front Slope	Front Slope	Front Slope	Front Slope Front Slope Front Slope 2	Bottom	Back Slope Back Slope Back Slope Back	Back Slone	Back Slone	Back Slone
	1 Width	1 Slope	2 Width	Slope	Width	1 Width	1 Slope	2 Width	2 Slone
Minimum:	4,	%6			0,	1.	2%	200	10%
Maximum:	14'	30%			10,	15'	160%	14'	130%
Average.	1,4	10.004			ō	1		-	70.7
John Day		T3.0%0			'n	10.	40.5%	11.	11.5%
		1							

= Slope continues beyond limits of surveyLEFT Slope Maximums

	10	5		$\overline{\mathbf{o}}$	l	1		ı			١
RIGHT Slope Maximums	Back ele	Incido	וואומט	Clear Zone Clear Zone Clear Zone C	330%	27.00	14	,	7	14.3%	2000
RIGHT Slop	slone	Outside	Outsing.	Clear Zone	33%	2,00	14	c)	%0.0	
_	Front slone	Inside		Clear Zone	25%	١	14	c)	%0.0	
					Maximum Allowed:		Number of Sections:	Sections Exceeding:	. S	Percent Exceeding:	
	slope	Outside	7,000	Cleal Zulle	20%	,	14	ĸ		21.4%	
LEFT Slope Maximums	Back slope	Inside	Clear Zone Clear Zone Clear Zone	Cleal 2011e	33%	7 7	14	က		21.4%	
LEFT Slope	slope	Outside	Clost Zono	כוכמו לחום	33%	7 1	14	0	,,,,	0.0%	
	Front slope	Inside	Clear Zone	olcal Zulic	25%	11	14	Н	ı	7.T%	
•				_	Maximum Allowed:	Number of Coctions.	Naminal of Sections.	Sections Exceeding:	Tito and T	Percent Exceeding:	

	Front	Front slope	Back	Back slope
	Inside	Outside	Inside	Outside
	Clear Zone	Clear Zone Clear Zone Clear Zone Clear Zone	Clear Zone	Clear Zone
Maximum Allowed:	25%	33%	33%	20%
Number of Sections:	14	14	14	14
Sections Exceeding:	0	0	2	2
Percent Exceeding:	%0.0	%0.0	14.3%	14.3%

