PD Modification Application: Zoning Hearing Master Date:	MM 22-1301 November 14, 2022	Hillsborough County Florida
BOCC Land Use Meeting Date:	January 10, 2023	Development Services Department

1.0 APPLICATION SUMMARY

Applicant:	CC Saffold Farms, LLC	EISHOP RD
FLU Category:	WVR-2	
Service Area:	Rural	
Site Acreage:	58.07 +/-	
Community Plan Area:	Wimauma	301
Overlay:	None	Montania Community Academy

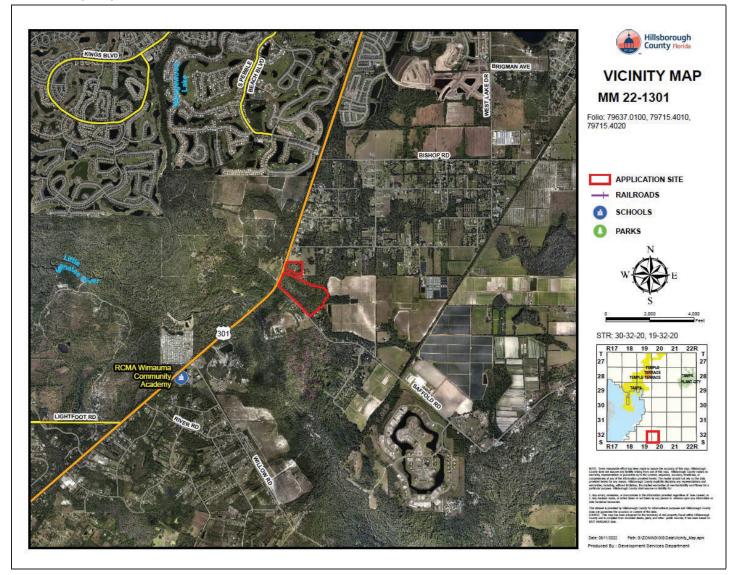
Introduction Summary:

The subject site is located within PD 19-0102, as most recently modified by PRS 21-0363. PD 19-0102 covers two noncontiguous development areas which transferred density from one area (Bullfrog Creek Mitigation Area) to the other (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) and the permissibility for a public school within 13 distinct development pods.

Existing Approval(s):	Proposed Modification(s):	
Pod B: Residential development of 100-150 units (single- family detached, single-family attached and/or multi-	Retain Pod C and B uses to be designated as Option 1.	
family units)	Add Development Option 2 which combines and enlarges	
Pod C: Public school permissible with an alternative residential development option (40-70 residential units)	Pods B and C to create Pod B & C. Pod B & C proposed to permit a public school (grades pre-K thru 8 th / 1,620 children), a public park and a conservation area. Alternative residential development not proposed.	
	Retain existing Pod A uses to be designated as Option 1.	
Pod A: Residential development of 20-50 residential units.	Add Development Option 2 which permits 20-50 residential units and/or public use facilities.	
Proposed 2-lane collector roadway off of Saffold Road	Retain location of proposed 2-lane collector roadway off of Saffold Road, as depicted on the certified site plan, under Option 1.	
located where depicted on the certified site plan (PRS 21-0363)	Shift the proposed 2-lane collector roadway off of Saffold Road southeastward, as depicted on the proposed site plan, under Option 2. Additionally, provide a 12-foot wide multi-purpose pathway along this roadway.	
Additional Information:		
PD Variation(s):	None Requested as part of this application	
Waiver(s) to the Land Development Code:	None Requested as part of this application	

APPLICATION NUMBER:	MM 22-1301	
ZHM HEARING DATE: BOCC LUM MEETING DATE:	November 14, 2022 January 10, 2023	Case Reviewer: Michelle Heinrich, AICP
Planning Commission R Consistent	ecommendation:	Development Services Recommendation: Approvable, subject to proposed conditions

2.1 Vicinity Map



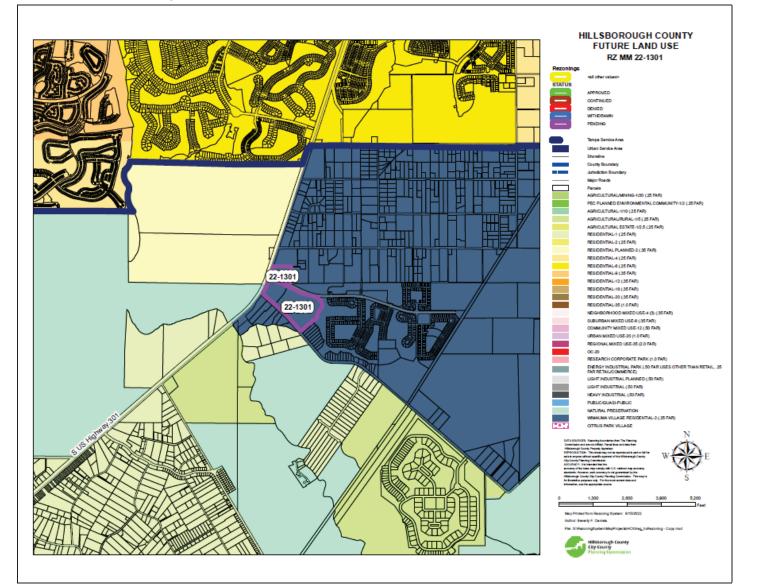
Context of Surrounding Area:

The site 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.

Case Reviewer: Michelle Heinrich, AICP

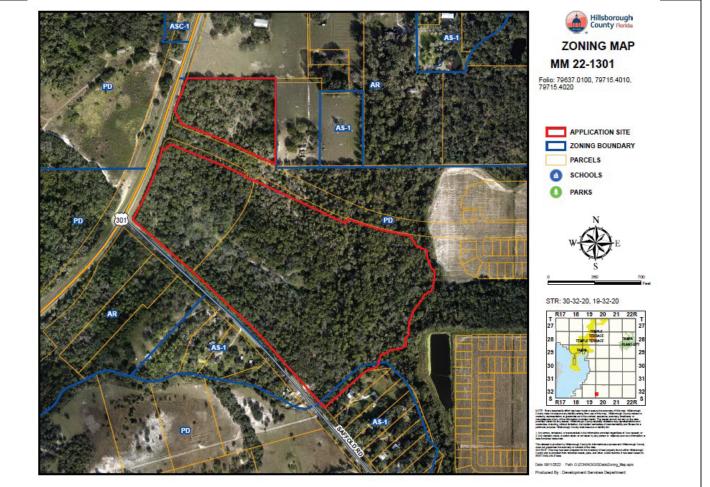
2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



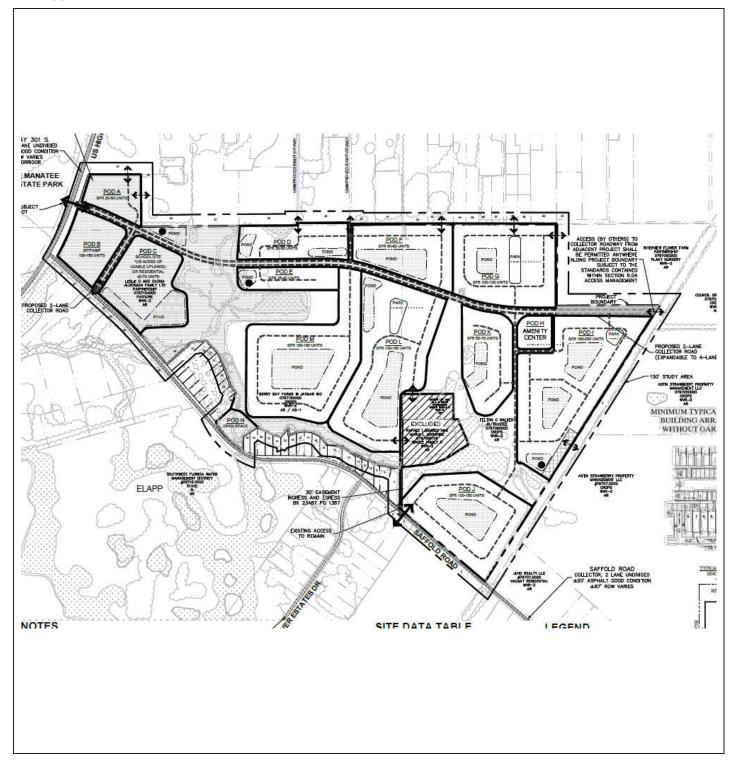
Subject Site Future Land Use Category:	WVR-2
Maximum Density/F.A.R.:	2 units per acre gross / 3.5 units per acre net (clustering to provide open space)
Typical Uses:	Agriculture, residential uses, multi-purpose and clustered projects.

