

**1.0 APPLICATION SUMMARY**

Applicant: Eisenhower Property Group  
 FLU Category: WVR-2  
 Service Area: Rural  
 Site Acreage: 129.25 +/-  
 Community Plan Area: Wimauma  
 Overlay: None



**Introduction Summary:**

The subject site is Planned Development (PD) 19-0102, as most recently modified by PRS 23-0154. PD 19-0102 covers two non-contiguous development areas with transferred density from one area (Bullfrog Creek Mitigation Area) to the other area (Berry Bay Receiving Area). The PD is approved for 1,047 residential units (subject to the availability of employment and commercial in the Wimauma Community Plan Village area), a non-charter public school, a passive public park and public use facilities. To date, 946 residential units have received development permit approval, with 101 residential units yet to be approved. This request does not include any request to increase the number of previously approved residential units or expand the PD area.

Existing Approval(s):	Proposed Modification(s):
Maximum of 1,047 residential units subject to the existence of job opportunities/employment requirements within the boundaries of the Wimauma Community Plan Village.	To allow the remaining 101 units to be approved prior to the existence of job opportunities/employment requirements within the boundaries of the Wimauma Community Plan Village.

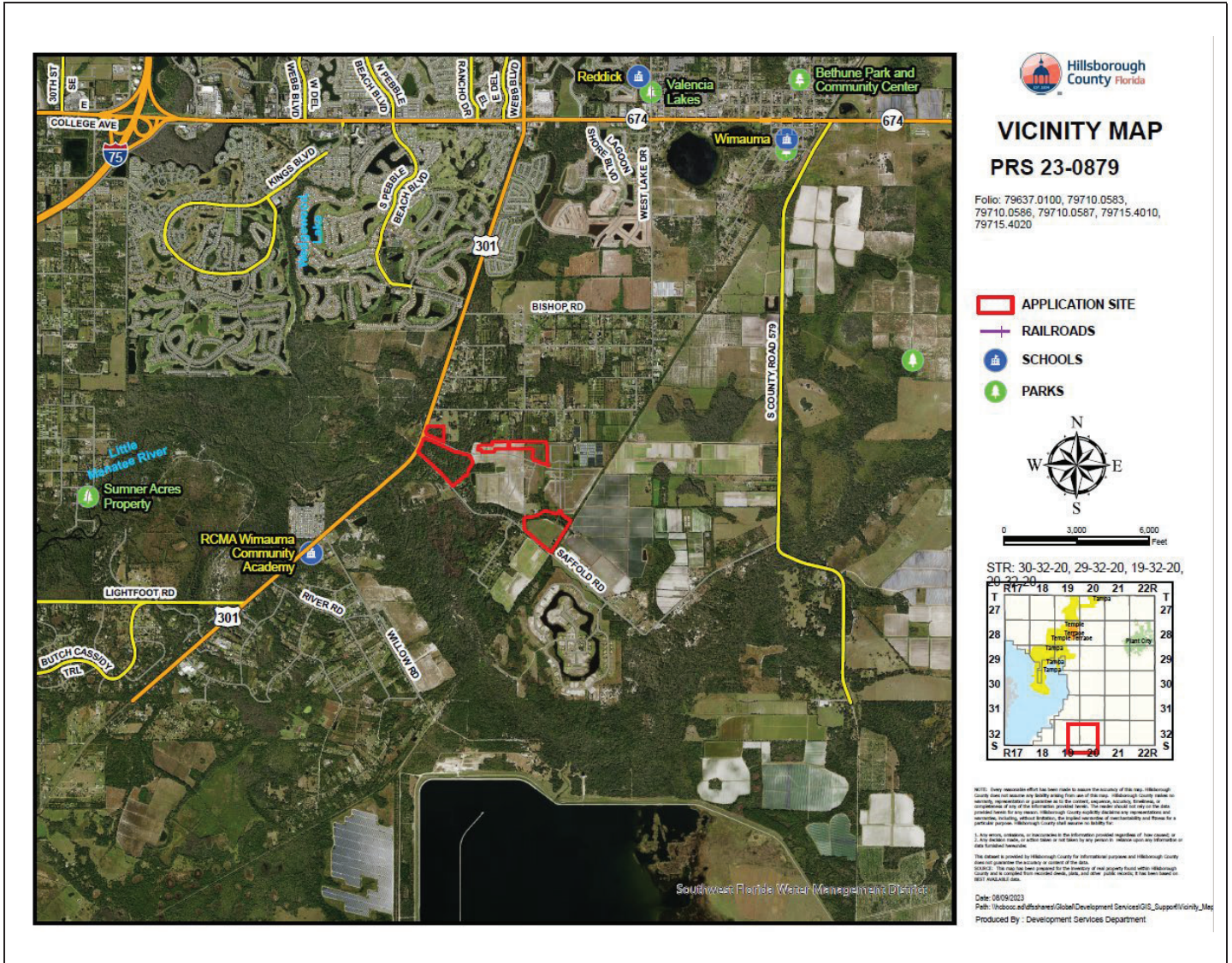
**Additional Information:**

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

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

### 2.1 Vicinity Map

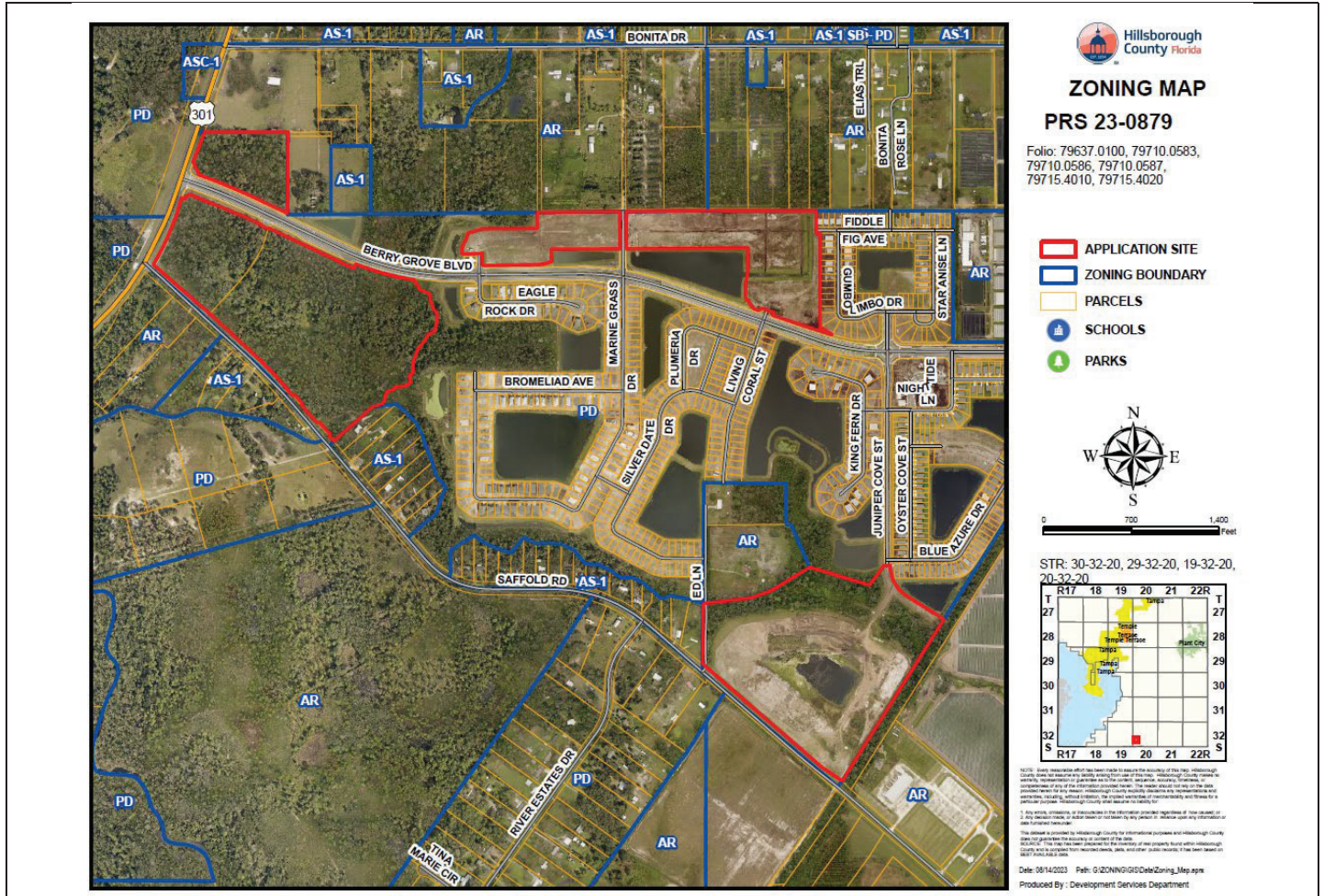


### Context of Surrounding Area:

The PD is located within an area developed with low-density residential uses, agricultural uses and regional recreational/park uses. US Highway 30, a 2-lane arterial roadway, is located to the immediate west of the site, while Saffold Road, a 2-lane collector roadway, is located to the immediate south of the site. The Manatee County line is located approximately 1.85 miles to the south. The property is located within the southern area of the Wimauma Community Plan area.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.2 Immediate Area Map

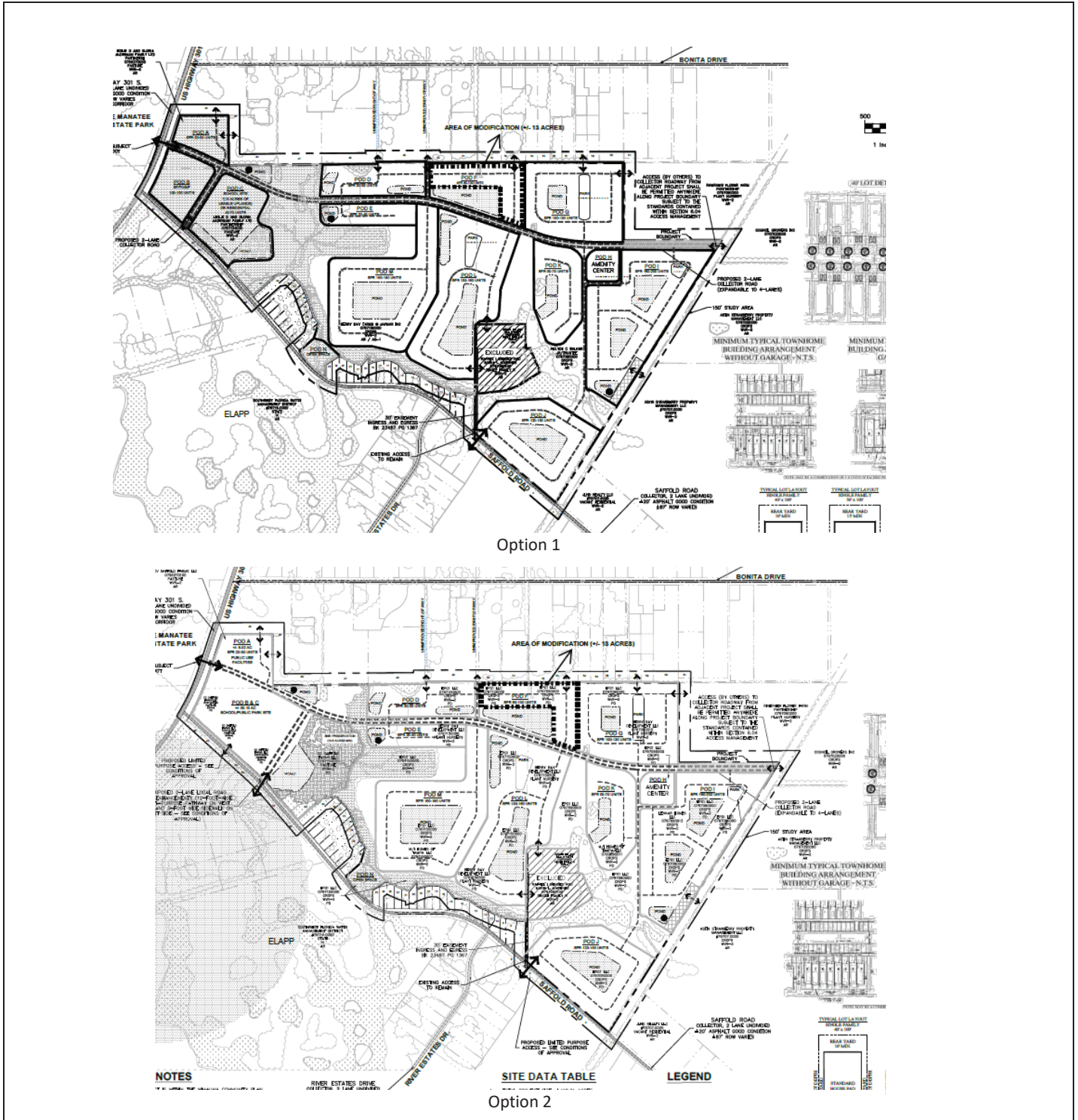


### Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AS-1 & AR	AS-1: 1 unit per acre AR: 1 unit per 5 acres	Agriculture, Single-Family Residential	Agriculture, Single-Family Residential
West	PD 91-0181 PD 80-0147	n/a	County Park	County Park
South	AR, AS-1 & PD	AR: 1 unit per 5 acres AS-1: 1 unit per acre PD: 1 unit per acre	AR & AS-1: Single-Family Residential & Agriculture PD: Single Family Residential	Single-Family Residential, SWFMD/Government, Agriculture, Undeveloped
East	PD & AR	PD: 2 units per acre AR: 1 unit per 5 acres	PD: Single-Family Residential, Recreation, Residential Support uses AR: Agriculture, Single-Family Residential	PD: Undeveloped AR: Agriculture

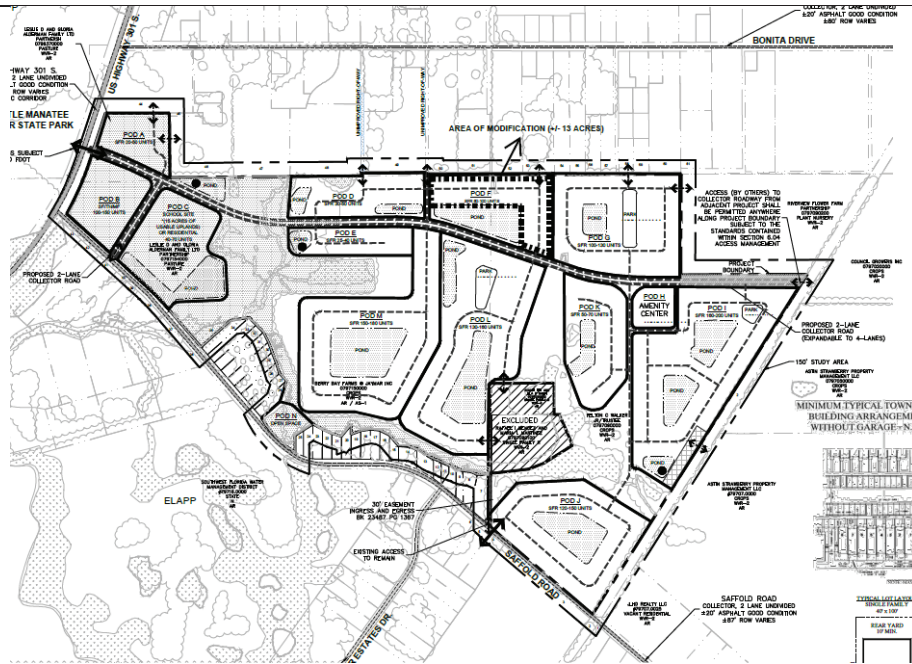
## 2.0 LAND USE MAP SET AND SUMMARY DATA

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

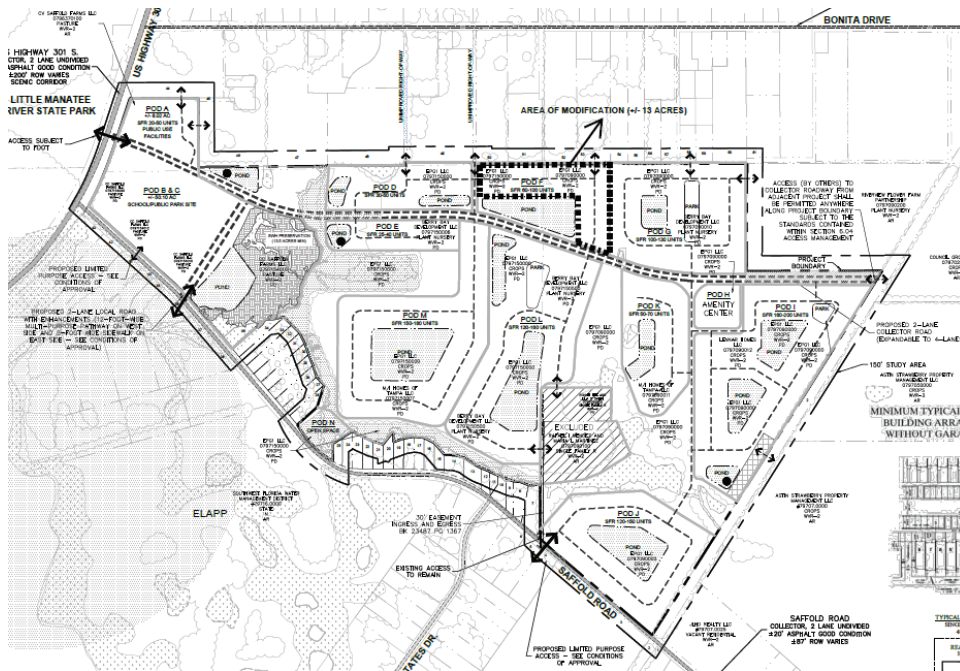


## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



Option 1



Option 2

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

<b>Adjoining Roadways (check if applicable)</b>			
Road Name	Classification	Current Conditions	Select Future Improvements
US 301	FDOT Principal Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Saffold Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – (Option Dependent)
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

<b>Project Trip Generation <input type="checkbox"/> Not applicable for this request</b>			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	18,361	1,920	1,954
Proposed	18,361	1,920	1,954
Difference (+/-)	No Change	No Change	No Change

\*Trips reported are for Receiving Area.