Page 2

Field Survey

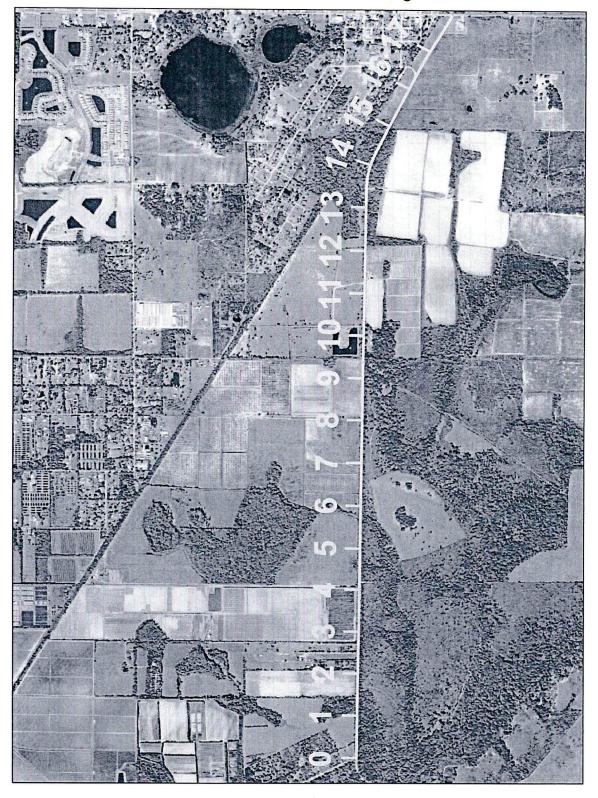
	Left Slop	Left Slopes and Swales	swales	Left Shoulder	Lan	Lane Pavement	nent	Right Shoulder	Right 9	Slopes a	Right Slopes and Swales
Station	Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/ Slope	Left Slope	Width	Right Slope	Total/Paved/ Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)
1+00	11'/12%,~/-3%	.0	4.1-6%	*8,/0,/-6%	-3.2%	22.7'	-3.4%	*8'/0'/-14%	47-14%	4.	
רַן	LT 4' BWF 39' LT, 5+15 45 mph South	15 45 mp	th South								
RT	RT Trees 20' RT, 5+75 55 mph North, RT	5 55 mph		side shoulder erosion, 3+23 72" CMP culvert, HDW 16' LT, 16' RT	3+23 72"	CMP CL	Ilvert, HD	W 16' LT, 16' RT			
Notes	Notes 0+00 set at centerline intersection with	line inters		Saffols Road							
8+00	15'18%	o,	57-12%	*8'/0'/-12%	-3.0%	20.0	-2.7%	*8'/0'/-15%	57-15%	.0	10/16%
בו	LT 4' BWF 28' LT										
RT	RT Trees 35' RT										
Notes	Notes 10+70 (3) 48" CMP Culvert, HDW 18' LT, 20' RT	P Culvert	, HDW 18' LT, 20	'RT							
20+00	4'/40%,-/10%	7:	5.1-37%	5'/0'/-13%	-3.8%	20.0	-2.6%	4,/0./0%	67-25%	,9	1,/160%
H	LT M.B.'s 6'-8' LT, U.P. 20' LT	P. 20' LT									
RT	RT Trees 17' RT										
Notes											
28+00	8/45%	5.	87-10%,77-25%	*8'/0'/-10%	-2.6%	20.6'	-2.7%	%8-/.0/.9	87-25%	4	5/130%
LT	LT Trees 20' LT		500								
RT	Trees 18' RT										
Notes											
36+00	8/24%	,0	87-10%	*8'/0'/-10%	-3.5%	20.4	-3.0%	*8'/0'/-17%	6.1-17%	0	10'/22%,8'/-13%
17	LT Trees 20' LT, U.P. 24' LT	24' LT						12			
RT	RT Trees 30' RT, 4' BWF 32' R1	WF 32' R	Ţ								
Notes	Notes 45+27 24" RCP Culvert, HDW LT 15',	ulvert, HD	W LT 15', RT 16'								
52+00	12/16%	.0	8.7-15%	%9-/.0/.9	-2.3%	21.0'	-1.3%	8'/0'/-12%	7.1-17%	.0	11/20%,14/-10%
	LT Trees 25' LT			200000000000000000000000000000000000000							
RT	RT Trees 26' RT, 56+	70 (3) 36	56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT	W 20' LT, 19' R	T						
Notes											
00+89	6./100%	·æ	107-25%	8'/0'/-14%	-3.7%	21.0'	-1.8%	%6-/.0/.9	147-15%	4	2/100%
L	LT Trees 26' LT					i					
RT	Trees 20' RT		C MIDDOX	2 17							
Notes	Notes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT) 24" RCF	culvert, HDW 19	7' LT, 20' RT							
84+00	7.123%	.4	57-14%	6'/0'/-16%	-3.2%	20.4	-1.6%	7./0./-10%	81/-14%	4	15/10%
	LT U.P. 20' LT, GR 94+23 to 95+80 8' LT	1+23 to 9	5+80 8' LT								
RT	RT Trees 25' RT, BWF 34' RT, GR 93+60	F 34' RT,		to 94+74 8' RT							
Notes	Notes 94+50 36" RCP Culvert HDW 15' I T 17' RT	Ilvert HL	W 15' I T 17' RT								