2.3 Immediate Area Map

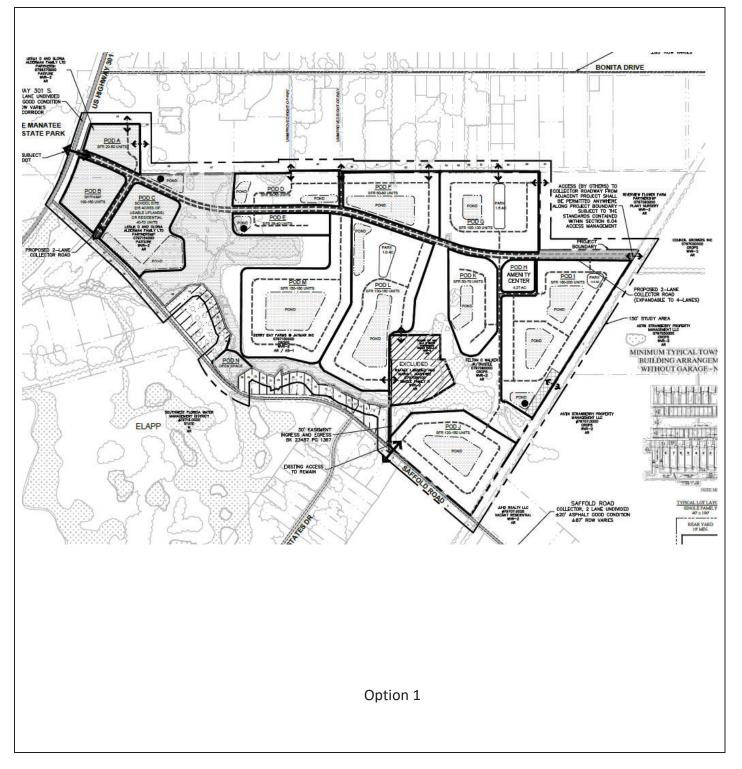


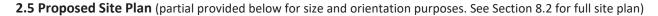
Adjacent Zonings and Uses						
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:		
North	AR & AS-1	AR: 1 unit per 5 acres AS-1: 1 unit per acre	AR & AS-1: Single-Family Residential and Agricultural Uses	AR: Single-Family Residential AS-1: Vacant		
South	AR and AS-1	AR: 1 unit per 5 acres AS-1: 1 unit per acre	Single-Family Residential & Agricultural	Single-Family Residential		
East	PD 19-0102	N/A	Open space/stormwater	Vacant		
West	PD 80-0147 & PD 91-0181	PD 80-0147 & PD 91-0181: 1 unit per acre	PD 80-0147 & 91-0181: Equestrian residential, community and park uses	Park (Little Manatee River State Park)		

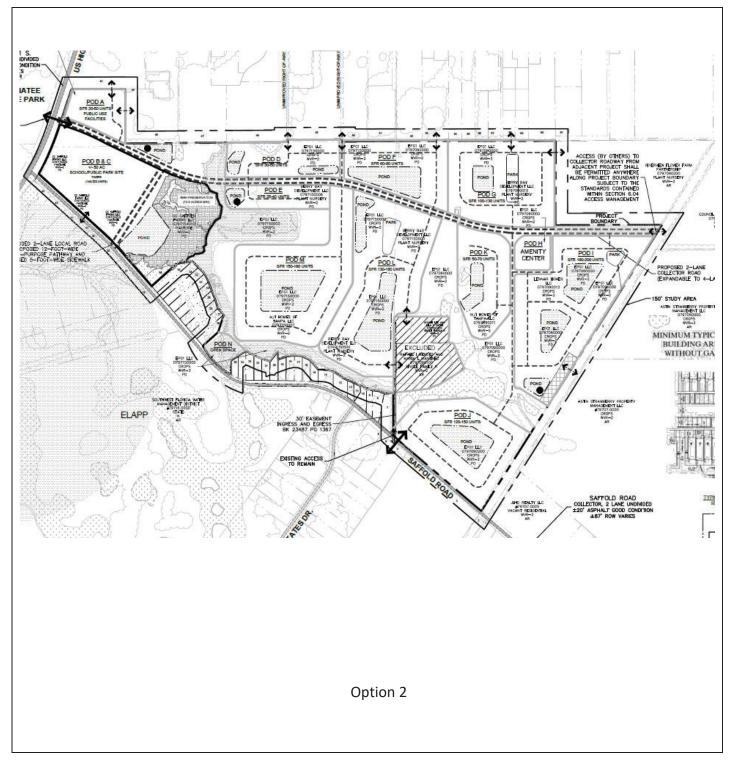
2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



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







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

Adjoining Roadways (check if applicable)				
Road Name	Classification	Current Conditions	Select Future Improvements	
US 301	FDOT Principal Arterial - Rural	2 Lanes □Substandard Road ⊠Sufficient ROW Width	Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other	
Saffold Rd.	County Collector - Rural	2 Lanes ⊠ Substandard Road □ Sufficient ROW Width	Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other – (Option Dependent)	
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other	
	Choose an item.	Choose an item. Lanes □Substandard Road □Sufficient ROW Width	Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other	

Project Trip Generation Not applicable for this request				
	Average Annual Daily Trips A.M. Peak Hour Trips P.M. Peak Hour Trips			
Existing	10,912	1,418	1,138	
Proposed	18,361	1,920	1,954	
Difference (+/-)	(+) 7,449	(+) 502	(+) 816	

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

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

Design Exception/Administrative Variance ONot applicable for this request				
Road Name/Nature of Request Type Finding				
Design Exception Requested	Previously Approved –			
Design Exception Requested	Changes De minimis			
Choose an item.	Choose an item.			
	Type Design Exception Requested			

Notes: The proposed changes were found to be de minimis with respect to Saffold Rd. improvements. As such, the previously approved DE was permitted to stand as-is, 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	🖾 Yes	🗆 Yes	🖾 Yes	
	🗆 No	🖾 No	□ No	
Natural Resources	⊠ Yes	☐ Yes	🖾 Yes	
	□ No	⊠ No	□ No	
Conservation & Environ. Lands Mgmt.	□ Yes	☐ Yes	□ Yes □ No	
Check if Applicable:		│		
			dection Area	
Wetlands/Other Surface Waters	-	t Wildlife Habitat		
Use of Environmentally Sensitive Land Credit		igh Hazard Area		
Wellhead Protection Area	-	burban/Rural Scer		
□ Surface Water Resource Protection Area	-	to ELAPP property		
	Other		Conditions	Additional
Public Facilities:	Received	Objections	Requested	Information/Comments
Transportation			•	
Design Exc./Adm. Variance Requested	⊠ Yes	□ Yes	⊠ Yes	
☑ Off-site Improvements Provided	🗆 No	🖾 No	□ No	
Service Area/ Water & Wastewater				
□Urban □ City of Tampa	⊠ Yes	□ Yes	⊠ Yes	
⊠Rural □ City of Temple Terrace	□ No	🖾 No	🗆 No	
Hillsborough County School Board				
Adequate □ K-5 □6-8 □9-12 ⊠N/A	□ Yes	🗆 Yes	🗆 Yes	
Inadequate □ K-5 □6-8 □9-12 ⊠N/A	🖾 No	🗆 No	🗆 No	
Impact/Mobility Fees				
Not available at the time of filing this staff report				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission				
□ Meets Locational Criteria ⊠N/A	🛛 Yes	□ Inconsistent	🗆 Yes	
Locational Criteria Waiver Requested	□ No	🖾 Consistent	🖾 No	
□ Minimum Density Met				
· ·				

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The applicant requests a second development option to provide 1) a consolidated and enlarged area for a public school, public park and conservation area and 2) public use facilities. The public school/public park/conservation area is located where previously permitted for a school and residential development within the westernmost portion of the PD abutting US Highway 301. This area is bordered by roads on all sides. The school will be serving the surrounding community and is appropriately located in proximity to residential. Pod B & C is primarily surrounded by open space within the Berry Bay PD. An enclave of residential is located to the southeast which is not within the subject PD. Within that enclave, the closest home is located approximately 80 feet from the common property line. Only passive park uses are proposed, which will therefore not include active playfields, lighting or other features that could impact surrounding properties. is somewhat isolated within the Berry Bay development.

Public Use Facilities (such as fire stations, police stations, government buildings) are proposed to be located within Pod A. This Pod is located on the east side of US Highway 41 and north side of the Berry Bay east-west collector roadway. Property to the north and east of Pod A is zoned AR and developed with large lot residential and pasture uses. Depending on the location of the public use facility, buffering and screening may be required along the northern and/or eastern boundaries of Pod A. Like the school, these uses serve the community and are beneficial to have within the community rather than at a distant location.

Given the above, staff has not identified any compatibility concerns.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

- 1. Sheet 4 to remove "TH/SFR 140-220" from Pod B & C.
- 2. Prior to certification of the General Development Plan (GDP), the applicant shall revise the GDP, Development Option 2 sheet to:
 - 2.1 Add an access arrow onto Saffold Rd. in a location corresponding to the location of the north-south access road (as was shown on the Option 1 plan);
 - 2.2 Replace the label reading "Proposed 2-Lane Local Road Proposed 12-Foot-Wide Multi-Purpose Pathway and Proposed 5-Foot Wide Sidewalk" with a label reading "Proposed 2-Lane Local Road with Enhancements (12-Foot Wide Multi-Purpose Pathway on West Side and 5-foot Wide Sidewalk on East Side – See Conditions of Approval"; and,
 - 2.3 Add a label to the Pod B & C access to Saffold Rd. reading "Proposed Limited Purpose Access See Conditions of Approval".

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted October 19, 2022.

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

- 1. <u>Residential Ddevelopment under Option 1 and Option 2</u> shall be limited to a maximum of 1,047 residential units. <u>A public school shall be permissible where depicted on the general site plan (Pod C).</u> <u>Additionally:</u>
 - <u>1.1</u> <u>Under Development Option 1, aA 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.</u>
 - <u>1.2</u> Under Development Option 2, a non-charter public school (1,620 student maximum, pre-K 8th 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. <u>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).</u> 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. Pod B shall be limited to a maximum of 150 single-family detached, single-family attached or multi-family units. 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.

BOCC LUM MEETING DATE: January 10, 2023

- 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. The Planned Development shall permit a public school facility where depicted on the general site plan.

<u>Under Development Option 1, Tthe 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, Schould 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.</u>

- 4.1 <u>The</u> 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 <u>non-charter</u> public school parcel shall be platted to the public school parcel's property line(s) as a public road(s). In no event shall there be any intervening land restricting access to the public school parcel.
- 4.3 The non-charter public school shall be served by a maximum of one (1) vehicular connection to the eastwest collector roadway and one (1) vehicular connection to the north-south collector roadway.
- <u>4.4</u> 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,
 - <u>4.4.2</u> 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 <u>The public school shall be served by a maximum of one (1) vehicular connection to the east-west</u> 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.
- <u>56</u>. <u>Under Development Option 1 or 2</u>, Pod H shall permit amenity center uses.
- 67. <u>Under Development Option 1 or 2, Ssingle-family detached lots and units shall be developed in accordance with the following:</u>

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
*accurate late shall normality a sothard, of 10 fact	1

*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

functioning as a side yards, the garage setback shall be 20 feet.