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

<b>Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request</b>		
Road Name/Nature of Request	Type	Finding
Saffold Rd. – Substandard Rd.	Design Exception Requested	Previously Approved – Changes De minimis
	Choose an item.	Choose an item.
Notes: The previously approved DE shall be permitted to stand as-is via the de minimis approvals process, pending BOCC approval of the overall application.		

**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Currently included
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Wetlands/Other Surface Waters</li> <li><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</li> <li><input type="checkbox"/> Wellhead Protection Area</li> <li><input type="checkbox"/> Surface Water Resource Protection Area</li> <li><input type="checkbox"/> Potable Water Wellfield Protection Area</li> <li><input checked="" type="checkbox"/> Significant Wildlife Habitat</li> <li><input type="checkbox"/> Coastal High Hazard Area</li> <li><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</li> <li><input checked="" type="checkbox"/> Adjacent to ELAPP property</li> <li><input type="checkbox"/> Other _____</li> </ul>				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Service Area/ Water &amp; Wastewater</b> <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa (to the west) <input checked="" type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Impact/Mobility Fees</b>  N/A				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

## **5.0 IMPLEMENTATION RECOMMENDATIONS**

### **5.1 Compatibility**

The request does not include any increase in the number of permitted units, development standards or relocation of any uses. Therefore, staff does not identify any compatibility concerns with the request.

### **5.2 Recommendation**

Supported, subject to proposed conditions of approval.



**Requirements for Certification:**

1. On both Sheets 3 and 4, revise the “Area of Modification” notation for Pod F to “Area of Modification for PRS 23-0154.”

**6.0 PROPOSED CONDITIONS**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted August 2, 2023.

The following shall apply to the Berry Bay Farms Designated Receiving Area:

1. Residential development under Option 1 and Option 2 shall be limited to a maximum of 1,047 residential units. Additionally:
  - 1.1 Under Development Option 1, a non-charter public school shall be permissible where depicted on the general site plan (Pod C). Pod C may alternatively be developed with 40-70 single-family detached, single-family attached and/or multi-family residential units.
  - 1.2 Under Development Option 2, a non-charter public school (1,620 student maximum, pre-K - 8<sup>th</sup> grade), public passive park and conservation area is permitted where depicted on the general site plan (Pod B & C). There is no alternative for residential development in Pod B & C under Option 2.
2. Under Development Option 1, Pods A, D, E, F, G, I, J, K, L and M shall be limited to single-family detached residential. Under Development Option 1, Pod B and Pod C may be developed with single-family detached, single-family attached (townhomes) or multi-family residential. Under Development Option 1, Pod C is permissible for a non-charter public school, in lieu of residential development (as specified in condition 4 below). Each pod shall be limited to the maximum number of units provided for each pod on general site plan, and in no case shall the total number of units within the PD exceed 1,047.
3. Under Development Option 2, Pods A, D, E, F, G, I, J, K, L and M shall be limited to single-family detached residential. Under Option 2, Pod B & C shall permit a non-charter public school, public park and conservation area (as specified in condition 1.2 above). Pod B & C has no alternative residential option under Option 2. Each pod shall be limited to the maximum number of residential units provided for each pod on general site plan, and in no case shall the total number of units within the PD exceed 1,047.
  - 3.1 Under Development Option 2, Pod A shall also permit Public Use Facilities (as defined in the Land Development Code) in addition to or in lieu of single-family detached residential development.
  - 3.2 Public Use Facilities shall provide a minimum 30 foot setback from all roadways. Land Development Code required buffering and screening shall be provided wherever the Public Use Facilities abuts residential development located internal or external to the Planned Development.
4. Under Development Option 1, the school site shall be a minimum of 15 upland acres in size. Under Development Option 1, development of this non-charter public school shall require compliance by the School Board with the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency. Under Development Option 1, should this site not be dedicated to Hillsborough County Schools, a maximum of 70 single-family detached units shall be permitted. These residential units, if developed, shall not be in addition to the total number of the 1,047 residential units permitted.

- 4.1 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 RZ 19-0102. 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.
- 4.2 Any and all roadways within the Planned Development serving and/or providing access to the non-charter public school parcel shall be platted to the non-charter 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 non-charter public school parcel.
- 4.3 The non-charter public school shall be served by a maximum of one (1) vehicular connection to the east-west collector roadway and one (1) vehicular connection to the north-south collector roadway.
- 4.4 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 to limit off-site impacts. The school shall provide for on-site vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Students"). Specifically:
  - 4.4.1 The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,
  - 4.4.2 The minimum length of queue shall be determined by multiplying the number of Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25.
5. Under Development Option 2, Pod B & C shall permit a non-charter public school. The maximum number of students shall be 1,620 and grades shall be limited to pre-K to 8th grade.
  - 5.1 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 to limit off-site impacts. The school shall provide for on-site vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Students"). Specifically:
    - 5.1.1 The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,
    - 5.1.2 The minimum length of queue shall be determined by multiplying the number of Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25.
  - 5.2 The public school shall be served by a maximum of one (1) vehicular connection to the eastwest collector roadway and one (1) vehicular connection to Saffold Rd.
  - 5.3 With regards to the vehicular access to Saffold Rd., this access shall be restricted to the use of busses and emergency vehicles only. If no busses are utilized by the school, then such access shall not be permitted (except for use as a gated emergency access).

5.4 The school’s east-west collector roadway vehicular connection shall be aligned with the vehicular access to Pod A.

6. Under Development Option 1 or 2, Pod H shall permit amenity center uses.

7. Under Development Option 1 or 2, single-family detached lots and units shall be developed in accordance with the following:

- Minimum lot size: 4,000 sf
- Minimum lot width: 40 feet
- Minimum front yard setback: 10 feet (unless otherwise stated)
- Minimum garage setback: 20 feet
- Minimum side yard setback: 5 feet
- Minimum rear yard setback: 10 feet
- Maximum building height: 35 feet/2-stories

- Minimum lot size: 5,500 sf
- Minimum lot width: 50 feet
- Minimum front yard setback: 20 feet\*
- Minimum side yard setback: 5 feet
- Minimum rear yard setback: 15 feet
- Maximum building height: 35 feet/2-stories

\*corner lots shall permit a setback of 10 feet for the front yard functioning as a side yard. For front yards functioning as a side yards, the garage setback shall be 20 feet.

- Minimum lot size: 6,000 sf
- Minimum lot width: 60 feet
- Minimum front yard setback: 20 feet\*
- Minimum side yard setback: 5 feet
- Minimum rear yard setback: 15 feet
- Maximum building height: 35 feet/2-stories

\*corner lots shall permit a setback of 10 feet for the front yard functioning as a side yard. For front yards functioning as a side yards, the garage setback shall be 20 feet.

8. Under Development Option 1 or 2, any single-family detached units/lots developed at a width under 50 feet shall comply with the following:

8.1 No more than 65% of the overall PD’s single-family detached lots may be under 50 feet in width. If the project will be platted by pod or phase, individual pods or phases shall meet this requirement for each individual pod or phase submitted for plat review. If these percentages will be blended throughout the PD, each plat shall provide a table providing the number and percentage of lots under 50 feet in width proposed and approved within the entire PD. If when blended an individual pod or phase at platting will exceed the percentage maximum of lots under 50 feet in width, the permissibility for lots under 50 feet in width will be restricted accordingly elsewhere in the PD.

8.2 Single-family detached units shall provide a 2-car garage with a minimum 18 foot wide driveway.

a. Garages shall be permitted to extend a maximum of 5 feet in front of the primary residential structure if an entry feature over the primary entrance facing the street is provided. The

minimum garage setback shall be 20 feet. Notwithstanding condition 6, the primary residential structure setback shall be a minimum of 25 feet. The offset created by these two setbacks shall be occupied by an entry feature and the offset amount shall serve as the minimum depth required of the entry feature. The entry feature shall be permitted to extend further into the front yard at minimum setback of 10 feet. The entry feature shall consist of, but not be limited to, a covered stoop, a covered porch or other architectural feature. If no entry feature is provided, the garage shall not be flush or placed closer to the street than any portion of the front façade.

- b. Should garages be located behind the front plane of the primary residential structure, the primary residential structure shall provide a minimum 10 foot front yard setback and the garage shall provide a minimum 20 foot front yard setback. The offset between these setbacks shall be a minimum of 10 feet. This offset shall not require the use of any entry feature or covered porch. Should an entry feature or covered porch be provided, the minimum front yard setback of 10 feet shall apply.

8.3 Garage doors shall not account for more than 60% of the width of the street facing building façade.

8.4 All driveways shall be located in an alternating pattern on the left or right side of the unit’s front façade. Homes shall not have the same driveway location (left or right side) as the adjacent home. The alternating pattern may be adjusted at corner lots as necessary.

8.5 Street trees may include alternating shade and ornamental trees, subject to the review and approval of Natural Resources staff.

8.6 Each unit’s primary entrance door shall face the roadway.

8.7 A maximum of 30% of the units on lots under 50 feet in width may be 1-story in height. A minimum of 70% of the units on lots under 50 feet in width shall be 2-stories in height. If the project will be platted by pod or phase, individual pods or phases shall meet this requirement for each individual pod or phase submitted for plat review. If these percentages will be blended throughout the PD, each plat shall provide a table providing the number and percentage of 1-story and 2-story units proposed and approved within the entire PD. If when blended an individual pod or phase at platting will exceed the 1-story height percentage maximum, the permissibility for 1-story units will be restricted accordingly elsewhere in the PD.

8.8 All 2-story units shall provide a transition between the first and second floor to break up the façade by using one or more of the following:

- a. A roof feature with a minimum projection of 1 foot from the wall surface. The projection shall consist of overhangs or other roof elements.
- b. A horizontal banding of 6 to 8 inches in height that projects at least 2 inches from the wall surface.
- c. A change in materials between the first and second floors.

9. Under Development Options 1 or 2 single-family attached lots/units shall be developed in accordance with the following:

Minimum lot size: 1,980 sf

Minimum lot width:	18 feet
Minimum lot depth:	110 feet
Minimum front yard setback:	20 feet
Minimum side yard setback:	0 feet internally and 5 feet for end units
Minimum rear yard setback:	15 feet
Maximum building height:	35 feet/2-stories

10. Multi-family buildings shall have a minimum front yard setback of 25 feet from all roadways. The maximum building height shall be 45 feet with no additional setback for buildings over 20 feet in height required. For any yard not adjacent to a roadway of 50 feet in width or more, required buffering and screening shall be provided.

11. Under Development Options 1 or 2, buildings and uses within the amenity center (Pod H) shall be developed in accordance with the following:

Minimum front yard setback:	10 feet
Minimum side yard setback:	5 feet
Minimum rear yard setback:	10 feet
Maximum building height:	35 feet/2-stories

11.1 Buffering and screening where adjacent to any residential uses shall be required.

12. Under Development Options 1 and 2, a minimum of 168.4 acres shall be used for open space within the project. The calculation of land area used for open space shall not include the land area for sidewalks required by LDC Section 6.02.08 or 6.03.02, or the non-charter public school site. The developer shall provide contiguity and connection to open space and conservation areas throughout the project via paved or unpaved bicycle/pedestrian trails, sidewalks and pathways.

13. Under Development Options 1 or 2, development shall be as generally depicted on the site plan, which includes pod locations, stormwater ponds, community gathering spaces, park locations and sizes and the internal roadway network.

14. Under Development Options 1 or 2, development within the Designated Sending Area depicted on the site plan, shall be limited to one dwelling unit for the entire 173.61 acre Designated Sending Area. Prior to preliminary plat approval for the Designated Receiving Area, the developer shall submit to Hillsborough County a proposed deed restriction in the form of conservation easement consistent with Section 704.06, Florida Statutes, which shall encumber the Designated Sending Area, limit the development within the Designated Sending Area to one, single residential dwelling unit, and be enforceable by Hillsborough County. The conservation easement must be accepted by the Hillsborough County Board of County Commissioners and recorded in the official public records of Hillsborough County prior to preliminary plat approval.

15. As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd., under Development Option 1 or 2, consistent with the Design Exception (dated March 21, 2019 and last revised April 18, 2019) and which was approved by the County Engineer (on April 25, 2019), including:

- a. Within Segment A (i.e. Saffold Rd. between US 301 and a point +/- 1,900 feet to the southeast) and Segment C (i.e Saffold Rd. between the easternmost project boundary and a point approximately 1,800 feet to its northwest) the developer shall:

- i. Widen the existing roadway such that there are 11-foot wide travel lanes;
    - ii. Construct 6-foot wide stabilized shoulders along both sides of the roadway; and;
    - iii. Mill and resurface the existing roadway; and,
    - iv. Construct a 10-foot wide multi-purpose pathway in lieu of the required 5-foot wide sidewalk and 5-foot paved shoulder.
  - b. Within Segment B (i.e. the +/- 3,500 foot segment of Saffold Rd. between Segments A and Segment C) the developer shall:
    - i. Be permitted to maintain the existing 10-foot wide travel lanes;
    - ii. Construct 6-foot wide stabilized shoulders along both sides of the roadway; and,
    - iii. Notwithstanding anything within the approved Design Exception (dated April 25, 2019) to the contrary, construct a 10-foot wide multi-purpose pathway (in lieu of the required 5-foot wide sidewalk and 5-foot paved shoulder) along the +/- 500 foot portion of the proposed project which fronts Segment C.
16. Under Development Options 1 or 2, at the request of Hillsborough County, the developer shall dedicate and convey to Hillsborough County up to 15 feet of right-of-way, for a distance of approximately 50 feet on either side of:
  - a. the Dug Creek stormwater cross drain under Saffold Rd.; and,
  - b. the stormwater cross drain located +/- 300 feet to the northwest of the Dug Creek stormwater cross drain.
17. Under Development Options 1 or 2, the developer shall construct a minimum 5-foot wide sidewalk along the project's West Lake Dr. frontage concurrent with construction of the first increment of development within Designated Receiving Area, or concurrent with development of the single-family dwelling within the Designated Sending Area, whichever occurs first.
18. With regards to the Designated Receiving Area:
  - a. Internal project roadways shall be public and may not be gated.
  - b. The developer shall construct all proposed full access connections and future roadway connections as generally shown on the PD site plan, as well as any additional internal connections that may be required to satisfy Section 6.02.01.H emergency access requirements.
  - c. Consistent with Section 10.01.05.D.2., no further notification to future PD residents shall be required when such connections are completed.
19. With regards to required site access improvements:
  - 19.1 Under Development Options 1 or 2, the developer shall construct the following improvements:
    - a. A southbound to eastbound left turn lane on US 301 onto Saffold Rd.
    - b. A southbound to eastbound left turn lane on US 301 at the project entrance (i.e. onto the proposed east-west collector roadway);
    - c. A northbound to eastbound right turn lane on US 301 at the project entrance (i.e. onto the proposed east-west collector roadway);
    - d. A westbound to southbound left turn lane on the proposed east-west collector roadway onto US 301;

- e. An eastbound to northbound left turn lane on Saffold Rd. into the easternmost project driveway; and,
- f. The developer shall conduct a trip generation and site access analysis to determine if any additional site access improvements may be warranted. At the request of Hillsborough County, the developer shall conduct a signal warrant analysis to determine if a traffic signal is warranted at the intersection of the east-west collector roadway and US 301. If warranted and approved by FDOT, the developer shall install the signal.

19.2 Under Development Option 1, the developer shall construct the following additional improvements:

- a. A southbound to westbound right turn lane on the proposed north-south collector roadway onto Saffold Rd.; and,
- b. An eastbound to northbound left turn lane on Saffold Rd. onto the proposed north-south collector roadway.

19.3 In addition to the above improvements that may require the developer to dedicate and convey (or otherwise acquire) additional right-of-way, the developer shall preserve any additional right-of-way necessary to accommodate construction (by others) of a westbound to southbound left turn lane on Saffold Rd. onto US 301.

20. With regards to certain internal roadways:

20.1 Under Development Option 1, the developer shall construct the east-west and north-south collector roadways as 2-lane collector roadways consistent with either the Type TS-4 (Urban Collector Roadway) or Type TS-7 (Local and Collector Rural Roads), as found within the Hillsborough County Transportation Technical Manual (TTM). In addition to the right-of-way required for the above improvements, the developer shall preserve additional right-of-way along the east-west collector roadway as necessary, such that it is expandable to a 4-lane facility in the future.