Page 3

come	
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6	
a	

	רבוו סוח	Left Slopes and Swales	swales	Left Shoulder	Lan	Lane Pavement	ent	Right Shoulder	Right	Right Slopes and Swales	s and Swales
Station	Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/ Slope	Left	Width	Right	Total/Paved/ Slope	Front Slope	Bottom	Back Slope
100+00	10/10%	.0		8	-1.6%	20.4'	-1.4%	6'/0'/-12%	7.7-16%	0,0	13'/8%
5	Trees 24' LT, GR LT 101+60 to 104+00	LT 101+6	0 to 104+00 8' LT	_							
æ	RT Trees 25' RT, 6' CLF 66' RT, GR RT 101	LF 66' R'		.+30 to 102+55 8' RT	_						
Note	Notes 102+30 (2) 48" Box Culverts, HDW 16' L	x Culvert	s, HDW 16' LT, 1	.T, 12' RT							
120+00	8/100%	.9	6./25%	4'/0'/-8%	-2.1%	20.0	-2.9%	%9-/.0/.9	7.1.27%	ij	0.11 E02
5	LT Trees 24' LT							20.00	07.17.1	0	0/CT/0
RT											
Notes	(0)										
134+00	5/100%	2'	9.7-25%	2,/0,/9%	-0.6%	21.0'	-2.1%	6'/0'-5%	4.1-30%	101	70007.1
Li	LT MB's 4' LT, U.P. 18' LT, Trees 20'	8'LT, Tre	es 20'			1			0/00-11	OT .	4 / 20%
RT											
Notes											
150+00	~/10%	7.	5.7-21%	4'/0'/-5%	-2.9%	20.1	-2 3%	5,10,1-6%	6.1.280%	ū	101000
5	LT Trees 16' LT, 163+	+12 Cente	163+12 Centerline Hillsborough St	h St		110	20.5	200	07-2070	0	%C7/CT
8	RT 4' WF 32' RT										
Notes	(0)										
166+00			11/-16%,-/-5%	*8'/0'/-16%	2.2%	22.0'	-4.3%	%6-/,0/,8*	%6-/.2	ċ	15,100%
LT						1	a a a a a a a a a a a a a a a a a a a			,	101270
조	RT U.P. 28' RT, 5' WF 30' RT	- 30' RT									
Notes	16										
172+00			~/-2%	*81/01/-2%	-2.6%	21.0'	-3.7%	5,10,1-10%	12.1.1406	č	101101
LT						1			27.77		177170
R	RT 5' WF 25' RT										
Notes											
				179+30	179+30 End of Segment at EOP S B 674	edment a	IFOP S	R 674			
RT							5				
Notes											
RT											
Notes											
LT											
RT											
Notes											

CR 579 Aerial & Stationing



0 500 1.000 2.000 ft 0 290 580 1.160 m

Stations in 1000 ft increments

PARTY OF RECORD

Norris, Marylou

Sent:	Friday, June 6, 2025 6:03 PM
To: Subject:	Hearings Zoning for PD-23-0041
External email: Use cau	ution when clicking on links, opening attachments or replying to this email.
Good evening,	
I am a member of the I PD-23-0041.	Berry Bay community to whom will be effected by the outcome of the zoning decision/land use for
	3, three members of the Wimauma Committee successfully negotiated with the Eisenhower Group r building 1800 houses, they (Eisenhower) would give the following commitment: AND THEY
1). Land donated for a	an elementary school
2). Two Multi-Use Trail	ls
3). 12 acres of open sp	pace
4). 14-acre community	accessible park
5). 180 units of afforda	able housing
6). Two neighborhood	centers including space for civic space and childcare.
community that is still	ney will stand behind their commitment and follow through with the plan. We are already a large growing and what we could use right now are more amenities. It would be great to have a ers could play on, as I have an almost 2 year old, and a childcare center would be LIFE CHANGING!
Please do not use the I	and for additional housing without adding more amenities. We will feel suffocated.
A concerned member of	of Wimauma,
Lindsey Shedlock	
Sent from my iPhone	