- 78. <u>Under Development Option 1 or 2, Aany single-family detached units/lots developed at a width under 50 feet</u> shall comply with the following:
 - 78.1 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

a side yard. For front yards

ZHM HEARING DATE:November 14, 2022BOCC LUM MEETING DATE:January 10, 2023

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.

- 78.2 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.
- 78.3 Garage doors shall not account for more than 60% of the width of the street facing building façade.
- 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.
- 78.5 Street trees may include alternating shade and ornamental trees, subject to the review and approval of Natural Resources staff.
- 78.6 Each unit's primary entrance door shall face the roadway.
- 78.7 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.
- 78.8 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.
- <u>89</u>. <u>Under Development Options 1 or 2 s</u>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

- 910. 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.
- 1011. Under Development Options 1 or 2, Bbuildings 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

1011.1 Buffering and screening where adjacent to any residential uses shall be required.

- <u>1112</u>. <u>Under Development Options 1 and 2, Aa</u> 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.
- <u>1213</u>. <u>Under Development Options 1 or 2, Dd</u>evelopment 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.
- <u>1314</u>. <u>Under Development Options 1 or 2, Dd</u>evelopment 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.</u>
- 1415. As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd., <u>under Development Option 1 or 2</u>, consistent with the Design Exception (<u>dated March 21</u>, 2019) and last revised April 18, 2019) and which was and approved by the County Engineer (<u>on dated April 25, 2019</u>-), 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.
- 1516. Under Development Options 1 or 2, Aat 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.
- 1617. Under Development Options 1 or 2, Fthe 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.
- <u>1718</u>. 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.

1819. The developer shall construct the following With regards to required site access improvements:

- <u>19.1</u> <u>Under Development Options 1 or 2, the developer shall construct the following improvements:</u>
 - 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. A southbound to westbound right turn lane on the proposed north-south collector roadway onto Saffold Rd.;
 - f. An eastbound to northbound left turn lane on Saffold Rd. onto the proposed north-south collector roadway;
 - <u>ge</u>. An eastbound to northbound left turn lane on Saffold Rd. into the easternmost project driveway.
- <u>19.2</u> <u>Under Development Option 1, the developer shall construct the following additional improvements:</u>
 - a. <u>A southbound to westbound right turn lane on the proposed north-south collector roadway</u> onto Saffold Rd.; and,
 - b. An eastbound to northbound left turn lane on Saffold Rd. onto the proposed north-south collector roadway.
- 19.3 Under Development Option 2, with each increment of development within Pods A, B and C, 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.
- <u>1819.34</u>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 leftturn left turn lane on Saffold Rd. onto US 301.

<u>1920</u>. <u>With regards to certain internal roadways:</u>

<u>1920.1</u> <u>Under Development Option 1, Tthe</u> 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.

- <u>1920.2</u> <u>Under Development Option 2, the developer shall:</u>
 - a. <u>Construct the east-west collector roadway as a 2-lane collector roadway consistent with either the</u> <u>Type TS-4 (Urban Collector Roadway) or Type TS-7 (Local and Collector Rural Roads), as found within</u> <u>the Hillsborough County Transportation Technical Manual (TTM). In addition to the right-of-way</u> <u>required for the above improvements, the developer shall preserve additional right-of-way along</u> <u>the east-west collector roadway as necessary, such that it is expandable to a 4-lane facility in the</u> <u>future; and,</u>
 - b. <u>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:</u>
 - i. <u>The developer shall construct a minimum 12-foot wide multi-purpose pathway along</u> 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. <u>The developer shall construct a minimum 5-foot wide sidewalk along the long the east</u> 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. <u>No vehicular access shall be permitted along the north-south roadway. Notwithstanding</u> <u>the above, gated access which serves only emergency vehicles or is used for occasional</u> <u>maintenance use (e.g. for maintenance of the pond or landscaping) shall be permitted.</u>
- 2021. Under Development Option 1 or 2, Nnotwithstanding 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).
- 2122. Under Development Option 1 or 2, Nnotwithstanding 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:

- <u>2223</u>. 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.
- <u>2324</u>. Notwithstanding condition 22, the Bullfrog Creek Mitigation Designated Sending Area shall also permit conservation and passive agricultural uses.
- 24<u>25</u>. 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):

- 2529. 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.
- 2630. 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.

Case Reviewer: Michelle Heinrich, AICP

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 Resdintial-2 employment an shopping requirements are hereby identified for tracking purposes in these conditions of approval as Attachments A and B.

- 27<u>31</u>. 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.
- 2832. 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.
- 2933. 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.
- 3034. 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.
- 3135. 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).
- <u>3236</u>. 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.
- <u>3337</u>. 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.
- 34<u>38</u>. 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.
- <u>3539</u>. 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).

- <u>3640</u>. 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 Tue Nov 8 2022 15:16:54	
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.		

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Wimauma Community Plan:

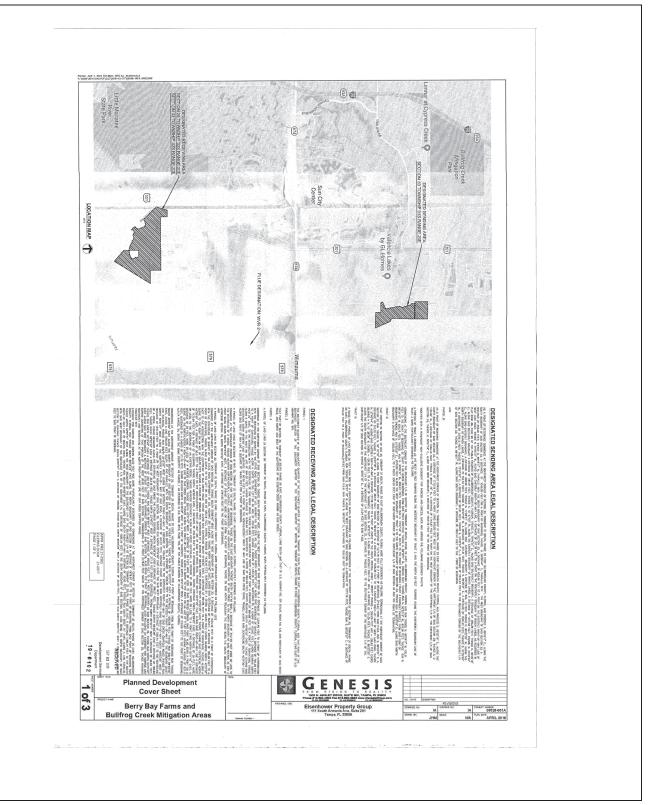
Staff has evaluated the modification to ensure the project will remain in compliance with the WVR-2 regulations in effect in 2019. With this change, the project will continue to provide a mixture of uses, achieve a clustering of residential units, a minimum of 40% open space, a continuation and/or creation of a connected roadway network, and a mixture of lot sizes. Lastly, the project will continue to be limited to a maximum of 663 units, unless the developer demonstrates that additional job opportunities exist within the Wimauma Community Plan Village that are not already allocated to this PD or other PDs within the plan area.

Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency:

Under Option 2, a public school will be sited for the subject area under the *Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency.* The applicant submitted the required information found within Section 3.1.9. Those materials were utilized by staff in evaluating the school location, as outlined in Section 3.1.2. The location is found to be compatible with surrounding uses, will not be precluded from development by environmental constraints, is not located in or within any of the specified incompatible uses or areas, will be located in proximity to the residential neighborhoods served (elementary only), is needed based upon the inability to expand or renovate existing school to meet this need, and will be provided with needed on-site and off-site improvements necessary to support the school. Additionally, because the school will be located outside of the Urban Service Area, the applicant has demonstrated that the school will predominately serve the student population within the Rural Service Area. Because the school will utilize existing water and wastewater facilities serving the Berry Bay project, the school itself is not creating the extension of such facilities within the Rural Service Area. Lastly, per Section 2.3, a Neighborhood Meeting was held within the community on July 7, 2022.

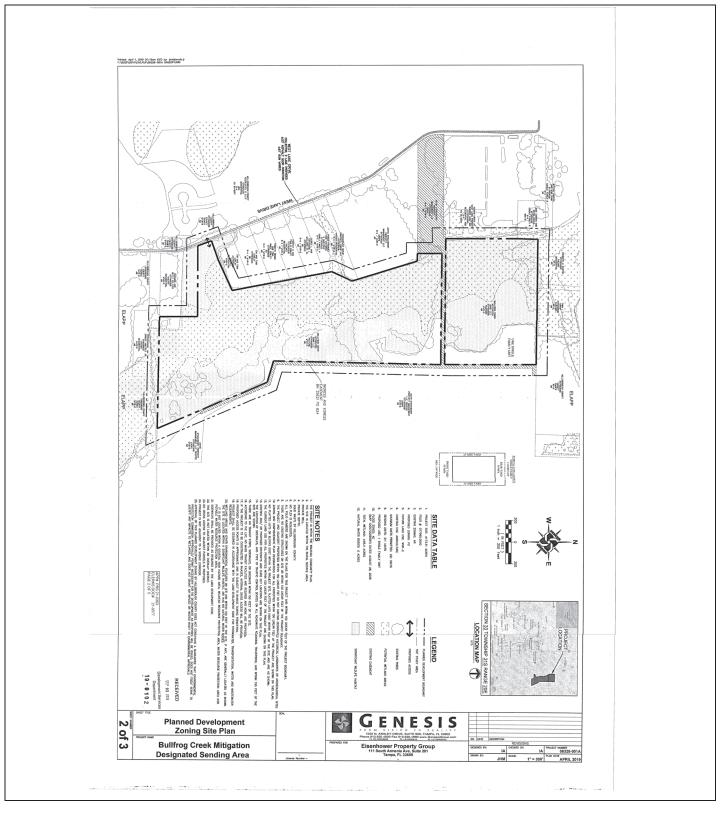
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)