20.2 Under Development Option 2, the developer shall:

- a. Construct the east-west collector roadway as a 2-lane collector roadway consistent with either the Type TS-4 (Urban Collector Roadway) or Type TS-7 (Local and Collector Rural Roads), as found within the Hillsborough County Transportation Technical Manual (TTM). In addition to the right-of-way required for the above improvements, the developer shall preserve additional right-of-way along the east-west collector roadway as necessary, such that it is expandable to a 4-lane facility in the future; and,
- b. Construct the north-south road through Pod B & C (i.e. the roadway directly connecting the east-west collector roadway with Saffold Rd.) as a Type TS-3 (Local Urban Roadway) as found within the Hillsborough County Transportation Technical Manual (TTM). Additionally:
  - i. The developer shall construct a minimum 12-foot wide multi-purpose pathway along the west side of the north-south road. There shall be a minimum 8-foot wide grass/sod area between the closest edge of the pathway and the back of curb.
  - ii. The developer shall construct a minimum 5-foot wide sidewalk along the long the east side of the north-south road. There shall be a minimum 8-foot wide grass/sod area between the closest edge of the sidewalk and the back of curb.

- iii. No vehicular access shall be permitted along the north-south roadway. Notwithstanding the above, gated access which serves only emergency vehicles or is used for occasional maintenance use (e.g. for maintenance of the pond or landscaping) shall be permitted.

- 21. Under Development Option 1 or 2, notwithstanding anything on the PD site plan or herein these conditions to the contrary, access shall be permitted (subject to Section 6.04 access management standards) anywhere along the easternmost 1,365 feet of the northern project boundary (i.e. along the easternmost 1,365 feet of the proposed east-west collector roadway).
- 22. Under Development Option 1 or 2, notwithstanding anything on the PD site plan or herein these conditions to the contrary, the existing easement access on Saffold Rd. (serving adjacent folios 079709.0500 and 079709.0100) shall be permitted to remain; however, such access connection may serve no more than three dwelling units. Any development on these adjacent properties in excess of a combined total of three dwelling units shall be required to obtain access through the subject PD via the public roadway stubouts provided to each folio as part of the subject PD.

The following shall apply to the Bullfrog Creek Mitigation Designated Sending Area:

- 23. A maximum of 1 single-family detached lot shall be permitted where depicted on the general site plan. Development shall be in accordance with the AR zoning district development standards.
- 24. Notwithstanding condition 22, the Bullfrog Creek Mitigation Designated Sending Area shall also permit conservation and passive agricultural uses.
- 25. With regards to the Designated Sending Area:
  - a. Access to the one (1) single-family dwelling unit may be permitted anywhere along the PD frontage where adjacent to the Ingress and Egress Easement (as recording in OR Book 25621 Page 624) serving the property;
  - b. Additional access shall be permitted in the location specified on West Lake Dr. or anywhere along the Ingress and Egress Easement necessary to provide for maintenance of these lands.

The following shall apply to the areas under MM 22-1301 (Option 2):

- 26. 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), 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 plans through the Land Development Code’s Site Development or Subdivision process. Essential Wildlife Habitat as defined by the LDC must be addressed, if applicable, within the overall boundaries of this rezoning request.
- 27. An evaluation of the property identified the existence of Significant Wildlife Habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map. Preservation of Significant Wildlife Habitat is subject to the provisions of the LDC. Adequate preservation of this habitat must be shown on the site development plan submitted through the County’s Site Development plan review process. The area to be preserved may require revision from that shown on the conceptual site plan submitted with this rezoning application.



28. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Proposed land alterations are restricted within the wetland setback areas.

The following shall apply to the entire Planned Development (Option 1 or Option 2):

29. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
30. Prior to preliminary plat approval for any number of residential units above six hundred sixty three (663) but at or under 946 residential units, the developer shall provide documentation that demonstrates that additional job opportunities (Employment Requirements) exist within the Wimauma Community Plan Village that are not already allocated to this planned development, any other planned development zoning within the boundaries of the Wimauma Community Plan Village, or any pending or approved preliminary subdivision plats or multi-family site development applications within the boundaries of the Wimauma Community Plan Village.

Said documentation to demonstrate Employment Requirement compliance shall be provided on the preliminary subdivision plat or multi-family site development plan in the form of a table that includes the following: (1) the folio numbers and the heated square footage being allocated for any additional residential units above 663 residential units within the subject PD; and, (2) the folio numbers and heated square footage already allocated to the subject PD, other planned development zonings within the boundaries of the Wimauma Community Plan Village, and any pending or approved preliminary subdivision plats or multi-family site development applications within the boundaries of the Wimauma Community Plan Village. This table shall be annotated as to which projects are assigned to the provided folios and heated square footage.

Both the number of jobs required by the additional residential units above 663 but at or under 946 residential units and the number of jobs that must exist within the boundaries of the Wimauma Community Plan Village shall be based upon the assumptions set forth in the Employment and Services Requirements section of Objective 48 of the Hillsborough County Comprehensive Plan. As required by Objective 48 of the Comprehensive Plan, the Wimauma Village Residential-2 employment and shopping requirements are hereby identified for tracking purposes in these conditions of approval as Attachments A and B.

The above condition shall not apply to residential units above 946 to the maximum of 1,047.

31. An evaluation of the properties identified mature trees warranting preservation that may include grand oaks and the applicant is encouraged to consult with staff of the Natural Resource Unit.
32. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals and where land alterations are restricted.
33. 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 and/or mitigation provisions for upland significant wildlife habitat will be addressed.

34. 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.
35. The construction and location of any proposed environmental impacts are not approved by this review, but shall be considered by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code (LDC).
36. 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.
37. 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.
38. 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.
39. 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).
40. 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.
41. Should Pod B & C be developed with a non-charter public school (Option 2), water distribution system improvements will need to be completed prior to the connection to the County's water system. The improvements include two funded CIP projects that are currently under constructions, C32001-South County Potable Water Repump Station Expansion and C32011-Potable Water In-Line Booster Pump Station and will need to be completed by the County prior to issuance of any building permits that will create additional demand on the system.

**Zoning Administrator Sign Off:**



J. Brian Grady  
Thu Sep 21 2023 08:48:51

**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

The subject PD was approved under the previous WVR-2 Comprehensive Plan policies which for projects exceeding a density of 1 unit per 5 acres, needed to have available employment in the Wimauma Community Plan area at the time of rezoning. The Comprehensive Plan provided the assumptions and calculations to use when determining the number of units that could be achieved with existing non-residential development.

Planning Commission staff's analysis, when reviewing PD 19-0102, found that 663 jobs were available to this project. Two previously approved Planned Developments (PD 10-0147 and PD 18-1048) had accounted for existing jobs for their numbers of units. The remaining jobs that had not been secured by PD 10-0147 or PD 18-1048 was 663. Therefore, in the subject PD, development was limited to 663 units and remaining units (384) could be approved when the applicant demonstrates new jobs now available that hadn't been used by previously approved Planned Developments. PD 19-0102 was the last project approved under the previous Comprehensive Plan requirements. Therefore, any new development could be used by PD 19-0102 given that previously approved PDs had already met their requirements.

Table 1 shows the development of PD 19-0102 and what has been approved beyond the 663 units due to new development in the plan area. Given that the project has received approvals for 946 units, a total of 101 units remain to be developed.

Table 1

Phase	Approved Units	Pending Units	Jobs/Employment	Jobs Used	Jobs Left Over
Phase 1 (Villages E, G, I, K, L and M)	663	0	n/a	n/a	n/a
Phase 2 (Village D, F and I-2)	133	0	164	133	31
Phase 3 (Village J)	150	0	122	122 + 28	3
Village F-2	0	23	None		3
Village C	0	63	None		3
<b>Total</b>	<b>946</b>	<b>86</b>			

**1,047 – 946 = 101 units remaining**

Table 2 illustrates the number of jobs and square footage (by type) needed for 101 residential units. Different land use types can be considered and each one has a individual ratio. Provided below are the most typical and likely to be developed uses in the plan area. A minimum of 84 jobs are needed to approve 101 residential units.

Table 2

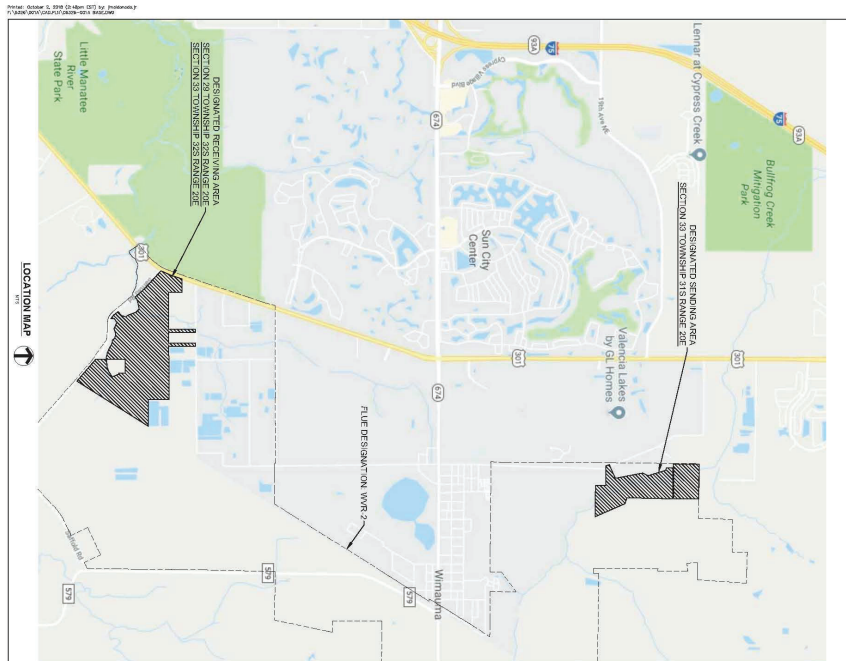
Type:	Square footage:	Ratio:	Number of Jobs:	Number of Units:
Office	21,000	1 job = 250 sf	84	101
Commercial	42,000	1 job = 500 sf	84	101
Government Services (schools)	33,600	1 job = 400 sf	84	101

- Needed jobs = number of households x 1.5 (number of job holders per hh) x .55 (village to provide 55% of needed hh jobs)
- 84 needed jobs = 101 households x 1.5 x .55

A public high school has recently been approved (both at the zoning and site development review stage) which will be located on West Lake Drive within the Wimauma Community Plan area. High School UUU (PID 6585) received site development approval on August 29, 2023 for a 312,298 square foot school. Using the government services land type, this square footage will provide 780 jobs (312,298 / 400), which exceeds the 84 number of jobs needed for 101 residential units.

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



**DESIGNATED RECEIVING AREA LEGAL DESCRIPTION**

SECTION 28 TOWNSHIP 28S RANGE 20E  
 SECTION 30 TOWNSHIP 28S RANGE 20E  
 SECTION 31 TOWNSHIP 28S RANGE 20E  
 SECTION 32 TOWNSHIP 28S RANGE 20E  
 SECTION 33 TOWNSHIP 28S RANGE 20E  
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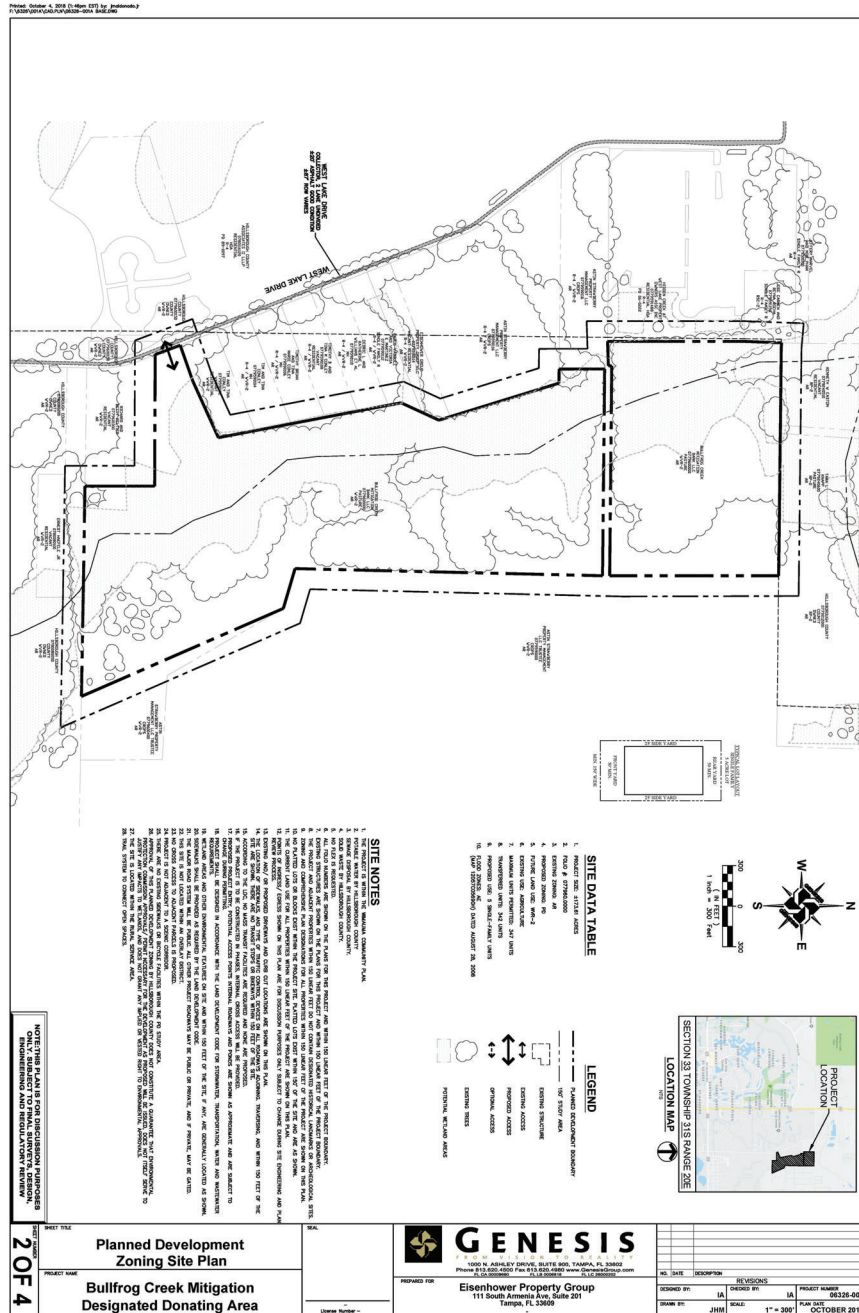
SHEET TITLE <b>10F4</b>	Planned Development Cover Sheet	 1000 N. ASHLEY DRIVE, SUITE 800, TAMPA, FL 33606 Phone: 813.281.6400 Fax: 813.281.6401 www.genesisplanning.com	NO. DATE OCCUPATION	REVISIONS
	PROJECT NAME: <b>Berry Bay Farms and          Bullfrog Creek Mitigation Areas</b>		DRAWN BY: <b>IA</b> CHECKED BY: <b>IA</b> DATE: <b>10/10/2023</b>	PROJECT NUMBER: <b>2023-001</b> PLAN NUMBER: <b>10F4</b> DATE: <b>OCTOBER 2023</b>

PROVIDED FOR: **Eisenhower Property Group**  
 111 South Orange Blvd  
 Tampa, FL 33609

23-0154

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



**Planned Development Zoning Site Plan**  
**Bullfrog Creek Mitigation Designated Donating Area**

**GENESIS**  
 1000 N. ASHLEY DRIVE, SUITE 800, TAMPA, FL 33603  
 Phone: 813.288.8822 Fax: 813.288.8828  
 E: info@genesisfl.com W: www.genesisfl.com

PREPARED FOR:  
**Eisenhower Property Group**  
 111 South Bay Street  
 Tampa, FL 33609

NO.	DATE	DESCRIPTION	REVISIONS	PROJECT NUMBER
001	10/10/23	ISSUED FOR REVIEW	LA	23-0879-001
002	10/10/23	ISSUED FOR REVIEW	LA	23-0879-001