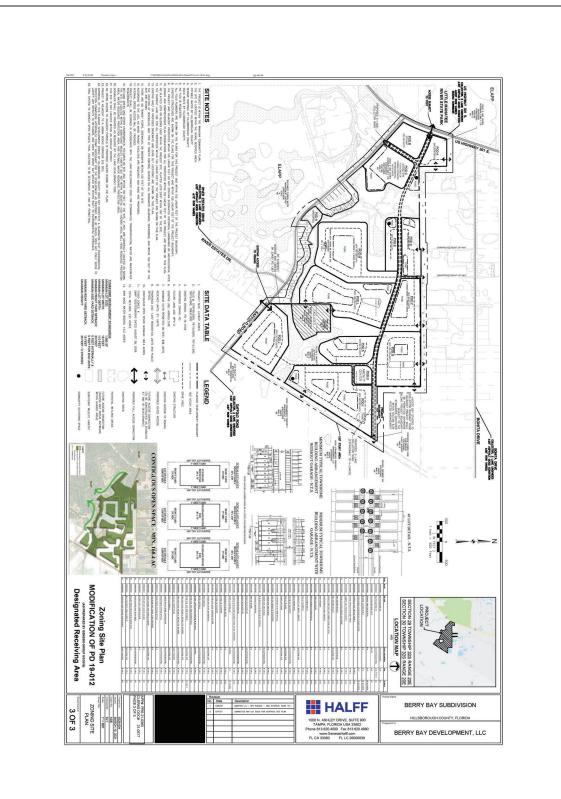


APPLICATION NUMBER:	MM 22-1301
ZHM HEARING DATE:	November 14, 2022
BOCC LUM MEETING DATE:	January 10, 2023

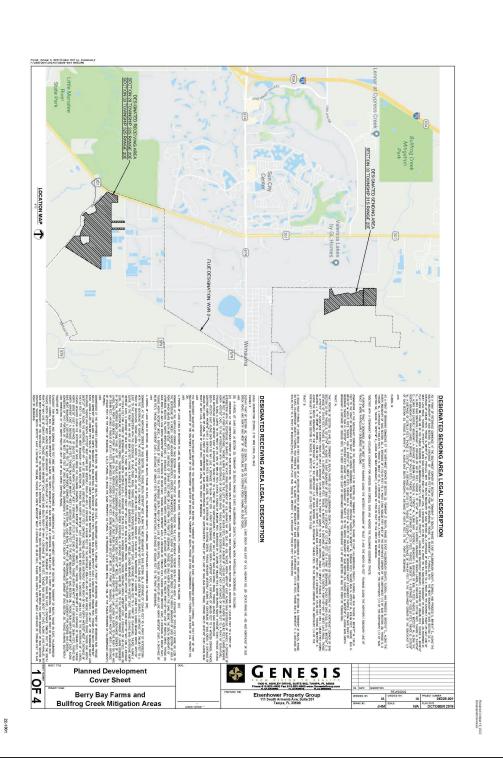
Case Reviewer: Michelle Heinrich, AICP

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)

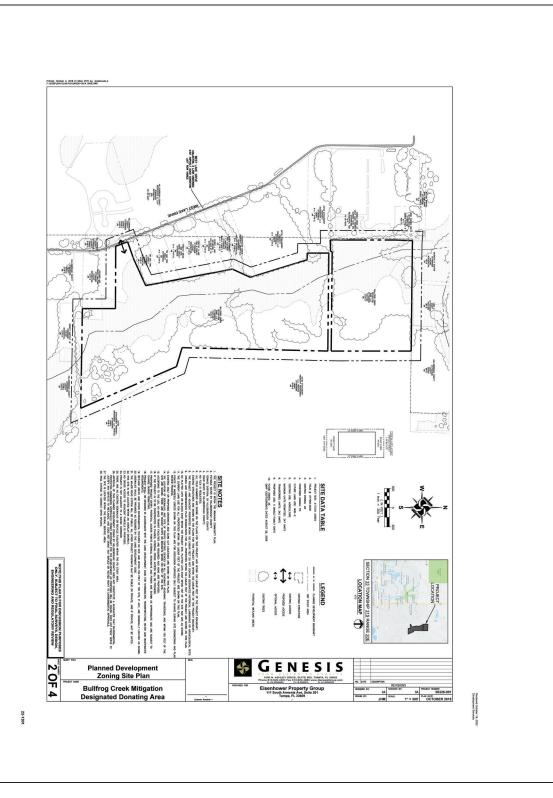


8.0 SITE PLANS (FULL)

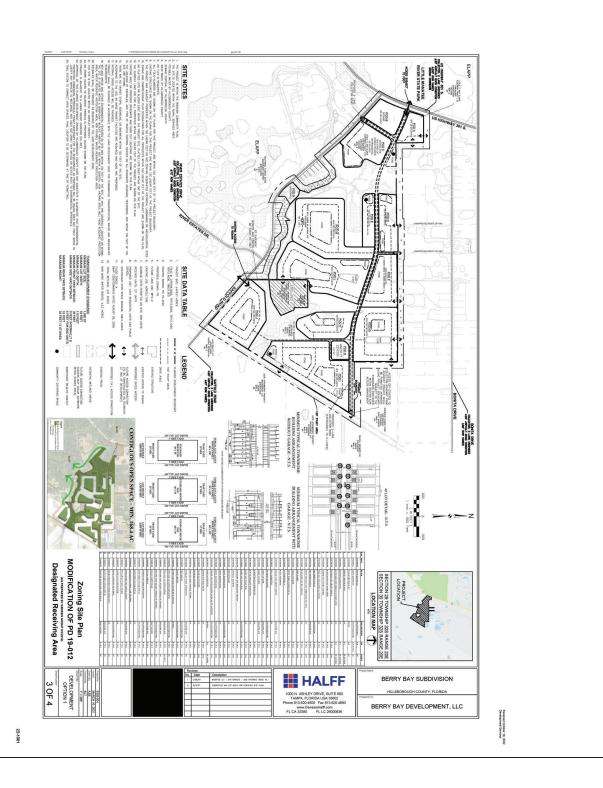


Case Reviewer: Michelle Heinrich, AICP

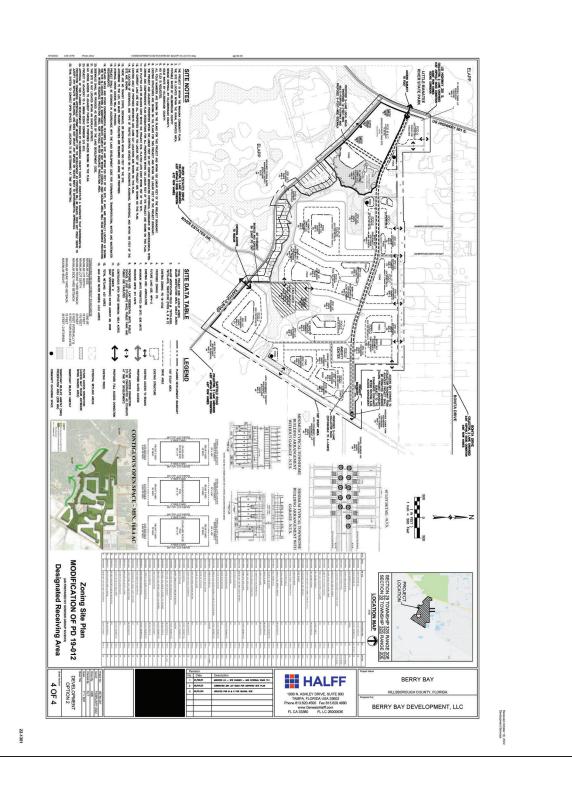
8.0 SITE PLANS (FULL)



8.0 SITE PLANS (FULL)



8.0 SITE PLANS (FULL)



APPLICATION NUMBER:	MM 22-1301	
ZHM HEARING DATE:	November 14, 2022	
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9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

REVIEWER: James Ratliff, AICP AGENCY/DEPT: Transportation PLANNING AREA/SECTOR: WM/ South PETITION NO: MM 22-1301 This agency has no comments. This agency has no objection. Х This agency has no objection, subject to listed or attached conditions. This agency objects for the reasons outlined below.

NEW AND MODIFIED CONDITIONS OF APPROVAL

TO: Zoning Technician, Development Services Department

Modified Conditions

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

- 1. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, Ddevelopment shall be limited to a maximum of 1,047 residential units. Additionally:
 - 1.1 Under Development Option 1, Aa non-charter public school shall be permissible where depicted on the general site plan (Pod C).
 - 1.2 Under Development Option 2, a non-charter K-8 public school (with a maximum enrollment of 1,620 students) shall be permissible where depicted on the general site plan (Pod B & C).
- Under Development Option 1, Pods A, C, D, E, F, G, I, J, K, L and M shall be limited to single-family detached 2. residential. Each pod shall be limited to the maximum number of units provided for each pod on general site plan. Alternatively, a non-charter public school in accordance with conditions 1.1 and 6 shall be permissible in Pod C in lieu of residential.
- 3. Under Development Option 1, Pod B shall be limited to a maximum of 150 single-family detached, singlefamily attached or multi-family units. Pod B shall be limited to the maximum number of residential units provided on the general site plan.
- Under Development Option 2, Pods A, D, E, F, G, I, J, K, L and M and Pod C shall be limited to single-family 4. detached residential. Each pod shall be limited to the maximum number of units provided for each pod on general site plan.
- Under Development Option 2, Pod B & C shall be limited to single-family detached, single-family attached or multi-family units. Pod B & C shall be limited to the maximum number of residential units provided on the general site plan. Alternatively, a K-8 public school and public park in accordance with conditions 1.2 and 7 shall be permissible in Pod B & C in lieu of residential.

DATE: 11/08/2022

- 46. Under Development Option 1, Tthe Planned Development shall permit a <u>non-charter</u> public school facility where depicted on the general site plan. The school site shall be a minimum of 15 upland acres in size. Development of this public school shall require compliance by the School Board with the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency. Should this site not be dedicated to Hillsborough County Schools, a maximum of 70 single-family detached units shall be permitted.
 - 46.1 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.
 - 46.2 Any and all roadways within the Planned Development serving and/or providing access to the <u>non-charter</u> public school parcel shall be platted to the <u>non-charter</u> 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 <u>non-charter</u> public school parcel.
 - 6.3 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 the north-south collector roadway.
 - 6.4 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:
 - 7.1.1 The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,
 - 7.1.2 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.
- 7.Under Development Option 2, the Planned Development shall permit a K-8 public school facility and public
park where depicted on the general site plan. Should this site not be developed with such uses, a maximum
of 220 residential units shall be permitted. These residential units, if developed, shall not be in addition to the
total number of residential units permitted.
 - 7.1 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:
 - 7.1.1 The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,
 - 7.1.2 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.

- 7.2 The 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 Saffold Rd.
- 7.3 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).
- 7.4 The school's east-west collector roadway vehicular connection shall be aligned with the vehicular access to Pod A.
- 14. As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd., <u>under Development Option 1 or 2</u>, consistent with the Design Exception(<u>dated March 21, 2019 and last revised April 18, 2019</u>), and which was approved by the County Engineer (dated 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.
- 18. The developer shall construct the following With regards to required site access improvements:

18.1 Under Development Options 1 and 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;
 - . A southbound to westbound right turn lane on the proposed north-south collector roadway onto Saffold Rd.;

- An castbound to northbound left turn lane on Saffold Rd. onto the proposed north-south collector roadway;
- ge. An eastbound to northbound left turn lane on Saffold Rd. into the easternmost project driveway.
- 18.2 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.
- 18.3 Under Development Option 2, with each increment of development within Pods A, B and C, 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.
- 18.4 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 <u>leftturnleft turn</u> lane on Saffold Rd. onto US 301.

19. With regards to certain internal roadways:

- 19.1 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.
- 19.2 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 eastwest 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.

Other Conditions:

- Prior to certification of the General Development Plan (GDP), the applicant shall revise the GDP, Development Option 2 sheet to:
 - Add an access arrow onto Saffold Rd. in a location corresponding to the location of the north-south access road (as was shown on the Option 1 plan);
 - Replace the label reading "Proposed 2-Lane Local Road Proposed 12-Foot-Wide Multi-Purpose Pathway and Proposed 5-Foot Wide Sidewalk" with a label reading "Proposed 2-Lane Local Road with Enhancements (12-Foot Wide Multi-Purpose Pathway on West Side and 5-foot Wide Sidewalk on East Side – See Conditions of Approval"; and,
 - Add a label to the Pod B & C access to Saffold Rd. reading "Proposed Limited Purpose Access See Conditions of Approval".

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to a Major Modification (MM) for a +/- 58.07 ac. portion of a larger Planned Development (PD) zoning 19-0102, as most recently amended via PRS 21-0363. 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 \pm 1,000 student non-charter elementary school.

The applicant is proposing to add a new development option (Development Option 2) which combines and reconfigures Pods B & C, and would allow entitlements of up a 1,620 student K-8 public school. The applicant is also proposing to modify the Pod A entitlements to permit Public Use Facility uses as an additional option. residential dwelling units or a 1,535 student K-8 private school. The applicant is also proposing to modify the roadway in this option from Collector to Local roadway (which will remove bicycle facilities from one side of the roadway as further discussed in the site access section of this report below), as well as add an additional access connection to/from Saffold Rd. to serve the Pod B & C school.

Consistent with the Development Review Procedures Manual (DRPM) and Interlocal Agreement for School Facilities Planning, Siting and Concurrency, the developer submitted a transportation and site access analysis for the proposed project. The report adequately analyzed impacts from the adjacent school but did not analyze impacts to the public use facility portion of the project. As such, staff has required a condition that the trip generation and site access analysis be conducted with each increment of development within Pods A, B and C to determine any site access improvements which may be warranted. Staff has prepared the below comparison of the potential number of trips generated under the existing and proposed zoning designations. Utilizing the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition.

Existing Zoning (Receiving Area Only):

Land Use/Size	24 Hour Two-	Total Peak	Hour Trips
Land Use/Size	Way Volume	AM	PM
PD, 1,047 Single-Family Detached Dwelling Units (ITE Code 210)	9,022	748	968
PD, 1,000 Student Elementary School (ITE LUC 520)	1,890	670	170
Subtotal:	10,912	1,418	1,138

Proposed Zoning (Receiving Area Only):

Land Use/Size	24 Hour Two-	Total Peak Hour Trips	
Land Use/Size	Way Volume	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-	Total Peak	Hour Trips
	Way Volume	AM	PM
Difference	(+) 7,449	(+) 502	(+) 816

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

<u>Generally</u>

Access to the project under new Development Option 2 is largely the same as it was for the existing approved Development Option 1; however, the applicant is proposing to shift the location of the north/south roadway to the east. This roadway connects Saffold Rd. and the east-west collector roadway within the western portion of the project. The applicant is also proposing to down classify the roadway from a collector roadway to proposing to take access to the project via US 301 and Saffold Rd. Lastly, the applicant is proposing a new limited purpose access (to serve busses) from Pod B & C to Saffold Rd.

North-South Roadway Down Classification/ Change to Bicycle Facilities

For new Development Option 2, the applicant is proposing to "down classify" the relocated north-south roadway from a collector roadway to a local roadway. When comparing an urban collector roadway typical section to the local roadway (residential subtype) typical section, the local roadway has Miami

curbing instead of Type F curbing, narrower lanes (10 feet instead of 11 feet) and no bicycle facilities, in lieu of the 7-foot buffered bicycle lanes on both sides of the roadway which would otherwise be required, among other differences which can be noted by reviewing the appropriate Typical Sections within the Hillsborough County Transportation technical Manual (TTM).

Local roadways and collector roadways also significantly differ in the degree of access management (i.e. local roadways per greater connections and also allow residential driveways which could have traffic entering the roadway in a backing motion instead of a forward motion (as is preferred for busier collector and arterial roadways or those roadways within dedicated bicycle facilities, onto which such backing movements are significantly less safe).

Upon reviewing the reconfigured site, surrounding uses and future land use designations, transportation analysis, and after a discussion with the applicant's transportation Engineer, staff agrees that from a capacity standpoint it is appropriate to down classify the roadway; however, staff expressed concerns regarding the elimination of bicycle facilities given the need to provide a bicycle connection between the two collector roadways accommodating bicycle traffic (i.e. the east-west collector roadway and Safford Rd. (also a collector roadway), as well as the need to connect surrounding residential development to the school site via a safer bicycle route.

Staff and the applicant also agreed that multi-purpose pathways are generally safer than the 7-foot buffered bicycle lanes, given that bicyclists are separated from motorists via a raised curb and at least 8-feet of green space. As such, the applicant proposed to construct a 12-foot wide multi-purpose pathway on the west side (school side) of the Option 2 roadway with the standard 5-foot wide sidewalk along the east side of the roadway. Staff concurs with this request. For the reasons described above, staff has also proposed a condition restricting access to the local roadway except for certain limited circumstances.

Additional Access to Saffold Rd.

The applicant is proposing to add an additional project access within Development Option 2 to serve the school site (i.e. Pod B & C). Staff examined the applicant's transportation analysis, which indicates a very low volume of trips will utilize this access. As such, staff has conditioned this access such that it is restricted to bus traffic only (in additional to emergency vehicles, if required). This configuration would have the benefit of separating vehicular pick-up/ drop-off and bus traffic, as is preferred for most modern school designs where bussing is provided.

Modification to Required Turn Lanes

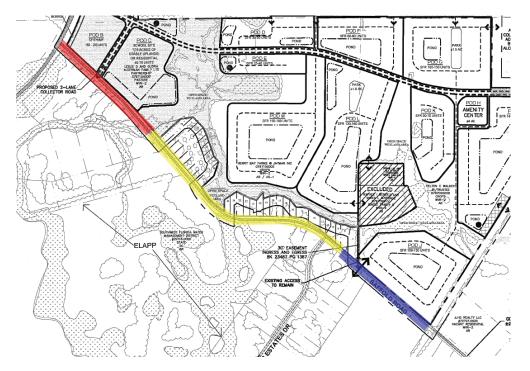
Required turn lanes remain the same under proposed Development Option 1. Staff notes that the reconfigured site layout and additional access point proposed within Development Option 2 will siphon off a certain number of trips making the eastbound to northbound left turning movement from Saffold Rd. onto the north-south roadway. Staff has included a condition requiring each increment of development within Pods A, B, and C to be accompanied by a trip generation and site access analysis to determine whether additional site access improvements may be required.

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). As a part of the subject application, the County Engineer reviewed the request to determine the additional impact on Saffold Rd. from the proposed modification request. Based upon that review, the County Engineer determined that no additional improvements would be needed.