SCALE: 1" = 200'  
 PLAN DATE: OCTOBER 2023

20F4

23-0154

Reviewed  
 Planned Development  
 Services

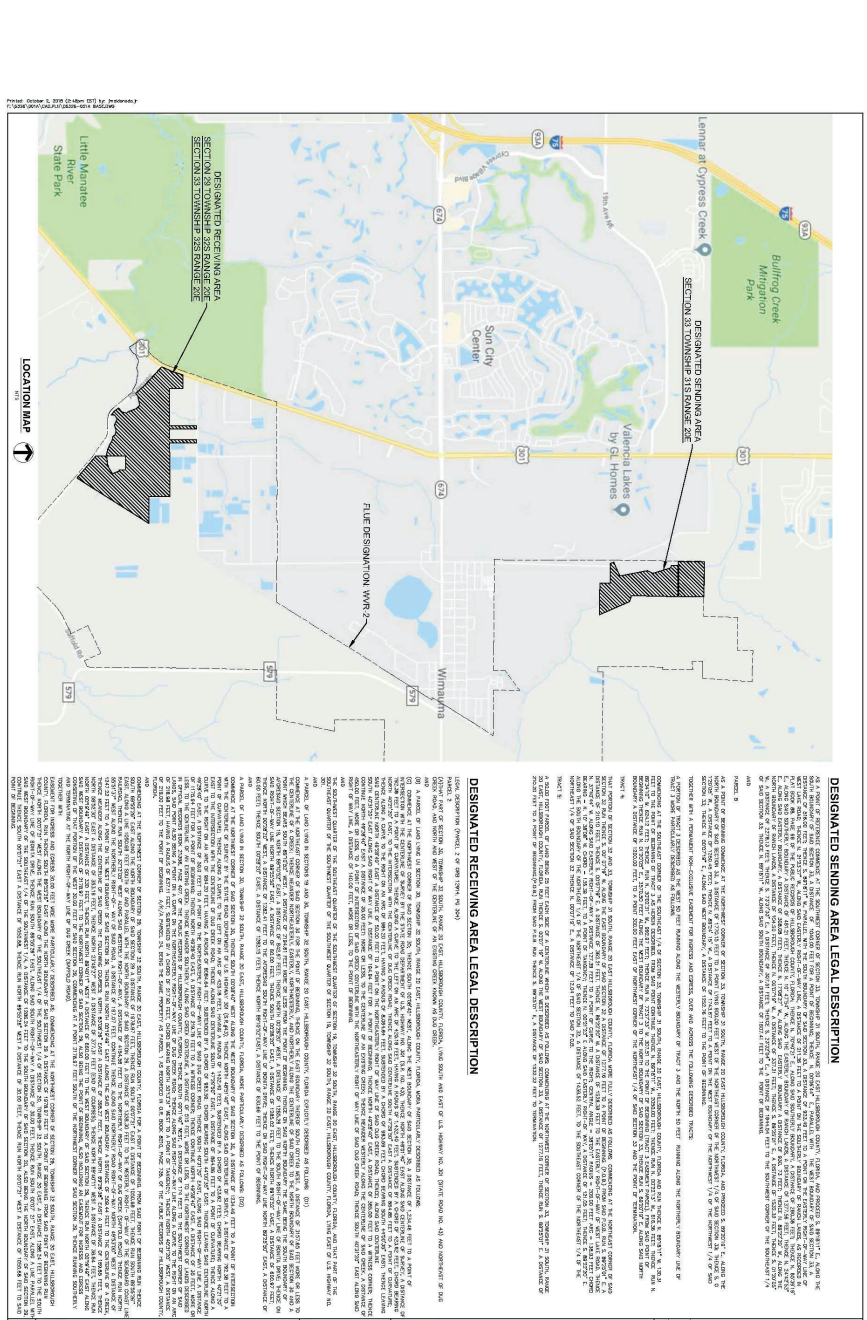






8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



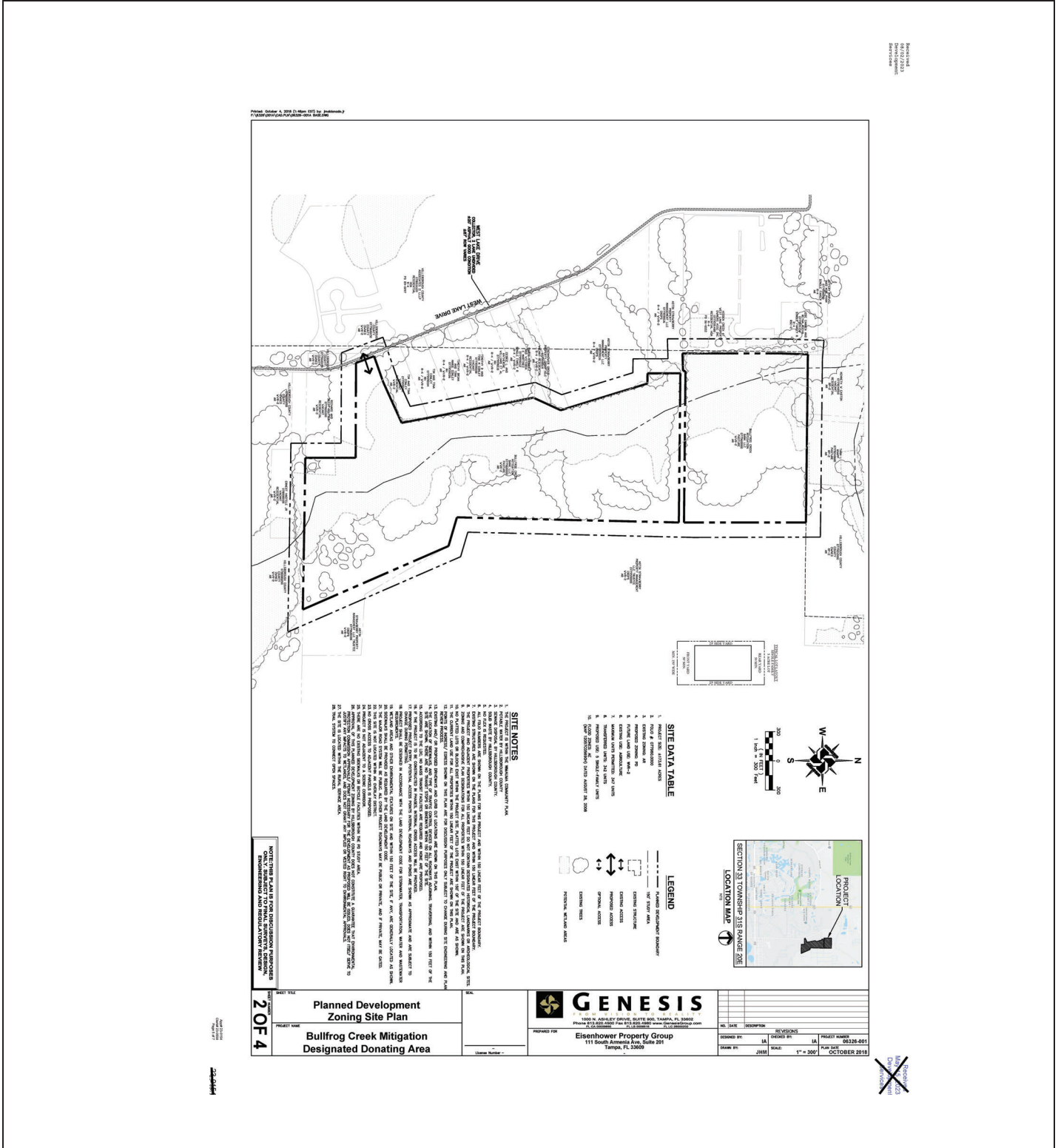
Revised  
 10/12/2023  
 10/12/2023  
 10/12/2023

<p><b>DESIGNATED RECEIVING AREA LEGAL DESCRIPTION</b></p> <p>(Legal description text follows)</p>		<p><b>DESIGNATED SENDING AREA LEGAL DESCRIPTION</b></p> <p>(Legal description text follows)</p>	
<p>PROJECT TITLE: <b>Planned Development Cover Sheet</b></p> <p>PROJECT NAME: <b>Berry Bay Farms and Bullfrog Creek Mitigation Areas</b></p>	<p>DATE: 10/12/2023</p> <p>SCALE: 1"=100'</p>	<p><b>GENESIS</b></p> <p>1100 N ARNOLD DRIVE, SUITE 200, TAMPA, FL 33606        Phone: 813.288.8888 Fax: 813.288.8889        A SUBSIDIARY OF FLORIANER, INC. FLORIANER.COM</p>	<p>DATE: 10/12/2023</p> <p>SCALE: 1"=100'</p>
<p>PROJECT NUMBER: <b>10F4</b></p>	<p>DATE: 10/12/2023</p>	<p>PROJECT NUMBER: <b>69328-201</b></p> <p>DATE: <b>OCTOBER 2018</b></p>	<p>DATE: 10/12/2023</p>

Revised  
 10/12/2023  
 10/12/2023

8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)







**9.0 FULL TRANSPORTATION REPORT (see following pages)**

## AGENCY REVIEW COMMENT SHEET

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TO: Zoning Technician, Development Services Department

DATE: 09/24/2023

REVIEWER: James Ratliff, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: WM/ South

PETITION NO: PRS 23-0879

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- 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**

Staff notes that all previously approved transportation-related conditions of approval shall be carried forward.

Additionally, staff notes that prior to certification, the PD site plan must be changed to remove references to this plan as modification “19-012” and substitute references for the 23-0879 action, if needed. Similarly, the site plan refers to “an area of modification” within Pod F; however, staff notes that the proposed modification to conditions affects the PD as a whole, and therefore designation of an “area of modification” on the PD site plan, as it relates to this proposed PD modification, is confusing/inaccurate.

### **PROJECT SUMMARY AND TRIP GENERATION**

The applicant is requesting to a minor modification, also referred to as a Personal Appearance (PRS) for a to Planned Development (PD) zoning 19-0102, as most recently amended via PRS 22-1301. The entire PD consists of two distinct and separate areas, consisting of six parcels totaling +/- 591.82 ac.

The PD is currently approved for 1,047 dwelling units and a 15-ac. school (type undefined) on the receiving parcel, as well as 1 single-family detached dwelling unit on the sending parcel. Based upon communication with the School District of Hillsborough County planning staff, a site of that size could typically be expected to accommodate a +/- 1,000 student non-charter elementary school. The project is also approved for a second development option (Development Option 2) which combined and reconfigured previously approved Pods B & C to allow entitlements for an up to 1,620 student K-8 public school. Option 2 also allows Public Use Facility uses as an additional option within Pod A.

Under this proposed PRS action, the applicant is proposing to remove a condition which regulated the jobs to housing balance within the Wimauma area. As the proposed modification does not alter project entitlements, no transportation analysis was required to process this zoning request. For reference purposes only, staff has presented a summary of trip generation impacts for the Receiving Area portion of the project using data presented from the most recent zoning action approved by the BOCC (i.e. 22-1301).

Existing Zoning (Receiving Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1,047 Single-Family Detached Dwelling Units (ITE Code 210)	9,022	748	968
PD, 1,620 Student K-8 School (ITE LUC 520)	3,062	1,085	275
PD, 87,120 s.f. Public Use Facility/ Library (ITE LUC	6,277	87	711
Subtotal:	18,361	1,920	1,954

Proposed Zoning (Receiving Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1,047 Single-Family Detached Dwelling Units (ITE Code 210)	9,022	748	968
PD, 1,620 Student K-8 School (ITE LUC 520)	3,062	1,085	275
PD, 87,120 s.f. Public Use Facility/ Library (ITE LUC	6,277	87	711
Subtotal:	18,361	1,920	1,954

Trip Generation Difference (Receiving Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>No Change</b>	<b>No Change</b>	<b>No Change</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

US 301 is a 2-lane, undivided, principal arterial roadway characterized by +/- 40 feet of pavement in above average condition. The roadway lies within a +/- 180-foot wide right-of-way along the project's frontage. There are no sidewalks along US 301 within the vicinity of the proposed project. There are +/- 4-foot wide bicycle facilities (on paved shoulders) along US 301 within the vicinity of the proposed project.

Saffold Rd. is a 2-lane, undivided, substandard collector roadway characterized by +/- 20 feet of pavement in average condition. The roadway lies within a variable width right-of-way (between +/- 87 and +/- 105 feet wide) along the project's frontage. There are no sidewalk or bicycle facilities along Saffold Rd. in the vicinity of the proposed project.

**SITE ACCESS AND CONNECTIVITY**

No changes to site access or connectivity are proposed.

**PREVIOUS APPROVED DESIGN EXCEPTION AND DE MINIMIS FINDINGS**

Given that Saffold Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (on March 21, 2019 and last revised April 18, 2019) for Saffold Rd. during the 19-0102 zoning application to determine the specific improvements that would be required by the County Engineer. The County Engineer approved that variance (on April 25, 2019). Given that no changes to entitlements or transportation related conditions are proposed as a part of this zoning action,

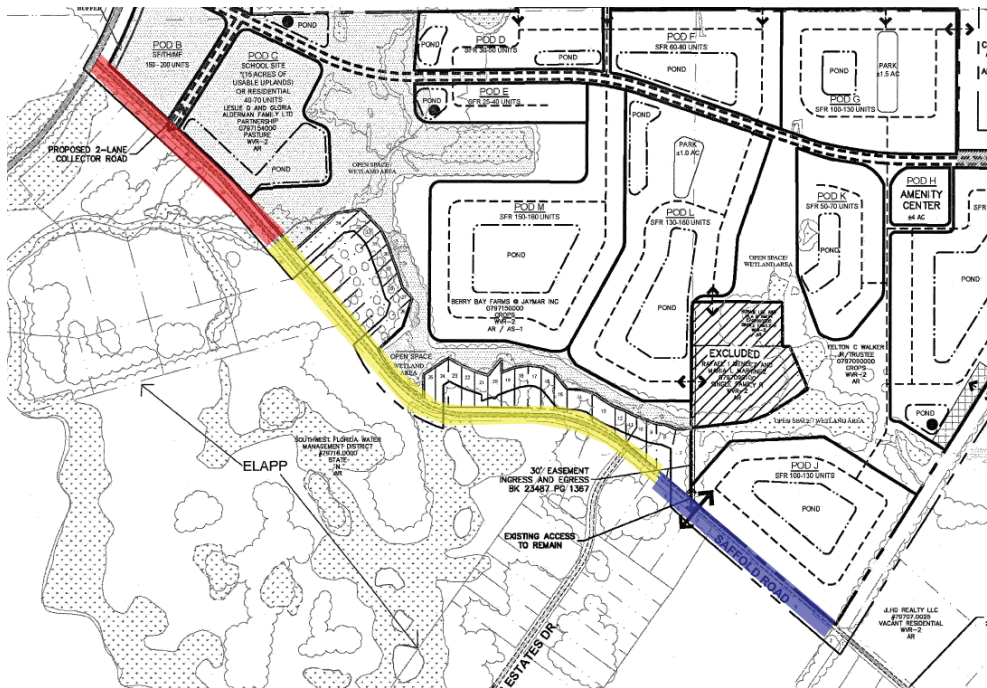


the County Engineer was not required to review the request to determine whether there are any the additional impacts on Saffold Rd. from the proposed modification request. As such, the existing approved Design Exception will be carried forward via the de minimis process.

Below, staff has included the description of the previously approved Design Exception (which was approved as a part of the 19-0102 initial PD zoning application) for reference, since those same improvements are still being required.

The County Engineer reviewed the previously approved Design Exception and determined past zoning changes to be de minimis, and no further review was required for this zoning action. As such, if the BOCC approves 22-1301, this previously approved Design Exception will be permitted to stand as-is.

For purposes of the Design Exception, Saffold Rd. was divided into three segments Segment A (shown below in red), Segment B (shown below in yellow) and Segment C (shown below in blue).



Given existing right-of-way limitations within certain segments of the corridor and based on other factors, the County Engineer approved a Roadway Design Exception (dated April 25, 2019) authorizing deviations from the TS-7 Typical Section (for 2-lane Undivided, Local and Collector Rural Roads) including:

- Within Segments A and C:
  - The developer shall be permitted to utilize 11-foot wide travel lanes in lieu of the 12-foot wide travel lanes typically required by the Hillsborough County Transportation Technical Manual's (TTM) TS-7 Typical Section;
  - In lieu of paved shoulders, the developer shall be permitted to utilize 6-foot wide unpaved shoulders along both sides of Saffold Rd.; and,
  - The developer shall be permitted to utilize a 10-foot wide multi-purpose pathway in lieu of the 5-foot wide sidewalk and 5-foot wide paved shoulder (which functions as a bikeway on

a typical TS-7 roadway). The developer shall construct such pathway along its project frontage.

- Within Segment B:
  - The developer shall be permitted to maintain the existing 10-foot wide travel lanes in lieu of the 12-foot wide travel lanes typically required by the Hillsborough County Transportation Technical Manual's (TTM) TS-7 Typical Section;
  - In lieu of paved shoulders, the developer shall construct 6-foot wide stabilized shoulders along both sides of Saffold Rd.; and,
  - The developer shall be permitted to utilize a 10-foot wide multi-purpose pathway in lieu of the 5-foot wide sidewalk and 5-foot wide paved shoulder (which functions as a bikeway on a typical TS-7 roadway). The developer shall construct such pathway along its project frontage.



Engineers  
Planners

**LINCKS & ASSOCIATES, INC.**

Revised April 18, 2019  
March 21, 2019

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

Re: Berry Bay  
RZ 19-102  
Folio 797154000  
Lincks Project # 18120

The purpose of this letter is to request a Design Exception to Section 6.02.07 of the Hillsborough County Land Development for Saffold Road from US 301 to the eastern project access. The project is located east of US 301 and north of Saffold Road. The developer proposes to rezone the property to Planned Development to allow the following uses:

- Single Family – 1,033 Dwelling Units
- Elementary School – 1,000 Students

The access to serve the project is proposed to be via US 301 and Saffold Road.

On March 14, 2019 the following individuals met to discuss the project.