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. As described above, as a part of this zoning request, the County Engineer reviewed the previously approved Design Exception and determined the change to be de minimis. As such, if the BOCC approves 22-1301, this 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

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	I	Name: Saffold Road Type: Rural, 2 lane undivided, crown		Lane	Pavement		
		Right Shoulder		Right Swale			Left Slope
Pic	Station	Total/Paved/Slope	Offeet (Width	Right Slope
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_	Dimensions are n	tom pavement euge	UI IAIIB			1	4.4%
					Slope Range:		
	0+00	EOP US 301 NB r	gnt turn jar	1 e	Notes: Dump tr		
	0+51	U.P. 15'LT			US 301 in super	elevation (cu	ive)
	0+52	End of US 301 pav	<i>ing, begin</i>	Saffold paving	50' returns, shou	liders failed t	joth sides
		7.					
-							
	0+52	eroded	1	Overland flow a	iway	25.3'	2.7%
-		07076%	36'	5'	6%/6:1		-3,2%
-	0+97	Begin 5' barb wire	fence 40' L	.T	Notes:		
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_		-					
		4					
	~~~~~	401/01/00/	4.01		006/804	20.2'	2.3%
	2+00	10'/0'/9%	16'	2' '	9%/6%	20.2	
_		107075%	36'	3'	5%/6:1		-2.3%
	2+39 - 3+06	Severe rutting LT e		nent	Notes:		
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-t	3+83	U.P. 15' LT					
-†							
-+		1					
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4			10	<u>ڊ</u>	Notes:		
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	12+00	Begin Change in L1	swale 17		Uniform section		
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$\mp$	16+00	10%0%5%	17'	5'	RT swale slope a RT swale unchar 1:1/3:1	1ged til 14+0 20.1	0
	16+00 15+85			5'	RT swale unchar	nged til 14+0	0
	15+85	107075%	20'	8' 40" cover	RT swale unchar 1:1/3:1 1:1/1:1 Notes:	nged til 14+0 20.1	0   2.7%   -4.4%
	15+85	10'/0'/5% 83"x63" elliptical CN	20' AP culvert,	8' 40" cover	RT swale unchar 1:1/3:1 1:1/1:1 Notes:	nged til 14+0 20.1	0 2.7% -4.4%
	15+85	107075%	20' AP culvert,	8' 40" cover	RT swale unchar 1:1/3:1 1:1/1:1	nged til 14+0 20.1	0 2.7% -4.4%
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	15+85 16+00 18+00 17+10 - 18+30 18+75 - 19+65 19+09 20+00 21+61 20+10 - 25+80	10/075% 83"x63" elliptical CM End of pipe 12' LT, 10'+/075% 10'+/073% 4' wood rall fence 3 Change in side slop Centerline 5 CMP C 6'/077% 6'/078% Lt Swale deflects lei Wood Rall / Barb wi	20' AP culvert, 9' RT 6' RT 6' RT culverts ~7( 23' 21' ft	8' 40" cover Flow to wetlan Overland flow to for Dug's Creek 8" dia each 5' 5' 0' RT	RT swale unchar 1:1/3:1 1:1/1:1 Notes: Pavement patche road Notes: 5' shoulders at cu End of Pipe: 13'- 40' from first offer 4:1/- 4:1/4:1 Notes: LT side slope 5% vay	aged til 14+00 20.1' ed both edge 20.5' ulvert group, i 14' LT, 11'± F centerline to 20.4'	0 2.7% -4.4% s at culvert 2.8% -2.9% bank eroding T last. 1.3% -4.0%
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	15+85 16+00 18+00 17+10 - 18+30 18+75 - 19+65 19+09 20+00 21+61 20+10 - 25+80	10/075% 83"x63" elliptical CM End of pipe 12' LT, 10'+/075% 10'+/073% 4' wood rall fence 3 Change in side slop Centerline 5 CMP C 6'/077% 6'/078% Lt Swale deflects let Wood Rall / Barb wi	20' AP culvert, 9' RT 6' RT ce LT & RT culverts -7( 23' 21' ft re fence 40	8' 40" cover Flow to wetlan Overland flow to for Dug's Creek 8" dia each 5' 5' 0' RT Overland flow av 0'	RT swale unchar 1:1/3:1 1:1/1:1 Notes: Pavement patche road Notes: 5' shoulders at cl End of Pipe: 13'- 40' from first older 4:1/- 4:1/- Xotes: LT side slope 5% vay 6%/4:1 Notes:	nged til 14+00 20.1' ed both edge 20.5' ulvert group, i 14' L.T, 11'± F centerline to 20.4' to trees	0 2.7% -4.4% s at culvert 2.8% -2.9% bank eroding T last. 1.3% -4.0%

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Table 1

i	d Name: Saffold I	Road Type: Rural, 2 lane undivided, crown Left Shoulder Left Swale		e	Speed Limit:	Pavement	
		Right Shoulder Right Swale		ie .		Left Slope	
	Cintian	Total/Paved/Slope	Offeat (#)	Rot Width 7	t) Skopes (f/b)	Width	Right Slope
PIC	Station 24+00	107074%	15'	Bot. Width (f	8;1/6:1	20.3'	1.7%
	24+00	101014%	15	<u> </u>	5%/6:1	20.0	-2.4%
		10707590	10	<u> </u>	Notes:	1	-2.470
	24+00 to End	Severe rutting RT e	age paverne	nt	Notes:		
	24+69	U.P. 14' LT					
	26+00	10'/0'/4%	17'	2' 2'	5%/12:1	20,4'	2.4%
-t		10'/0'/8%	16'		8%/6:1		-1.7%
-+-	25+80	End of Segment at	property line	RT	Notes:		•
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Revised April 18, 2019 March 21, 2019 Page 3

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.

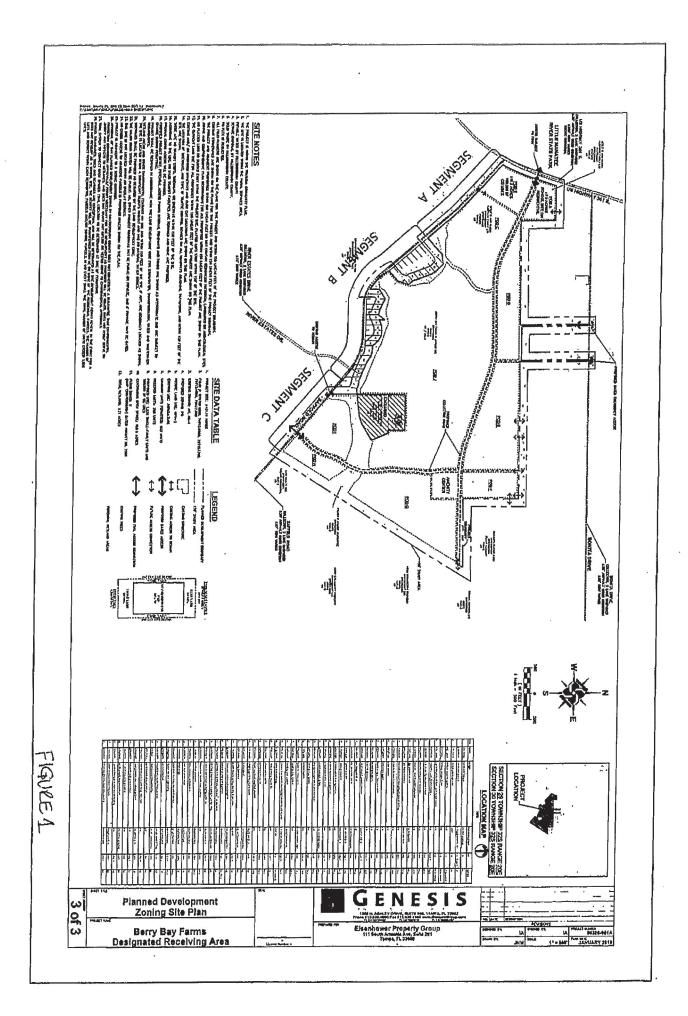
These segments are shown in Figure 1.

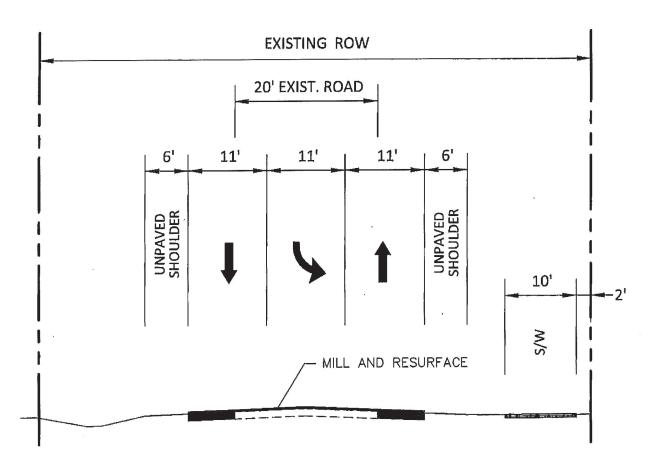
#### Segment A/C

- 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.
- 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.

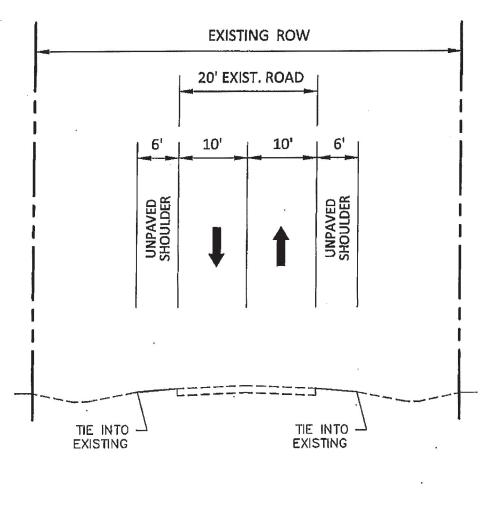
#### Segment B

- 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

Revised April 18, 2019 March 21, 2019 Page 5

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

The County Engineer has reviewed zoning modification application # 21-1340 and determined the changes to be de mimimis. As such, the previous approval shall stand.

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

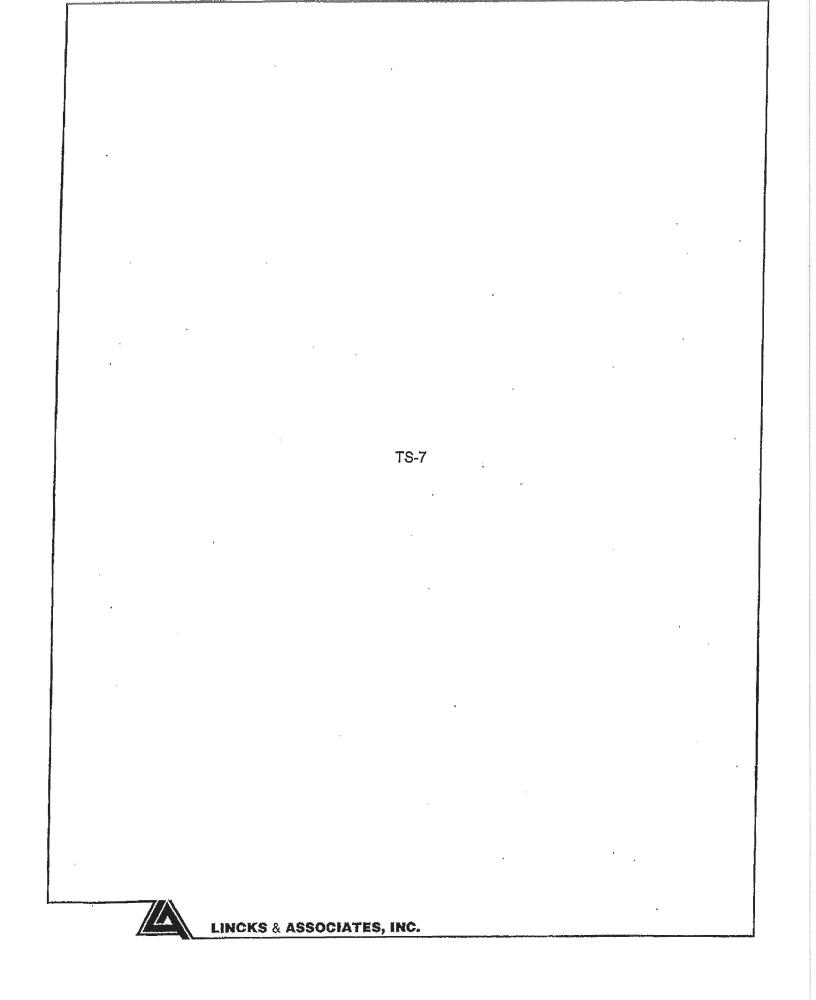
Sincerely, Michael J. Williams

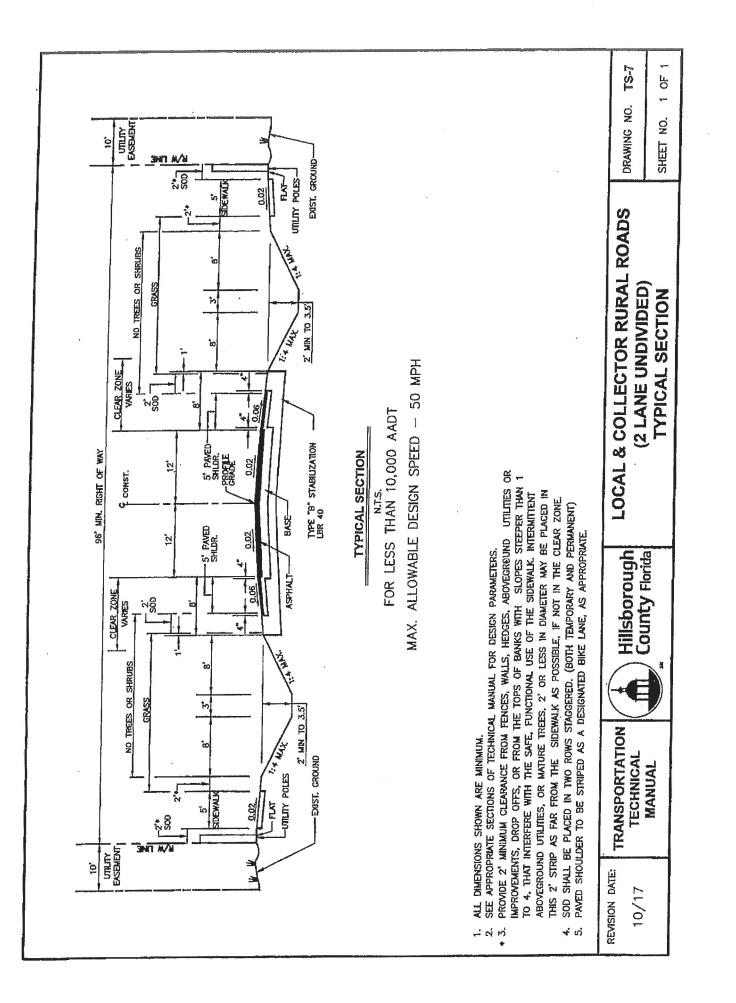
Michael J. Williams Hillsborough County Engineer

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# APPENDIX







**LINCKS & ASSOCIATES, INC.** 



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:

 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.

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

Place the EoR seal on the same page as the County Eng final recommendation.
 <u>Response:</u>
 The DE was revised as requested.

The DE was revised as requested.

3. Show milling and resurfacing of existing pavement on Seg A & C typical. <u>Response:</u>

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.

5023 West Laurel Street Tampa, Florida 33607 813 289 0039 Telephone 813 287 0674 Telefax www.lincks.com Website 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 <u>shenry@lincks.com</u> or (813) - 559 - 9589.

LINCKS & ASSOCIATES, INC.

Steven Henry , P.E.

President

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

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

Project Trip Generation   Not applicable for this request					
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips		
Existing	10,912	1,418	1,138		
Proposed	18,361	1,920	1,954		
Difference (+/-)	(+) 7,449	(+) 502	(+) 816		

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

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

<b>Design Exception/Administrative Variance</b> Not applicable for this request			
Road Name/Nature of Request	Туре	Finding	
Saffold Rd Substandard Rd	Design Exception Requested	Previously Approved –	
Saffold Rd. – Substandard Rd. Design Exception Requested Changes De minimis			
	Choose an item.	Choose an item.	
Notes: The proposed changes were found to be de minimis with respect to Saffold Rd. improvements. As such, the			
previously approved DE was permitted to stand a	as-is, pending BOCC approval of the over	erall application.	

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<ul> <li>□ Design Exception/Adm. Variance Requested</li> <li>☑ Off-Site Improvements Provided</li> </ul>	□ Yes □N/A ⊠ No	⊠ Yes □ No	

# COUNTY OF HILLSBOROUGH

# RECOMMENDATION OF THE LAND USE HEARING OFFICER

APPLICATION NUMBER:	MM 22-1301
DATE OF HEARING:	November 14, 2022
APPLICANT:	CC Saffold Farms, LLC
PETITION REQUEST:	The Major Modification request is to modify PD 19-0102 to add a development option to modifies Pods B and C to permit a public school and a conservation area and retains Pod A for residential land uses
LOCATION:	East corner of S. US Highway 301 and Saffold Road
SIZE OF PROPERTY:	58.12 acres, m.o.l.
EXISTING ZONING DISTRICT:	PD 19-0102
FUTURE LAND USE CATEGORY:	WVR-2
SERVICE AREA:	Rural
COMMUNITY PLAN:	Wimauma

# DEVELOPMENT REVIEW STAFF REPORT

***Note**: Formatting issues prevented the entire Development Services Department staff report from being copied into the Hearing Master's Recommendation.

Therefore, please refer to the Development Services Department web site for the

complete staff report.

# **1.0 APPLICATION SUMMARY**

# **Development Services Department**



Applicant: CC Saffold Farms, LLC

FLU Category: WVR-2

Service Area: Rural

Site Acreage: 58.07 +/-

Community Plan Area: Wimauma

Overlay: None

# Introduction Summary:

The subject site is located within PD 19-0102, as most recently modified by PRS 21-0363. PD 19-0102 covers two non- contiguous development areas which transferred density from one area (Bullfrog Creek Mitigation Area) to the other (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) and the permissibility for a public school within 13 distinct development pods.

Existing Approval(s):	Proposed Modification(s):
Existing Approval(s).	
Pod B: Residential development of 100-150 units (single- family detached, single-family attached and/or multi- family units) Pod C: Public school permissible with an alternative residential development option (40-70 residential units)	Retain Pod C and B uses to be designated as Option 1. Add Development Option 2 which combines and enlarges Pods B and C to create Pod B&C. Pod B&C proposed to permit a public school (grades pre-K thru 8 th / 1,620 children), a public park and a conservation area. Alternative residential development not proposed.
Pod A: Residential development of 20-50 residential units.	Retain existing Pod A uses to be designated as Option 1. Add Development Option 2 which permits 20-50 residential units and/or public use facilities.
Proposed 2-lane collector roadway off of Saffold Road located where depicted on the certified site plan (PRS 21-0363)	Retain location of proposed 2-lane collector roadway off of Saffold Road, as depicted on the certified site plan, under Option 1. Shift the proposed 2-lane collector roadway off of Saffold Road southeastward, as depicted on the proposed site plan, under Option 2. Additionally, provide a 12-foot wide multi-purpose pathway along this roadway.

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

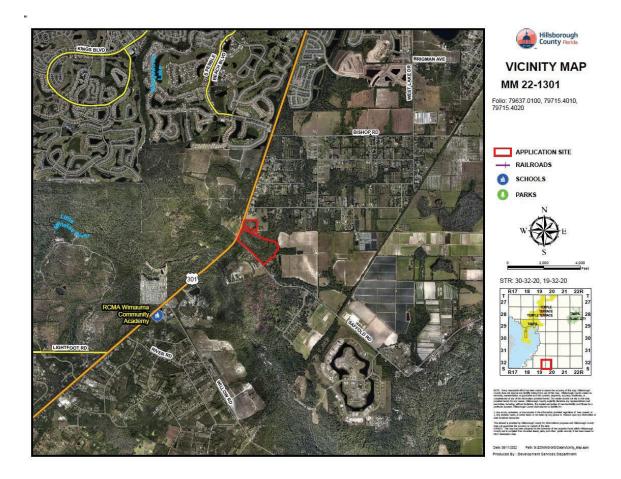
# Planning Commission Recommendation:

# Development Services Recommendation:

Consistent

Approvable, subject to proposed conditions

# 2.0 LAND USE MAP SET AND SUMMARY DATA 2.1 Vicinity Map



# **Context of Surrounding Area:**

The site 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.

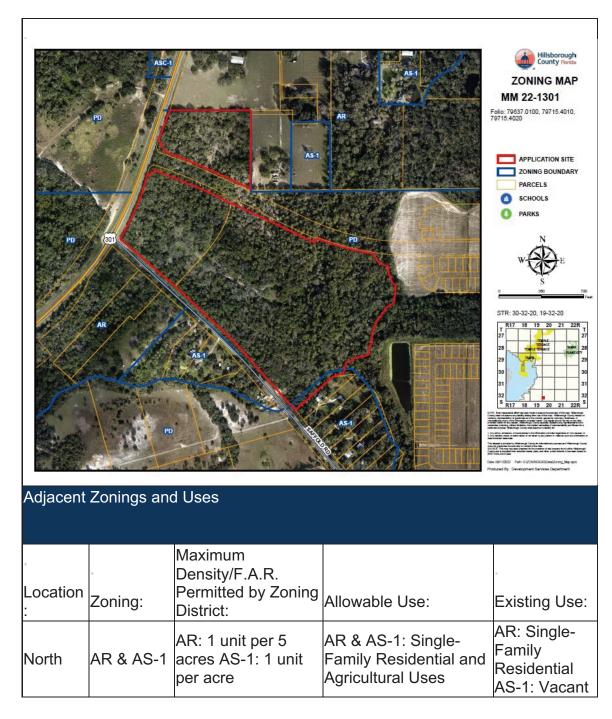
# <complex-block>

#### 2.0 LAND USE MAP SET AND SUMMARY DATA 2.2 Future Land Use Map

Subject Site Future Land Use Category:	WVR-2
	2 units per acre gross / 3.5 units per acre net (clustering to provide open space)

Typical Uses:
---------------

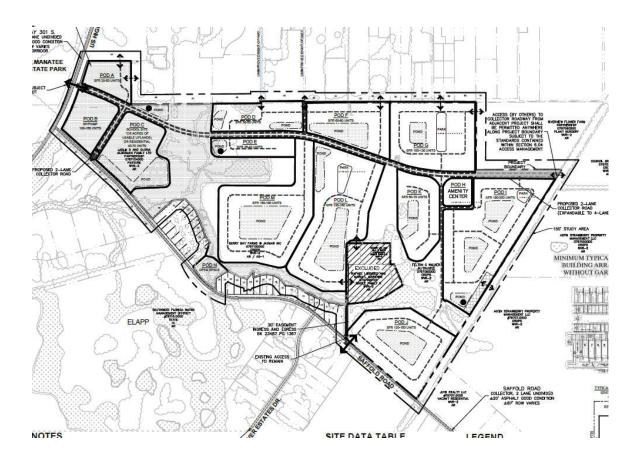