- Mike Williams
- Ben Kneisley
- Steven Henry

This request is for a Design Exception to TS-7 of the Hillsborough County Transportation Technical Manual for Saffold Road from US 301 to the eastern access for the project. Saffold Road is currently a two-lane roadway. The existing pavement is 20'. Table 1 provides the summary of the roadway assessment for Saffold Road. The Design Exception is based on the following segments:

Segment A – This segment is from US 301 to the end of the taper for the turn lanes to serve the western project accesses.

5023 West Laurel Street  
Tampa, Florida 33607  
813 289 0039 Telephone  
813 287 0674 Telefax  
www.lincks.com Website

Table 1

Road Name: Saffold Road Type: Rural, 2 lane undivided, crown Speed Limit: 35 (posted)

Plc	Station	Left Shoulder		Left Swale		Lane Pavement	
		Right Shoulder		Right Swale		Width	Left Slope
		Total/Paved/Slope	Offset (ft)	Bot. Width (ft)	Slopes (f/b)		Right Slope
Dimensions are from pavement edge of lane							
					Average:	20.3'	2.6%
					Slope Range:	1.3%	4.4%
	0+00	EOP US 301 NB right turn lane			Notes: Dump trucks & construction traffic EB US 301 in superelevation (curve) 50' returns, shoulders failed both sides		
	0+51	U.P. 15' LT					
	0+52	End of US 301 paving, begin Saffold paving					
	0+52	eroded	Overland flow away		25.3'	2.7%	
		0'0'/6%	36'	5'	6%/6:1		-3.2%
	0+97	Begin 5' barb wire fence 40' LT			Notes:		
	1+65 - 2+49	Barb wire fence 41' RT, 30' live oak 31' RT					
	2+00	10'0'/9%	16'	2'	9%/6%	20.2'	2.3%
		10'0'/5%	36'	3'	5%/6:1		-2.3%
	2+39 - 3+06	Severe rutting LT edge pavement			Notes: Tree trunks 30'± LT, 20'± RT		
	2+49 - 4+20	6' CLF on wood posts 40' RT					
	3+83	U.P. 15' LT					
	4+00 - 13+30	10'0'/5%	17'	2'	5%/6:1	20.1'	2.5%
		9'0'/5%	18'	2'	10:1/4:1		-2.3%
	10+43	U.P. 16.5' LT			Notes: Uniform section Shoulder grade built-up 3" at LT & RT EOP LT swale slope to Culvert, embank. 4:1 - 1:1 RT swale unchanged til 14+00		
	12+00	Begin Change in LT swale 17'					
	13+30	Change in LT swale 17', 5' bot., 4:1/1:1 slopes					
	16+00	10'0'/5%	17'	5'	1:1/3:1	20.1'	2.7%
	15+85	10'0'/5%	20'	8'	1:1/1:1		-4.4%
	16+00	83"x63" elliptical CMP culvert, 40" cover			Notes: Pavement patched both edges at culvert		
		End of pipe 12' LT, 9' RT					
	18+00	17'0'/5%	Flow to wetlands		20.5'	2.8%	
		10'+0'/3%	Overland flow to road				-2.9%
	17+10 - 18+30	4' wood rail fence 36' RT			Notes: 5' shoulders at culvert group, bank eroding End of Pipe: 13'-14' LT, 11'± RT 40' from first nine centerline to last.		
	18+75 - 19+65	Change in side slope LT & RT for Dug's Creek					
	19+09	Centerline 5 CMP Culverts -78" dia each					
	20+00	6'0'/7%	23'	5'	4:1/-	20.4'	1.3%
		6'0'/8%	21'	5'	4:1/4:1		-4.0%
	21+61	Lt Swale deflects left			Notes: LT side slope 5% to trees		
	20+10 - 25+80	Wood Rail / Barb wire fence 40' RT					
	22+00	15'0'/5%	Overland flow away		20.4'	2.5%	
		13'0'/6%	13'	0'	6%/4:1		-2.9%
					Notes: Tree trunks 17' LT, 15' RT		



Segment B – This segment is the section between the improvements for the project accesses.

Segment C – This segment includes the section of the roadway from the access improvements to serve the eastern access from the project.

These segments are shown in Figure 1.

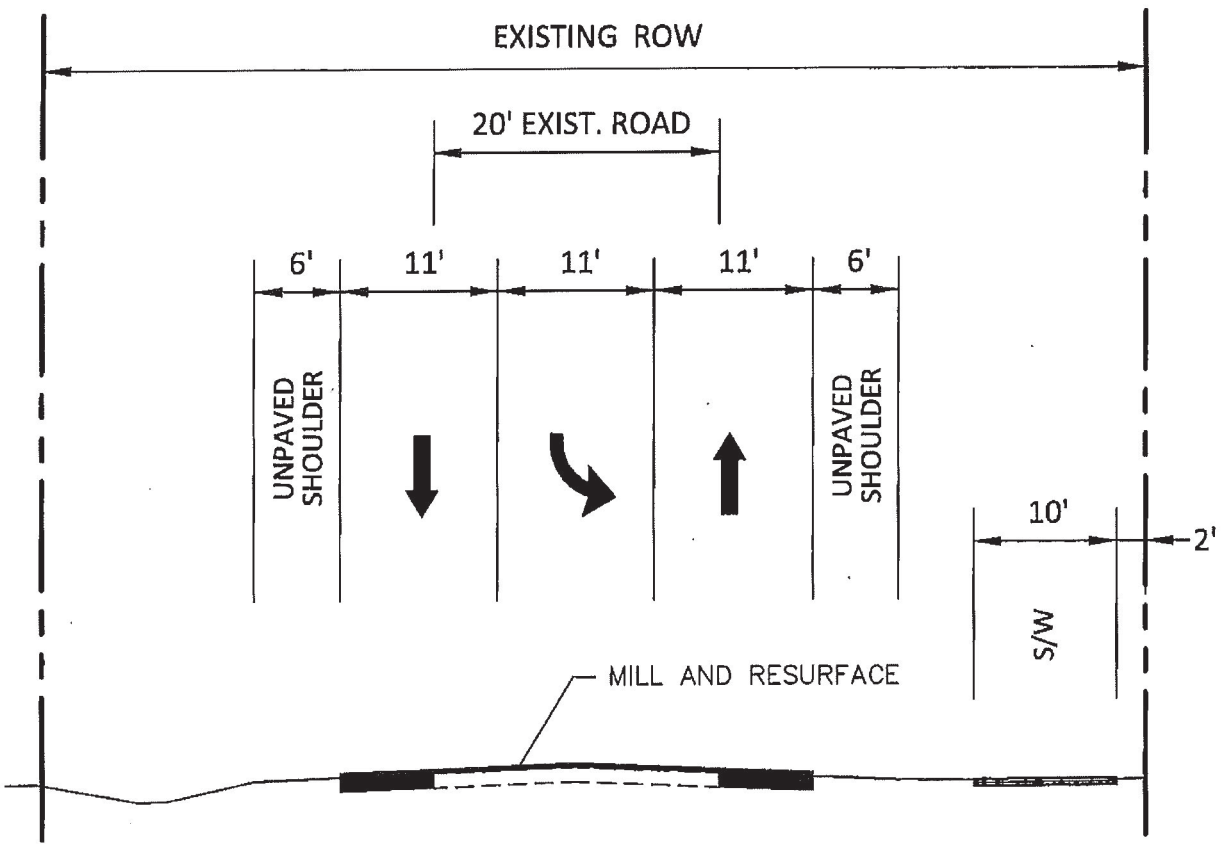
#### Segment A/C

1. Lane Width – TS-7 has 12' lanes. The proposed section has 11' travel lanes. The existing lanes are 10'. Also, due to limited right of way 12' lanes cannot be provided.
2. Shoulder – TS-7 has 8' shoulders with 5' paved. The proposed section has 6' unpaved shoulder. This is due to limited right of way. It should be noted that a 10' multi-use path is proposed along the project frontage.
3. Sidewalk – TS-7 has 5' sidewalk on both sides of the roadway. The proposed section has 10' multi-use path along Saffold Road where it is adjacent to the subject property.

#### Segment B

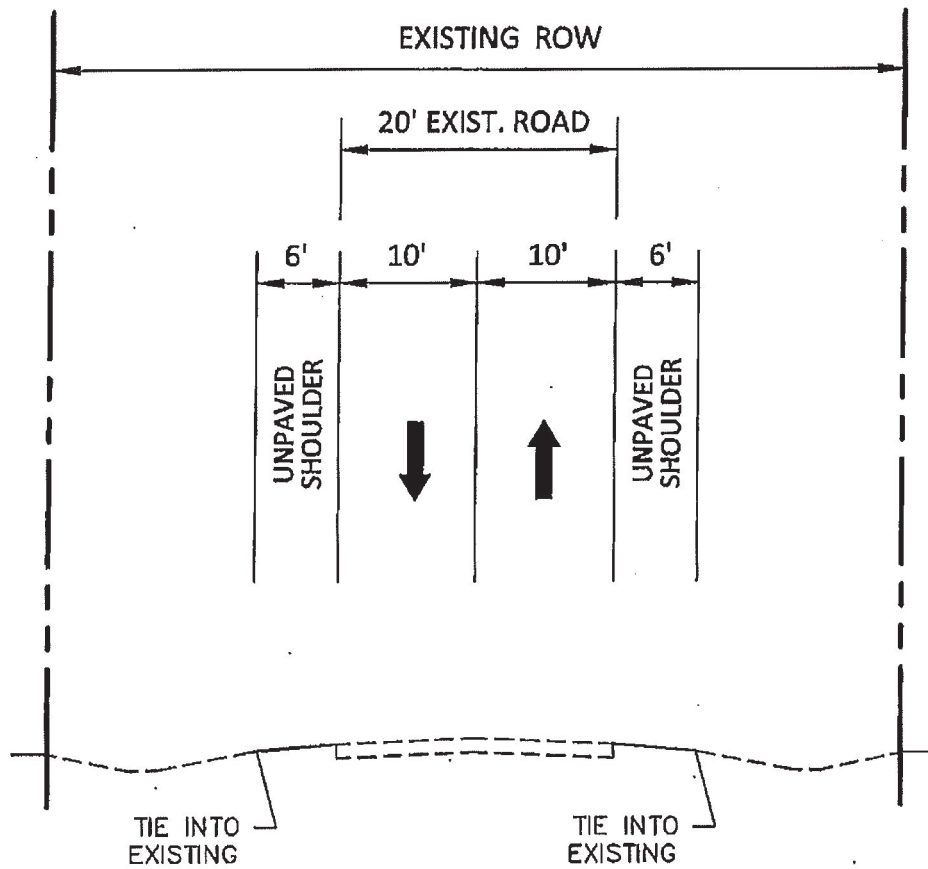
1. Lane Width – TS-7 has 12' lanes. As shown in Table 1, the existing lanes are 10'. This section proposes to maintain the existing lane width.
2. Shoulder – TS-7 has 8' shoulders with 5' paved. The proposed section has 6' stabilized shoulder. This is due to limited right of way.
3. Sidewalk – TS-7 has sidewalk on both sides of the road. The proposed section does not provide sidewalks as the project does not front on this segment of the roadway and there is limited right of way.





TYPICAL SECTION  
SEGMENT A & C



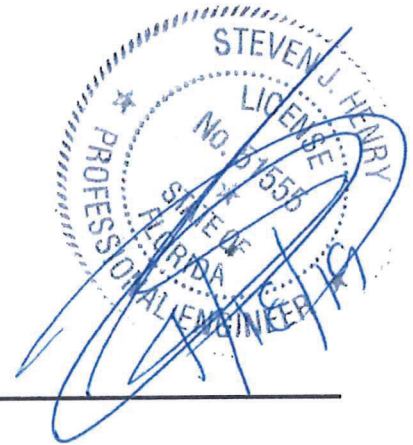


**TYPICAL SECTION  
SEGMENT B**

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, Inc.  
P.E. #51555



Based on the information provided by the applicant, this request is:

Disapproved  
 Approved

If there are any further questions or you need clarification, please contact Benjamin Kniesley, P.E. at (813) 307-1758

Date 04/25/19

Sincerely,

Michael J. Williams

Hillsborough County Engineer

The County Engineer has reviewed zoning modification application # 23-0879 and determined the changes to be de minimis. As such, the previous approval shall stand.

Michael J. Williams, P.E.  
Hillsborough County Engineer on \_\_\_\_\_

APPENDIX



TS-7







April 19, 2019

Benjamin Kniesly  
Hillsborough County  
601 E. Kennedy Blvd  
Tampa, FL 33602

Re: Project Name: Berry Bay / Saffold Rd  
Lincks Project No: 18120

Dear Mr. Kniesly,

The purpose of this letter is to provide a response to your comments dated April 10, 2019 for the above reference project. The comments and our responses are as follows:

1. Document date of DE coord. Meeting and County representatives in attendance in the DE narrative – on 3/14, Mike, Charles and myself.

**Response:**

The DE was revised to reflect the date of the meeting.

2. Place the EoR seal on the same page as the County Eng final recommendation.

**Response:**

The DE was revised as requested.

3. Show milling and resurfacing of existing pavement on Seg A & C typical.

**Response:**

The typical section was revised as requested.

4. Has 4 ft. paved and 2 ft. stabilized shoulder been considered? Will improve safety (given size) with no impacts to typical section boundary. This may involve milling and resurfacing Seg B.

**Response:**

The shoulders were discussed in our meeting and section provided reflects what was agreed to in our meeting.

5. Has the multi-use path been considered in Seg B for connectivity?

**Response:**

The multi-use path along this section was discussed in our meeting. However, since the developer does not own the property along Section B and due to limited right is was agreed the multi-use path would not be provided in this area.

If you have any questions regarding the responses to these comments, please do not hesitate to contact me at [shenry@lincks.com](mailto:shenry@lincks.com) or (813) - 559 - 9589.

LINCKS & ASSOCIATES, INC.



Steven Henry, P.E.  
President

Transportation Comment Sheet

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

<b>Adjoining Roadways (check if applicable)</b>			
<b>Road Name</b>	<b>Classification</b>	<b>Current Conditions</b>	<b>Select Future Improvements</b>
US 301	FDOT Principal Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Saffold Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – (Option Dependent)
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

<b>Project Trip Generation</b> <input type="checkbox"/> Not applicable for this request			
	<b>Average Annual Daily Trips</b>	<b>A.M. Peak Hour Trips</b>	<b>P.M. Peak Hour Trips</b>
Existing	18,361	1,920	1,954
Proposed	18,361	1,920	1,954
Difference (+/-)	<b>No Change</b>	<b>No Change</b>	<b>No Change</b>

\*Trips reported are for Receiving Area.

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

<b>Design Exception/Administrative Variance</b> <input type="checkbox"/> Not applicable for this request		
<b>Road Name/Nature of Request</b>	<b>Type</b>	<b>Finding</b>
Saffold Rd. – Substandard Rd.	Design Exception Requested	Previously Approved – Changes De minimis
	Choose an item.	Choose an item.
Notes: The previously approved DE shall be permitted to stand as-is via the de minimis approvals process, pending BOCC approval of the overall application.		



Transportation Comment Sheet

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

**CURRENTLY  
APPROVED**

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Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted February 13, 2023.

The following shall apply to the Berry Bay Farms Designated Receiving Area:

1. Residential development under Option 1 and Option 2 shall be limited to a maximum of 1,047 residential units. Additionally:
  - 1.1 Under Development Option 1, a non-charter public school shall be permissible where depicted on the general site plan (Pod C). Pod C may alternatively be developed with 40-70 single-family detached, single-family attached and/or multi-family residential units.
  - 1.2 Under Development Option 2, a non-charter public school (1,620 student maximum, pre-K - 8<sup>th</sup> grade), public passive park and conservation area is permitted where depicted on the general site plan (Pod B & C). There is no alternative for residential development in Pod B & C under Option 2.
2. Under Development Option 1, Pods A, D, E, F, G, I, J, K, L and M shall be limited to single-family detached residential. Under Development Option 1, Pod B and Pod C may be developed with single-family detached, single-family attached (townhomes) or multi-family residential. Under Development Option 1, Pod C is permissible for a non-charter public school, in lieu of residential development (as specified in condition 4 below). Each pod shall be limited to the maximum number of units provided for each pod on general site plan, and in no case shall the total number of units within the PD exceed 1,047.
3. Under Development Option 2, Pods A, D, E, F, G, I, J, K, L and M shall be limited to single-family detached residential. Under Option 2, Pod B & C shall permit a non-charter public school, public park and conservation area (as specified in condition 1.2 above). Pod B & C has no alternative residential option under Option 2. Each pod shall be limited to the maximum number of residential units provided for each pod on general site plan, and in no case shall the total number of units within the PD exceed 1,047.
  - 3.1 Under Development Option 2, Pod A shall also permit Public Use Facilities (as defined in the Land Development Code) in addition to or in lieu of single-family detached residential development.
  - 3.2 Public Use Facilities shall provide a minimum 30 foot setback from all roadways. Land Development Code required buffering and screening shall be provided wherever the Public Use Facilities abuts residential development located internal or external to the Planned Development.
4. Under Development Option 1, the school site shall be a minimum of 15 upland acres in size. Under Development Option 1, development of this non-charter public school shall require compliance by the School Board with the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency. Under Development Option 1, should this site not be dedicated to Hillsborough County Schools, a maximum of 70 single-family detached units shall be permitted. These residential units, if developed, shall not be in addition to the total number of the 1,047 residential units permitted.
  - 4.1 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 RZ 19-0102. 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

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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.

- 4.2 Any and all roadways within the Planned Development serving and/or providing access to the non-charter public school parcel shall be platted to the non-charter 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 non-charter public school parcel.
- 4.3 The non-charter public school shall be served by a maximum of one (1) vehicular connection to the east-west collector roadway and one (1) vehicular connection to the north-south collector roadway.
- 4.4 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 to limit off-site impacts. The school shall provide for on-site vehicular queueing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Students"). Specifically:
  - 4.4.1 The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,
  - 4.4.2 The minimum length of queue shall be determined by multiplying the number of Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25.
5. Under Development Option 2, Pod B & C shall permit a non-charter public school. The maximum number of students shall be 1,620 and grades shall be limited to pre-K to 8th grade.
  - 5.1 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 to limit off-site impacts. The school shall provide for on-site vehicular queueing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Students"). Specifically:
    - 5.1.1 The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,
    - 5.1.2 The minimum length of queue shall be determined by multiplying the number of Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25.
  - 5.2 The public school shall be served by a maximum of one (1) vehicular connection to the eastwest collector roadway and one (1) vehicular connection to Saffold Rd.
  - 5.3 With regards to the vehicular access to Saffold Rd., this access shall be restricted to the use of busses and emergency vehicles only. If no busses are utilized by the school, then such access shall not be permitted (except for use as a gated emergency access).
  - 5.4 The school's east-west collector roadway vehicular connection shall be aligned with the vehicular access to Pod A.

6. Under Development Option 1 or 2, Pod H shall permit amenity center uses.
7. Under Development Option 1 or 2, single-family detached lots and units shall be developed in accordance with the following:

Minimum lot size: 4,000 sf  
Minimum lot width: 40 feet  
Minimum front yard setback: 10 feet (unless otherwise stated)  
Minimum garage setback: 20 feet  
Minimum side yard setback: 5 feet  
Minimum rear yard setback: 10 feet  
Maximum building height: 35 feet/2-stories

Minimum lot size: 5,500 sf  
Minimum lot width: 50 feet  
Minimum front yard setback: 20 feet\*  
Minimum side yard setback: 5 feet  
Minimum rear yard setback: 15 feet  
Maximum building height: 35 feet/2-stories

\*corner lots shall permit a setback of 10 feet for the front yard functioning as a side yard. For front yards functioning as a side yards, the garage setback shall be 20 feet.

Minimum lot size: 6,000 sf  
Minimum lot width: 60 feet  
Minimum front yard setback: 20 feet\*  
Minimum side yard setback: 5 feet  
Minimum rear yard setback: 15 feet  
Maximum building height: 35 feet/2-stories

\*corner lots shall permit a setback of 10 feet for the front yard functioning as a side yard. For front yards functioning as a side yards, the garage setback shall be 20 feet.

8. Under Development Option 1 or 2, any single-family detached units/lots developed at a width under 50 feet shall comply with the following:

8.1 No more than 65% of the overall PD's single-family detached lots may be under 50 feet in width. If the project will be platted by pod or phase, individual pods or phases shall meet this requirement for each individual pod or phase submitted for plat review. If these percentages will be blended throughout the PD, each plat shall provide a table providing the number and percentage of lots under 50 feet in width proposed and approved within the entire PD. If when blended an individual pod or phase at platting will exceed the percentage maximum of lots under 50 feet in width, the permissibility for lots under 50 feet in width will be restricted accordingly elsewhere in the PD.

8.2 Single-family detached units shall provide a 2-car garage with a minimum 18 foot wide driveway.

- a. Garages shall be permitted to extend a maximum of 5 feet in front of the primary residential structure if an entry feature over the primary entrance facing the street is provided. The minimum garage setback shall be 20 feet. Notwithstanding condition 6, the primary residential structure setback shall be a minimum of 25 feet. The offset created by these two

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setbacks shall be occupied by an entry feature and the offset amount shall serve as the minimum depth required of the entry feature. The entry feature shall be permitted to extend further into the front yard at minimum setback of 10 feet. The entry feature shall consist of, but not be limited to, a covered stoop, a covered porch or other architectural feature. If no entry feature is provided, the garage shall not be flush or placed closer to the street than any portion of the front façade.

- b. Should garages be located behind the front plane of the primary residential structure, the primary residential structure shall provide a minimum 10 foot front yard setback and the garage shall provide a minimum 20 foot front yard setback. The offset between these setbacks shall be a minimum of 10 feet. This offset shall not require the use of any entry feature or covered porch. Should an entry feature or covered porch be provided, the minimum front yard setback of 10 feet shall apply.

8.3 Garage doors shall not account for more than 60% of the width of the street facing building façade.

8.4 All driveways shall be located in an alternating pattern on the left or right side of the unit's front façade. Homes shall not have the same driveway location (left or right side) as the adjacent home. The alternating pattern may be adjusted at corner lots as necessary.

8.5 Street trees may include alternating shade and ornamental trees, subject to the review and approval of Natural Resources staff.

8.6 Each unit's primary entrance door shall face the roadway.

8.7 A maximum of 30% of the units on lots under 50 feet in width may be 1-story in height. A minimum of 70% of the units on lots under 50 feet in width shall be 2-stories in height. If the project will be platted by pod or phase, individual pods or phases shall meet this requirement for each individual pod or phase submitted for plat review. If these percentages will be blended throughout the PD, each plat shall provide a table providing the number and percentage of 1-story and 2-story units proposed and approved within the entire PD. If when blended an individual pod or phase at platting will exceed the 1-story height percentage maximum, the permissibility for 1-story units will be restricted accordingly elsewhere in the PD.

8.8 All 2-story units shall provide a transition between the first and second floor to break up the façade by using one or more of the following:

- a. A roof feature with a minimum projection of 1 foot from the wall surface. The projection shall consist of overhangs or other roof elements.
- b. A horizontal banding of 6 to 8 inches in height that projects at least 2 inches from the wall surface.
- c. A change in materials between the first and second floors.

9. Under Development Options 1 or 2 single-family attached lots/units shall be developed in accordance with the following:

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Minimum lot size:	1,980 sf
Minimum lot width:	18 feet
Minimum lot depth:	110 feet
Minimum front yard setback:	20 feet
Minimum side yard setback:	0 feet internally and 5 feet for end units
Minimum rear yard setback:	15 feet
Maximum building height:	35 feet/2-stories

10. Multi-family buildings shall have a minimum front yard setback of 25 feet from all roadways. The maximum building height shall be 45 feet with no additional setback for buildings over 20 feet in height required. For any yard not adjacent to a roadway of 50 feet in width or more, required buffering and screening shall be provided.

11. Under Development Options 1 or 2, buildings and uses within the amenity center (Pod H) shall be developed in accordance with the following:

Minimum front yard setback:	10 feet
Minimum side yard setback:	5 feet
Minimum rear yard setback:	10 feet
Maximum building height:	35 feet/2-stories

11.1 Buffering and screening where adjacent to any residential uses shall be required.

12. Under Development Options 1 and 2, a minimum of 168.4 acres shall be used for open space within the project. The calculation of land area used for open space shall not include the land area for sidewalks required by LDC Section 6.02.08 or 6.03.02, or the non-charter public school site. The developer shall provide contiguity and connection to open space and conservation areas throughout the project via paved or unpaved bicycle/pedestrian trails, sidewalks and pathways.

13. Under Development Options 1 or 2, development shall be as generally depicted on the site plan, which includes pod locations, stormwater ponds, community gathering spaces, park locations and sizes and the internal roadway network.

14. Under Development Options 1 or 2, development within the Designated Sending Area depicted on the site plan, shall be limited to one dwelling unit for the entire 173.61 acre Designated Sending Area. Prior to preliminary plat approval for the Designated Receiving Area, the developer shall submit to Hillsborough County a proposed deed restriction in the form of conservation easement consistent with Section 704.06, Florida Statutes, which shall encumber the Designated Sending Area, limit the development within the Designated Sending Area to one, single residential dwelling unit, and be enforceable by Hillsborough County. The conservation easement must be accepted by the Hillsborough County Board of County Commissioners and recorded in the official public records of Hillsborough County prior to preliminary plat approval.

15. As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd., under Development Option 1 or 2, consistent with the Design Exception (dated March 21, 2019 and last revised April 18, 2019) and which was approved by the County Engineer (on April 25, 2019), including:

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- a. Within Segment A (i.e. Saffold Rd. between US 301 and a point +/- 1,900 feet to the southeast) and Segment C (i.e Saffold Rd. between the easternmost project boundary and a point approximately 1,800 feet to its northwest) the developer shall:
    - i. Widen the existing roadway such that there are 11-foot wide travel lanes;
    - ii. Construct 6-foot wide stabilized shoulders along both sides of the roadway; and;
    - iii. Mill and resurface the existing roadway; and,
    - iv. Construct a 10-foot wide multi-purpose pathway in lieu of the required 5-foot wide sidewalk and 5-foot paved shoulder.
  - b. Within Segment B (i.e. the +/- 3,500 foot segment of Saffold Rd. between Segments A and Segment C) the developer shall:
    - i. Be permitted to maintain the existing 10-foot wide travel lanes;
    - ii. Construct 6-foot wide stabilized shoulders along both sides of the roadway; and,
    - iii. Notwithstanding anything within the approved Design Exception (dated April 25, 2019) to the contrary, construct a 10-foot wide multi-purpose pathway (in lieu of the required 5-foot wide sidewalk and 5-foot paved shoulder) along the +/- 500 foot portion of the proposed project which fronts Segment C.
16. Under Development Options 1 or 2, at the request of Hillsborough County, the developer shall dedicate and convey to Hillsborough County up to 15 feet of right-of-way, for a distance of approximately 50 feet on either side of:
- a. the Dug Creek stormwater cross drain under Saffold Rd.; and,
  - b. the stormwater cross drain located +/- 300 feet to the northwest of the Dug Creek stormwater cross drain.
17. Under Development Options 1 or 2, the developer shall construct a minimum 5-foot wide sidewalk along the project's West Lake Dr. frontage concurrent with construction of the first increment of development within Designated Receiving Area, or concurrent with development of the single-family dwelling within the Designated Sending Area, whichever occurs first.
18. With regards to the Designated Receiving Area:
- a. Internal project roadways shall be public and may not be gated.
  - b. The developer shall construct all proposed full access connections and future roadway connections as generally shown on the PD site plan, as well as any additional internal connections that may be required to satisfy Section 6.02.01.H emergency access requirements.
  - c. Consistent with Section 10.01.05.D.2., no further notification to future PD residents shall be required when such connections are completed.
19. With regards to required site access improvements:
- 19.1 Under Development Options 1 or 2, the developer shall construct the following improvements:



- a. A southbound to eastbound left turn lane on US 301 onto Saffold Rd.
- b. A southbound to eastbound left turn lane on US 301 at the project entrance (i.e. onto the proposed east-west collector roadway);
- c. A northbound to eastbound right turn lane on US 301 at the project entrance (i.e. onto the proposed east-west collector roadway);
- d. A westbound to southbound left turn lane on the proposed east-west collector roadway onto US 301;
- e. An eastbound to northbound left turn lane on Saffold Rd. into the easternmost project driveway; and,
- f. The developer shall conduct a trip generation and site access analysis to determine if any additional site access improvements may be warranted. At the request of Hillsborough County, the developer shall conduct a signal warrant analysis to determine if a traffic signal is warranted at the intersection of the east-west collector roadway and US 301. If warranted and approved by FDOT, the developer shall install the signal.

19.2 Under Development Option 1, the developer shall construct the following additional improvements:

- a. A southbound to westbound right turn lane on the proposed north-south collector roadway onto Saffold Rd.; and,
- b. An eastbound to northbound left turn lane on Saffold Rd. onto the proposed north-south collector roadway.

19.3 In addition to the above improvements that may require the developer to dedicate and convey (or otherwise acquire) additional right-of-way, the developer shall preserve any additional right-of-way necessary to accommodate construction (by others) of a westbound to southbound left turn lane on Saffold Rd. onto US 301.

20. With regards to certain internal roadways:

20.1 Under Development Option 1, the developer shall construct the east-west and north-south collector roadways as 2-lane collector roadways consistent with either the Type TS-4 (Urban Collector Roadway) or Type TS-7 (Local and Collector Rural Roads), as found within the Hillsborough County Transportation Technical Manual (TTM). In addition to the right-of-way required for the above improvements, the developer shall preserve additional right-of-way along the east-west collector roadway as necessary, such that it is expandable to a 4-lane facility in the future.

20.2 Under Development Option 2, the developer shall:

- a. Construct the east-west collector roadway as a 2-lane collector roadway consistent with either the Type TS-4 (Urban Collector Roadway) or Type TS-7 (Local and Collector Rural Roads), as found within the Hillsborough County Transportation Technical Manual (TTM). In addition to the right-of-way required for the above improvements, the developer shall preserve additional right-of-way along the east-west collector roadway as necessary, such that it is expandable to a 4-lane facility in the future; and,
- b. Construct the north-south road through Pod B & C (i.e. the roadway directly connecting the east-west collector roadway with Saffold Rd.) as a Type TS-3 (Local Urban Roadway)

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as found within the Hillsborough County Transportation Technical Manual (TTM).  
Additionally:

- i. The developer shall construct a minimum 12-foot wide multi-purpose pathway along the west side of the north-south road. There shall be a minimum 8-foot wide grass/sod area between the closest edge of the pathway and the back of curb.
- ii. The developer shall construct a minimum 5-foot wide sidewalk along the long the east side of the north-south road. There shall be a minimum 8-foot wide grass/sod area between the closest edge of the sidewalk and the back of curb.
- iii. No vehicular access shall be permitted along the north-south roadway. Notwithstanding the above, gated access which serves only emergency vehicles or is used for occasional maintenance use (e.g. for maintenance of the pond or landscaping) shall be permitted.

21. Under Development Option 1 or 2, notwithstanding anything on the PD site plan or herein these conditions to the contrary, access shall be permitted (subject to Section 6.04 access management standards) anywhere along the easternmost 1,365 feet of the northern project boundary (i.e. along the easternmost 1,365 feet of the proposed east-west collector roadway).
22. Under Development Option 1 or 2, notwithstanding anything on the PD site plan or herein these conditions to the contrary, the existing easement access on Saffold Rd. (serving adjacent folios 079709.0500 and 079709.0100) shall be permitted to remain; however, such access connection may serve no more than three dwelling units. Any development on these adjacent properties in excess of a combined total of three dwelling units shall be required to obtain access through the subject PD via the public roadway stubouts provided to each folio as part of the subject PD.

The following shall apply to the Bullfrog Creek Mitigation Designated Sending Area:

23. A maximum of 1 single-family detached lot shall be permitted where depicted on the general site plan. Development shall be in accordance with the AR zoning district development standards.
24. Notwithstanding condition 22, the Bullfrog Creek Mitigation Designated Sending Area shall also permit conservation and passive agricultural uses.
25. With regards to the Designated Sending Area:
  - a. Access to the one (1) single-family dwelling unit may be permitted anywhere along the PD frontage where adjacent to the Ingress and Egress Easement (as recording in OR Book 25621 Page 624) serving the property;
  - b. Additional access shall be permitted in the location specified on West Lake Dr. or anywhere along the Ingress and Egress Easement necessary to provide for maintenance of these lands.

The following shall apply to the areas under MM 22-1301 (Option 2):

26. 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), a

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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 plans through the Land Development Code's Site Development or Subdivision process. Essential Wildlife Habitat as defined by the LDC must be addressed, if applicable, within the overall boundaries of this rezoning request.

27. An evaluation of the property identified the existence of Significant Wildlife Habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map. Preservation of Significant Wildlife Habitat is subject to the provisions of the LDC. Adequate preservation of this habitat must be shown on the site development plan submitted through the County's Site Development plan review process. The area to be preserved may require revision from that shown on the conceptual site plan submitted with this rezoning application.
28. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Proposed land alterations are restricted within the wetland setback areas.

The following shall apply to the entire Planned Development (Option 1 or Option 2):

29. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
30. Prior to preliminary plat approval for any number of residential units above six hundred sixty three (663) residential units, the developer shall provide documentation that demonstrates that additional job opportunities (Employment Requirements) exist within the Wimauma Community Plan Village that are not already allocated to this planned development, any other planned development zoning within the boundaries of the Wimauma Community Plan Village, or any pending or approved preliminary subdivision plats or multi-family site development applications within the boundaries of the Wimauma Community Plan Village.

Said documentation to demonstrate Employment Requirement compliance shall be provided on the preliminary subdivision plat or multi-family site development plan in the form of a table that includes the following: (1) the folio numbers and the heated square footage being allocated for any additional residential units above 663 residential units within the subject PD; and, (2) the folio numbers and heated square footage already allocated to the subject PD, other planned development zonings within the boundaries of the Wimauma Community Plan Village, and any pending or approved preliminary subdivision plats or multi-family site development applications within the boundaries of the Wimauma Community Plan Village. This table shall be annotated as to which projects are assigned to the provided folios and heated square footage.

Both the number of jobs required by the additional residential units above 663 residential units and the number of jobs that must exist within the boundaries of the Wimauma Community Plan Village shall be based upon the assumptions set forth in the Employment and Services Requirements section of Objective 48 of the Hillsborough County Comprehensive Plan. As required by Objective 48 of the Comprehensive Plan, the Wimauma Village Residential-2 employment and shopping requirements are hereby identified for tracking purposes in these conditions of approval as Attachments A and B.

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31. An evaluation of the properties identified mature trees warranting preservation that may include grand oaks and the applicant is encouraged to consult with staff of the Natural Resource Unit.
  32. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals and where land alterations are restricted.
  33. 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 and/or mitigation provisions for upland significant wildlife habitat will be addressed.
  34. 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.
  35. The construction and location of any proposed environmental impacts are not approved by this review, but shall be considered by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code (LDC).
  36. 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.
  37. 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.
  38. 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.
  39. 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).
  40. 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.
  41. Should Pod B & C be developed with a non-charter public school (Option 2), water distribution system improvements will need to be completed prior to the connection to the County's water system. The

improvements include two funded CIP projects that are currently under constructions, C32001-South County Potable Water Repump Station Expansion and C32011-Potable Water In-Line Booster Pump Station, and will need to be completed by the County prior to issuance of any building permits that will create additional demand on the system.



# **AGENCY COMMENTS**

## AGENCY REVIEW COMMENT SHEET

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TO: Zoning Technician, Development Services Department

DATE: 09/24/2023

REVIEWER: James Ratliff, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: WM/ South

PETITION NO: PRS 23-0879

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- 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**

Staff notes that all previously approved transportation-related conditions of approval shall be carried forward.

Additionally, staff notes that prior to certification, the PD site plan must be changed to remove references to this plan as modification “19-012” and substitute references for the 23-0879 action, if needed. Similarly, the site plan refers to “an area of modification” within Pod F; however, staff notes that the proposed modification to conditions affects the PD as a whole, and therefore designation of an “area of modification” on the PD site plan, as it relates to this proposed PD modification, is confusing/inaccurate.

### **PROJECT SUMMARY AND TRIP GENERATION**

The applicant is requesting to a minor modification, also referred to as a Personal Appearance (PRS) for a to Planned Development (PD) zoning 19-0102, as most recently amended via PRS 22-1301. The entire PD consists of two distinct and separate areas, consisting of six parcels totaling +/- 591.82 ac.

The PD is currently approved for 1,047 dwelling units and a 15-ac. school (type undefined) on the receiving parcel, as well as 1 single-family detached dwelling unit on the sending parcel. Based upon communication with the School District of Hillsborough County planning staff, a site of that size could typically be expected to accommodate a +/- 1,000 student non-charter elementary school. The project is also approved for a second development option (Development Option 2) which combined and reconfigured previously approved Pods B & C to allow entitlements for an up to 1,620 student K-8 public school. Option 2 also allows Public Use Facility uses as an additional option within Pod A.

Under this proposed PRS action, the applicant is proposing to remove a condition which regulated the jobs to housing balance within the Wimauma area. As the proposed modification does not alter project entitlements, no transportation analysis was required to process this zoning request. For reference purposes only, staff has presented a summary of trip generation impacts for the Receiving Area portion of the project using data presented from the most recent zoning action approved by the BOCC (i.e. 22-1301).

Existing Zoning (Receiving Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1,047 Single-Family Detached Dwelling Units (ITE Code 210)	9,022	748	968
PD, 1,620 Student K-8 School (ITE LUC 520)	3,062	1,085	275
PD, 87,120 s.f. Public Use Facility/ Library (ITE LUC	6,277	87	711
Subtotal:	18,361	1,920	1,954

Proposed Zoning (Receiving Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1,047 Single-Family Detached Dwelling Units (ITE Code 210)	9,022	748	968
PD, 1,620 Student K-8 School (ITE LUC 520)	3,062	1,085	275
PD, 87,120 s.f. Public Use Facility/ Library (ITE LUC	6,277	87	711
Subtotal:	18,361	1,920	1,954

Trip Generation Difference (Receiving Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>No Change</b>	<b>No Change</b>	<b>No Change</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

US 301 is a 2-lane, undivided, principal arterial roadway characterized by +/- 40 feet of pavement in above average condition. The roadway lies within a +/- 180-foot wide right-of-way along the project's frontage. There are no sidewalks along US 301 within the vicinity of the proposed project. There are +/- 4-foot wide bicycle facilities (on paved shoulders) along US 301 within the vicinity of the proposed project.

Saffold Rd. is a 2-lane, undivided, substandard collector roadway characterized by +/- 20 feet of pavement in average condition. The roadway lies within a variable width right-of-way (between +/- 87 and +/- 105 feet wide) along the project's frontage. There are no sidewalk or bicycle facilities along Saffold Rd. in the vicinity of the proposed project.

**SITE ACCESS AND CONNECTIVITY**

No changes to site access or connectivity are proposed.

**PREVIOUS APPROVED DESIGN EXCEPTION AND DE MINIMIS FINDINGS**

Given that Saffold Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (on March 21, 2019 and last revised April 18, 2019) for Saffold Rd. during the 19-0102 zoning application to determine the specific improvements that would be required by the County Engineer. The County Engineer approved that variance (on April 25, 2019). Given that no changes to entitlements or transportation related conditions are proposed as a part of this zoning action,

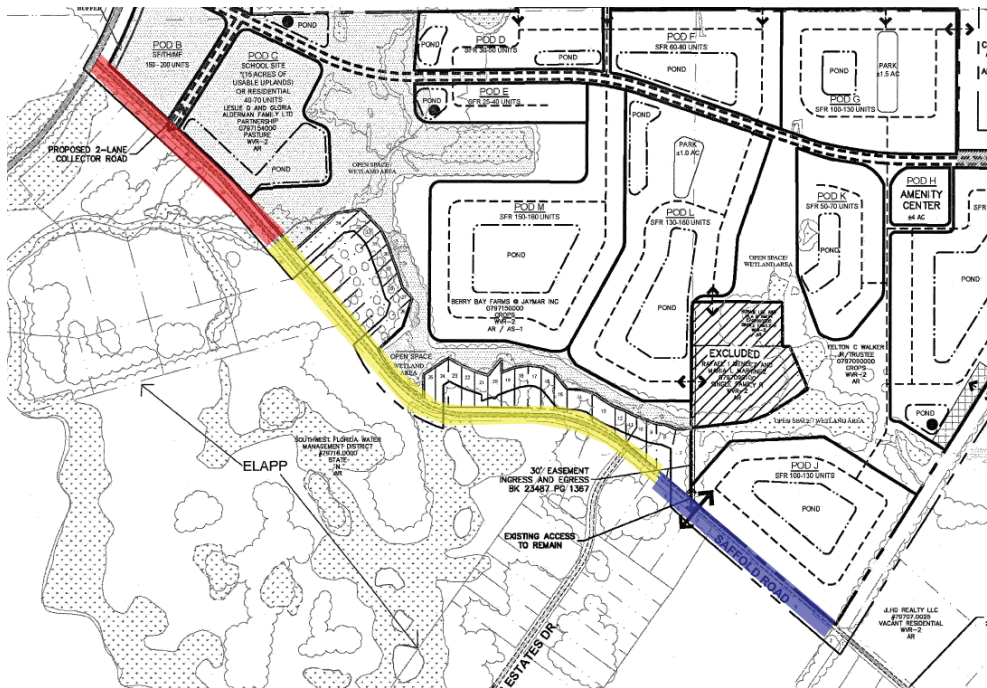


the County Engineer was not required to review the request to determine whether there are any the additional impacts on Saffold Rd. from the proposed modification request. As such, the existing approved Design Exception will be carried forward via the de minimis process.

Below, staff has included the description of the previously approved Design Exception (which was approved as a part of the 19-0102 initial PD zoning application) for reference, since those same improvements are still being required.

The County Engineer reviewed the previously approved Design Exception and determined past zoning changes to be de minimis, and no further review was required for this zoning action. As such, if the BOCC approves 22-1301, this previously approved Design Exception will be permitted to stand as-is.

For purposes of the Design Exception, Saffold Rd. was divided into three segments Segment A (shown below in red), Segment B (shown below in yellow) and Segment C (shown below in blue).



Given existing right-of-way limitations within certain segments of the corridor and based on other factors, the County Engineer approved a Roadway Design Exception (dated April 25, 2019) authorizing deviations from the TS-7 Typical Section (for 2-lane Undivided, Local and Collector Rural Roads) including:

- Within Segments A and C:
  - The developer shall be permitted to utilize 11-foot wide travel lanes in lieu of the 12-foot wide travel lanes typically required by the Hillsborough County Transportation Technical Manual's (TTM) TS-7 Typical Section;
  - In lieu of paved shoulders, the developer shall be permitted to utilize 6-foot wide unpaved shoulders along both sides of Saffold Rd.; and,
  - The developer shall be permitted to utilize a 10-foot wide multi-purpose pathway in lieu of the 5-foot wide sidewalk and 5-foot wide paved shoulder (which functions as a bikeway on

a typical TS-7 roadway). The developer shall construct such pathway along its project frontage.

- Within Segment B:
  - The developer shall be permitted to maintain the existing 10-foot wide travel lanes in lieu of the 12-foot wide travel lanes typically required by the Hillsborough County Transportation Technical Manual's (TTM) TS-7 Typical Section;
  - In lieu of paved shoulders, the developer shall construct 6-foot wide stabilized shoulders along both sides of Saffold Rd.; and,
  - The developer shall be permitted to utilize a 10-foot wide multi-purpose pathway in lieu of the 5-foot wide sidewalk and 5-foot wide paved shoulder (which functions as a bikeway on a typical TS-7 roadway). The developer shall construct such pathway along its project frontage.



**LINCKS & ASSOCIATES, INC.**

Revised April 18, 2019  
March 21, 2019

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

Re: Berry Bay  
RZ 19-102  
Folio 797154000  
Lincks Project # 18120

The purpose of this letter is to request a Design Exception to Section 6.02.07 of the Hillsborough County Land Development for Saffold Road from US 301 to the eastern project access. The project is located east of US 301 and north of Saffold Road. The developer proposes to rezone the property to Planned Development to allow the following uses:

- Single Family – 1,033 Dwelling Units
- Elementary School – 1,000 Students

The access to serve the project is proposed to be via US 301 and Saffold Road.

On March 14, 2019 the following individuals met to discuss the project.

- Mike Williams
- Ben Kneisley
- Steven Henry

This request is for a Design Exception to TS-7 of the Hillsborough County Transportation Technical Manual for Saffold Road from US 301 to the eastern access for the project. Saffold Road is currently a two-lane roadway. The existing pavement is 20'. Table 1 provides the summary of the roadway assessment for Saffold Road. The Design Exception is based on the following segments:

Segment A – This segment is from US 301 to the end of the taper for the turn lanes to serve the western project accesses.

5023 West Laurel Street  
Tampa, Florida 33607  
813 289 0039 Telephone  
813 287 0674 Telefax  
www.lincks.com Website

Table 1

Road Name: Saffold Road Type: Rural, 2 lane undivided, crown Speed Limit: 35 (posted)

Plc	Station	Left Shoulder		Left Swale		Lane Pavement	
		Right Shoulder		Right Swale		Width	Left Slope
		Total/Paved/Slope	Offset (ft)	Bot. Width (ft)	Slopes (f/b)		Right Slope
Dimensions are from pavement edge of lane							
					Average:	20.3'	2.6%
					Slope Range:	1.3%	4.4%
	0+00	EOP US 301 NB right turn lane			Notes: Dump trucks & construction traffic EB US 301 in superelevation (curve) 50' returns, shoulders failed both sides		
	0+51	U.P. 15' LT					
	0+52	End of US 301 paving, begin Saffold paving					
	0+52	eroded	Overland flow away		25.3'	2.7%	
		0'0'/6%	36'	5'	6%/6:1		-3.2%
	0+97	Begin 5' barb wire fence 40' LT			Notes:		
	1+65 - 2+49	Barb wire fence 41' RT, 30' live oak 31' RT					
	2+00	10'0'/9%	16'	2'	9%/6%	20.2'	2.3%
		10'0'/5%	36'	3'	5%/6:1		-2.3%
	2+39 - 3+06	Severe rutting LT edge pavement			Notes: Tree trunks 30'± LT, 20'± RT		
	2+49 - 4+20	6' CLF on wood posts 40' RT					
	3+83	U.P. 15' LT					
	4+00 - 13+30	10'0'/5%	17'	2'	5%/6:1	20.1'	2.5%
		9'0'/6%	18'	2'	10:1/4:1		-2.3%
	10+43	U.P. 16.5' LT			Notes: Uniform section Shoulder grade built-up 3" at LT & RT EOP LT swale slope to Culvert, embank. 4:1 - 1:1 RT swale unchanged til 14+00		
	12+00	Begin Change in LT swale 17'					
	13+30	Change in LT swale 17', 5' bot., 4:1/1:1 slopes					
	16+00	10'0'/5%	17'	5'	1:1/3:1	20.1'	2.7%
	15+85	10'0'/5%	20'	8'	1:1/1:1		-4.4%
	16+00	83"x63" elliptical CMP culvert, 40" cover			Notes: Pavement patched both edges at culvert		
		End of pipe 12' LT, 9' RT					
	18+00	17'0'/5%	Flow to wetlands		20.5'	2.8%	
		10'+0'/3%	Overland flow to road				-2.9%
	17+10 - 18+30	4' wood rail fence 36' RT			Notes: 5' shoulders at culvert group, bank eroding End of Pipe: 13'-14' LT, 11'± RT 40' from first nine centerline to last.		
	18+75 - 19+65	Change in side slope LT & RT for Dug's Creek					
	19+09	Centerline 5 CMP Culverts -78" dia each					
	20+00	6'0'/7%	23'	5'	4:1/-	20.4'	1.3%
		6'0'/8%	21'	5'	4:1/4:1		-4.0%
	21+61	Lt Swale deflects left			Notes: LT side slope 5% to trees		
	20+10 - 25+80	Wood Rail / Barb wire fence 40' RT					
	22+00	15'0'/5%	Overland flow away		20.4'	2.5%	
		13'0'/6%	13'	0'	6%/4:1		-2.9%
					Notes: Tree trunks 17' LT, 15' RT		



Segment B – This segment is the section between the improvements for the project accesses.

Segment C – This segment includes the section of the roadway from the access improvements to serve the eastern access from the project.

These segments are shown in Figure 1.

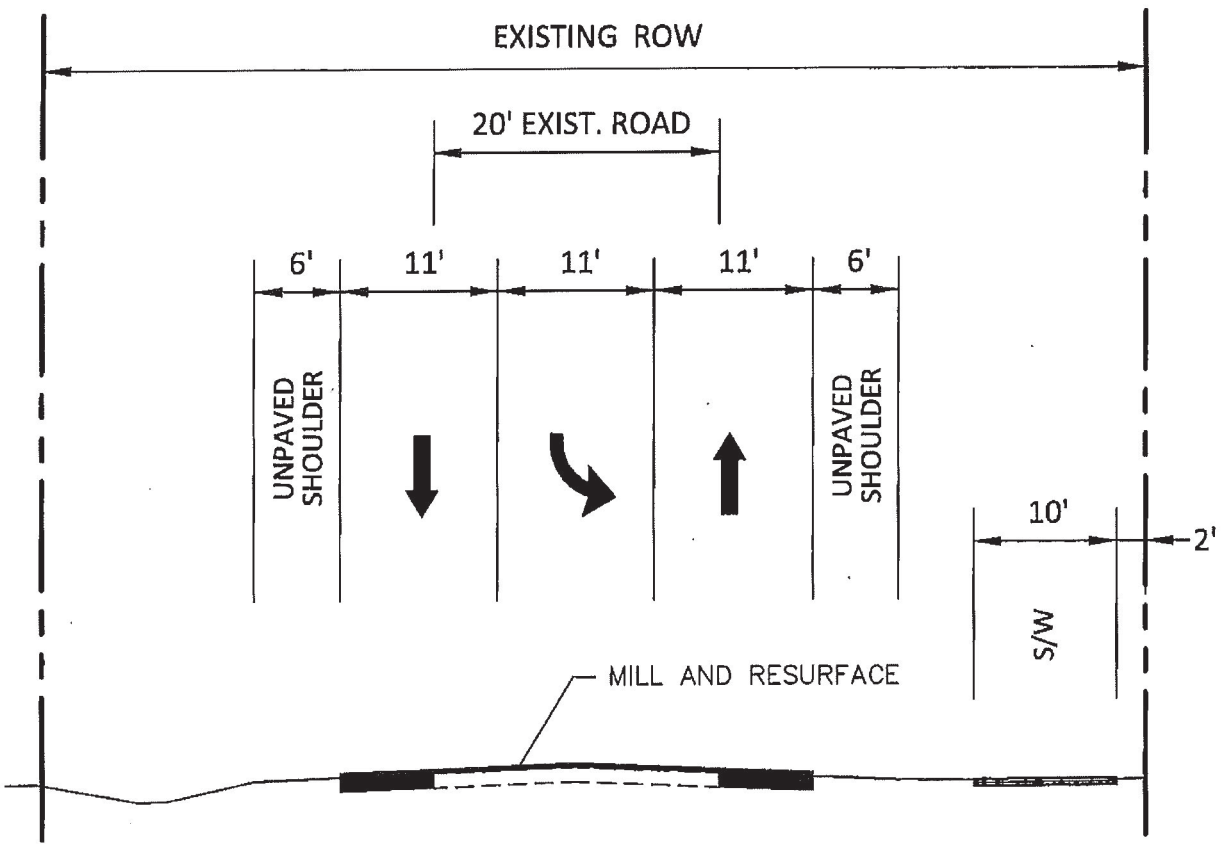
#### Segment A/C

1. Lane Width – TS-7 has 12' lanes. The proposed section has 11' travel lanes. The existing lanes are 10'. Also, due to limited right of way 12' lanes cannot be provided.
2. Shoulder – TS-7 has 8' shoulders with 5' paved. The proposed section has 6' unpaved shoulder. This is due to limited right of way. It should be noted that a 10' multi-use path is proposed along the project frontage.
3. Sidewalk – TS-7 has 5' sidewalk on both sides of the roadway. The proposed section has 10' multi-use path along Saffold Road where it is adjacent to the subject property.

#### Segment B

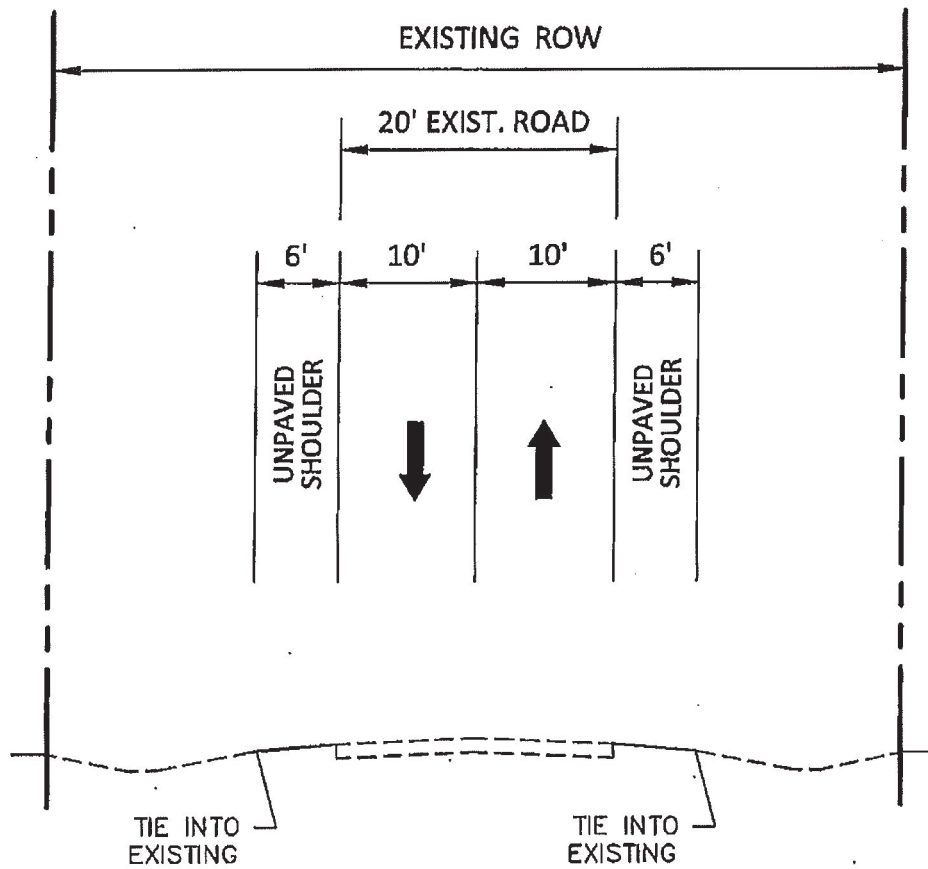
1. Lane Width – TS-7 has 12' lanes. As shown in Table 1, the existing lanes are 10'. This section proposes to maintain the existing lane width.
2. Shoulder – TS-7 has 8' shoulders with 5' paved. The proposed section has 6' stabilized shoulder. This is due to limited right of way.
3. Sidewalk – TS-7 has sidewalk on both sides of the road. The proposed section does not provide sidewalks as the project does not front on this segment of the roadway and there is limited right of way.





TYPICAL SECTION  
SEGMENT A & C



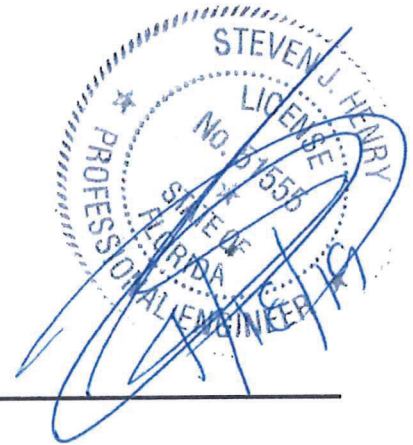


**TYPICAL SECTION  
SEGMENT B**

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, Inc.  
P.E. #51555



Based on the information provided by the applicant, this request is:

Disapproved  
 Approved

If there are any further questions or you need clarification, please contact Benjamin Kniesley, P.E. at (813) 307-1758

Date 04/25/19

Sincerely,

Michael J. Williams

Hillsborough County Engineer

The County Engineer has reviewed zoning modification application # 23-0879 and determined the changes to be de minimis. As such, the previous approval shall stand.

Michael J. Williams, P.E.  
Hillsborough County Engineer on \_\_\_\_\_

APPENDIX



TS-7







April 19, 2019

Benjamin Kniesly  
Hillsborough County  
601 E. Kennedy Blvd  
Tampa, FL 33602

Re: Project Name: Berry Bay / Saffold Rd  
Lincks Project No: 18120

Dear Mr. Kniesly,

The purpose of this letter is to provide a response to your comments dated April 10, 2019 for the above reference project. The comments and our responses are as follows:

1. Document date of DE coord. Meeting and County representatives in attendance in the DE narrative – on 3/14, Mike, Charles and myself.

**Response:**

The DE was revised to reflect the date of the meeting.

2. Place the EoR seal on the same page as the County Eng final recommendation.

**Response:**

The DE was revised as requested.

3. Show milling and resurfacing of existing pavement on Seg A & C typical.

**Response:**

The typical section was revised as requested.

4. Has 4 ft. paved and 2 ft. stabilized shoulder been considered? Will improve safety (given size) with no impacts to typical section boundary. This may involve milling and resurfacing Seg B.

**Response:**

The shoulders were discussed in our meeting and section provided reflects what was agreed to in our meeting.

5. Has the multi-use path been considered in Seg B for connectivity?

**Response:**

The multi-use path along this section was discussed in our meeting. However, since the developer does not own the property along Section B and due to limited right is was agreed the multi-use path would not be provided in this area.

If you have any questions regarding the responses to these comments, please do not hesitate to contact me at [shenry@lincks.com](mailto:shenry@lincks.com) or (813) - 559 - 9589.

LINCKS & ASSOCIATES, INC.



Steven Henry, P.E.  
President

Transportation Comment Sheet

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

<b>Adjoining Roadways (check if applicable)</b>			
<b>Road Name</b>	<b>Classification</b>	<b>Current Conditions</b>	<b>Select Future Improvements</b>
US 301	FDOT Principal Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Saffold Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – (Option Dependent)
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

<b>Project Trip Generation</b> <input type="checkbox"/> Not applicable for this request			
	<b>Average Annual Daily Trips</b>	<b>A.M. Peak Hour Trips</b>	<b>P.M. Peak Hour Trips</b>
Existing	18,361	1,920	1,954
Proposed	18,361	1,920	1,954
Difference (+/-)	<b>No Change</b>	<b>No Change</b>	<b>No Change</b>

\*Trips reported are for Receiving Area.

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

<b>Design Exception/Administrative Variance</b> <input type="checkbox"/> Not applicable for this request		
<b>Road Name/Nature of Request</b>	<b>Type</b>	<b>Finding</b>
Saffold Rd. – Substandard Rd.	Design Exception Requested	Previously Approved – Changes De minimis
	Choose an item.	Choose an item.
Notes: The previously approved DE shall be permitted to stand as-is via the de minimis approvals process, pending BOCC approval of the overall application.		



Transportation Comment Sheet

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

**COMMISSION**

Joshua Wostal CHAIR  
 Harry Cohen VICE-CHAIR  
 Donna Cameron Cepeda  
 Ken Hagan  
 Pat Kemp  
 Gwendolyn "Gwen" W. Myers  
 Michael Owen



**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**

REZONING	
<p><b>HEARING DATE:</b> October 10, 2023</p> <p><b>PETITION NO.:</b> 23-0879</p> <p><b>EPC REVIEWER:</b> Jackie Perry Cahanin</p> <p><b>CONTACT INFORMATION:</b> (813) 627-2600 X 1241</p> <p><b>EMAIL:</b> <a href="mailto:cahaninj@epchc.org">cahaninj@epchc.org</a></p>	<p><b>COMMENT DATE:</b> September 7, 2023</p> <p><b>PROPERTY ADDRESS:</b> 3636 Saffold Rd, 5135 Bonita Dr, 301 Hwy, Wimauma, FL 33598</p> <p><b>FOLIO #:</b> Multiple</p> <p><b>STR:</b> 19-32S-20E, 29-32S-20E, &amp; 30-32S-20E</p>
<p><b>REQUESTED ZONING:</b> Minor Modification to PD</p>	
FINDINGS	
<b>WETLANDS PRESENT</b>	YES
<b>SITE INSPECTION DATE</b>	11/30/2018
<b>WETLAND LINE VALIDITY</b>	Valid SWFWMD ERP
<b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b>	Northern portion/boundary of POD J
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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</li> </ul>	

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labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

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

**INFORMATIONAL COMMENTS:**

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

- Chapter 1-11 prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

Jpc/cb

cc: [kami.corbett@hwhlaw.com](mailto:kami.corbett@hwhlaw.com)



Date: September 6, 2023

**SUBJECT: PRS 23-0879**

Be advised that as of *September 1, 2020*, the School Board of Hillsborough County requires review fees for plan amendments, rezoning cases and school concurrency. This project has been determined to be subject to an "Adequate Facilities Analysis (Rezoning Initial Submittal)". Prior to review and comments from the School Board the applicant must submit the following:

- 1) Pay the corresponding fee at <https://hillsborough-county-school-district---growth-management-planni.square.site/product/adequate-facilities-analysis-rezoning-initial-submittal-1st-revision-included-/3?cp=true&sa=true&sbp=false&q=false>; and
- 2) Submit and upload an application, along with payment receipt to the county. The application is found on the District's website at <https://drive.google.com/file/d/1xolPecJTku5W7dr-xFGIFFZQ8LLaQZRT/view>

More information related to the School Concurrency review fees and process is found on the District's website at <https://www.hillsboroughschools.org/Page/4570> . Should questions arise, please contact staff below.

Thank you,

*Andrea A. Stingone*

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

E: [andrea.stingone@hcps.net](mailto:andrea.stingone@hcps.net)

P: 813-272-4429 c: 813-354-6684

# PRS Log

**BOCC Date:** 10/10/2023 9:00 AM

**Cut-Off Date:** 08/02/2023

**Comm. Sign Posting Deadline:** 09/01/2023

Type	App #	Folio(s)
PRS	23-0838	4257.5602,4257.5606,,,
PRS	23-0877	42058.0000,42145.5002,42145.5010,42145.5015 + multiple
PRS	23-0878	19416.0112,,,,
PRS	23-0879	79637.0100,79715.4020,79715.4010,79710.0583,79710.0586+ multiple

4 Applications

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

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PETITION NO.: PRS 23-0879      REVIEWED BY: Clay Walker, E.I.      DATE: 8/16/2023

FOLIO NO.: 79637.0100, 79710.0583, 79710.0586, 79710.0587, 79715.4010 & 79715.4020

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**WATER**

- The property lies within the \_\_\_\_\_ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A 12 inch water main exists  (adjacent to the site),  (approximately \_\_\_ feet from the site) and is located south of the subject property within the south Right-of-Way of Berry Grove Boulevard. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

**WASTEWATER**

- The property lies within the \_\_\_\_\_ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- A 8 inch wastewater force main exists  (adjacent to the site),  (approximately \_\_\_ feet from the site) and is located south of the subject property within the east Right-of-Way of Berry Grove Boulevard. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: The subject rezoning includes parcels that are located outside of the Urban Service Area. These parcels that are located outside of the Urban Service Area are within the WVR-2 future land use category that could allow for connection to the County's potable water and wastewater systems. There may be other improvements that need to be made at the time of application but at a minimum the POC's called out above will be required.



## **Agency Review Comment Sheet**

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

**TO:** Zoning Review, Development Services    **REQUEST DATE:** 8/8/2023

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

**APPLICANT:** Eisenhower Property Group    **PID:** 23-0879

**LOCATION:** 0 Wimauma, FL 33598 & 111 S Armenia Ave, Suite 201 Tampa, FL 33609

**FOLIO NO.:** 79715.4020, 79715.4010, 79637.0100, 79710.0583, 79710.0586,  
79710.0587

### **AGENCY REVIEW COMMENTS:**

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

**From:** [Melissa Lienhard](#)  
**To:** [Heinrich, Michelle](#)  
**Cc:** [Grady, Brian](#); [Gormly, Adam](#); [Melissa Zornitta](#); ["Steve Luce"](#); [Kami Corbett](#)  
**Subject:** RE: PRS 23-0879  
**Date:** Friday, September 22, 2023 1:55:19 PM  
**Attachments:** [image001.png](#)

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**External email:** Use caution when clicking on links, opening attachments or replying to this email.

Hi Michelle,

I need to amend my email below. Per former FLUE Objective 48, 101 jobs would require 84 jobs (101 households \* 1.5 jobs per household \* 0.55), not 152 jobs. As PRS 23-0879 is requesting to utilize the jobs created by the new school as detailed below (which produces 727 jobs), this requirement has been met.

Thank you,

*Melissa E. Lienhard* | AICP

Planning Commission

Executive Planner

813.547.4364 (O)

[planhillsborough.org](http://planhillsborough.org)



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**From:** Melissa Lienhard  
**Sent:** Friday, September 22, 2023 11:10 AM  
**To:** 'Heinrich, Michelle' <HeinrichM@HillsboroughCounty.ORG>  
**Cc:** Grady, Brian <GradyB@HillsboroughCounty.ORG>; Gormly, Adam <Gormlya@HillsboroughCounty.ORG>; Melissa Zornitta <ZornittaM@plancom.org>; 'Steve Luce' <sluce@eisenhowerpropertygroup.com>; Kami Corbett <kami.corbett@hwlaw.com>  
**Subject:** RE: PRS 23-0879

Hi Michelle,

Based upon the revised number of **101 units**, PRS 23-0879 has been found consistent with the *Unincorporated Hillsborough County Comprehensive Plan*.

Specifically, the **152 jobs** that were required by former FLUE Policy 48.1 for the remaining **101 units** will be fulfilled with the new Hillsborough County high school under construction on West Lake Drive. With 291,000 square feet, the school would equate to **727 jobs** (one job per every 400 square



feet of a residential support use). 101 units would require **152 new jobs** (1.5 jobs required per household). With **727 jobs**, this requirement will be satisfied.

Please let me know if you have any questions.

*Melissa E. Lienhard* | AICP  
Planning Commission  
Executive Planner  
813.547.4364 (O)  
[planhillsborough.org](http://planhillsborough.org)



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**From:** Melissa Lienhard  
**Sent:** Monday, August 21, 2023 1:26 PM  
**To:** 'Heinrich, Michelle' <[HeinrichM@HillsboroughCounty.ORG](mailto:HeinrichM@HillsboroughCounty.ORG)>  
**Cc:** Grady, Brian <[GradyB@HillsboroughCounty.ORG](mailto:GradyB@HillsboroughCounty.ORG)>; Gormly, Adam <[Gormlya@HillsboroughCounty.ORG](mailto:Gormlya@HillsboroughCounty.ORG)>; Melissa Zornitta <[ZornittaM@plancom.org](mailto:ZornittaM@plancom.org)>; 'Steve Luce' <[sluce@eisenhowerpropertygroup.com](mailto:sluce@eisenhowerpropertygroup.com)>; Kami Corbett <[kami.corbett@hwlaw.com](mailto:kami.corbett@hwlaw.com)>  
**Subject:** PRS 23-0879

Hi Michelle,

Planning Commission staff have reviewed the application materials for PRS 23-0879. Based upon the information included in the applicant's revised request, dated August 21, 2023, we have found the request to be consistent with the Comprehensive Plan.

Specifically, the jobs that were required by former FLUE Policy 48.1 for the remaining 97 units will be fulfilled with the new Hillsborough County high school under construction on West Lake Drive. With 291,000 square feet, the school would equate to 727 jobs (one job per every 400 square feet of a residential support use). 97 units would require 145.5 new jobs (1.5 jobs required per household). With 727 jobs, this requirement has been satisfied.

Please let me know if you have any questions.

Thank you,

*Melissa E. Lienhard* | AICP  
Planning Commission  
Executive Planner  
813.547.4364 (O)

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