# 2.0 LAND USE MAP SET AND SUMMARY DATA 2.3 Immediate Area Map



South	AR and AS-1	AR: 1 unit per 5 acres AS-1: 1 unit per acre		, Single-Family Residential
East	- PD 19- 0102	N/A	Open space/stormwater	Vacant
West	PD 80- 0147 & PD 91-0181	PD 80-0147 & PD 91-0181: 1 unit per acre	community and park	Park (Little Manatee River State Park)

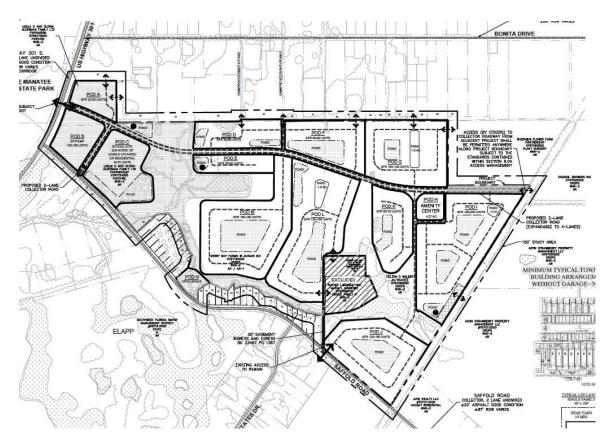
# 2.0 LAND USE MAP SET AND SUMMARY DATA

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



# 2.0 LAND USE MAP SET AND SUMMARY DATA

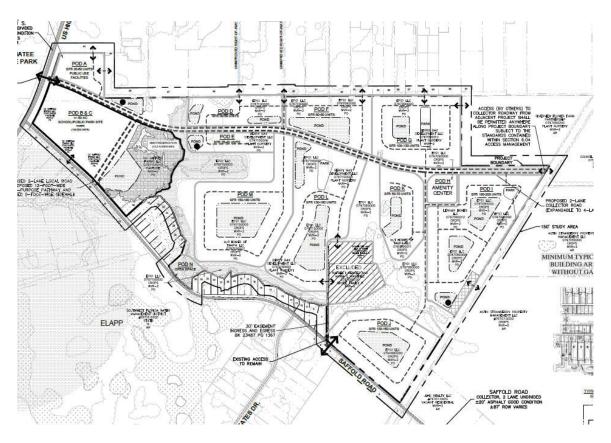
**2.5 Proposed Site Plan** (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



Option 1

# 2.0 LAND USE MAP SET AND SUMMARY DATA

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



Option 2

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
US 301	FDOT Principal Arterial - Rural	2 Lanes □Substandard Road ⊠Sufficient ROW Width	Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other
Saffold Rd.	County Collector - Rural	2 Lanes ⊠ Substandard Road □ Sufficient ROW Width	Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other – (Option Dependent)
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other
	Choose an item.	Choose an item. Lanes □Substandard Road □Sufficient ROW Width	Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other

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

Project Trip Generation  Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	10,912	1,418	1,138
Proposed	18,361	1,920	1,954
Difference (+/-)	(+) 7,449	(+) 502	(+) 816

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

Connectivity and Cross Access  Not applicable for this request				
Project Boundary	Primary Access	Additional	Cross Access	Finding
		Connectivity/Access		rinung
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:				

Design Exception/Administrative Variance ONot applicable for this request				
Road Name/Nature of Request Type Finding				
Saffold Rd. – Substandard Rd. Design Exception Requested		Previously Approved –		
Saliolu ku. – Substandaru ku.	Design Exception Requested	Changes De minimis		
	Choose an item.	Choose an item.		
Notes: The proposed changes were found to be de minimis with respect to Saffold Rd. improvements. As such, the				
previously approved DE was permitted to stand as-is, pending BOCC approval of the overall application.				

# 4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

**Environmental Protection Commission** 

⊠ Yes ⊡No

Natural Resources

□ Yes ⊠No

Conservation & Environ. Lands Mgmt.

□ Yes ⊠No

Check if Applicable: 🛛 Wetlands/Other Surface Waters

□ Use of Environmentally Sensitive Land Credit

Wellhead Protection AreaSurface Water Resource Protection Area

□ Potable Water Wellfield Protection Area ⊠ Significant Wildlife Habitat

□ Coastal High Hazard Area

□ Urban/Suburban/Rural Scenic Corridor ⊠ Adjacent to ELAPP property

# Transportation

□ Design Exc./Adm. Variance Requested ⊠ Off-site Improvements Provided

# Service Area/ Water & Wastewater

□Urban □ City of Tampa ⊠Rural □ City of Temple Terrace

# Impact/Mobility Fees

Not available at the time of filing this staff report.

# Hillsborough County School Board

Adequate □ K-5 □6-8 □9-12 ⊠N/A Inadequate □ K-5 □6-8 □9-12 ⊠N/A

# Planning Commission

 $\Box$  Meets Locational Criteria  $\boxtimes$  N/A  $\Box$  Locational Criteria Waiver Requested  $\Box$  Minimum Density Met  $\boxtimes$  N/A

# Findings

 $\boxtimes$  Yes  $\square$  No

 $\Box$  Inconsistent  $\boxtimes$  Consistent

 $\Box$  Yes  $\boxtimes$ No

#### **5.0 IMPLEMENTATION RECOMMENDATIONS**

#### 5.1 Compatibility

The applicant requests a second development option to provide 1) a consolidated and enlarged area for a public school, public park and conservation area and 2) public use facilities. The public school/public park/conservation area is located where previously permitted for a school and residential development within the westernmost portion of the PD abutting US Highway 301. This area is bordered by roads on all sides. The school will be serving the surrounding community and is appropriately located in proximity to residential. Pod B & C is primarily surrounded by open space within the Berry Bay PD. An enclave of residential is located to the southeast which is not within the subject PD. Within that enclave, the closest home is located approximately 80 feet from the common property line. Only passive park uses are proposed, which will therefore not include active playfields, lighting or other features that could impact surrounding properties. is somewhat isolated within the Berry Bay development.

Public Use Facilities (such as fire stations, police stations, government buildings) are proposed to be located within Pod A. This Pod is located on the east side of US Highway 41 and north side of the Berry Bay east-west collector roadway. Property to the north and east of Pod A is zoned AR and developed with large lot residential and pasture uses. Depending on the location of the public use facility, buffering and screening may be required along the northern and/or eastern boundaries of Pod A. Like the school, these uses serve the community and are beneficial to have within the community rather than at a distant location.

Given the above, staff has not identified any compatibility concerns.

#### 5.2 Recommendation

Approvable, subject to proposed conditions.

Zoning conditions were presented to the Zoning Hearing Master at the hearing and are hereby incorporated into the Zoning Hearing Master's recommendation.

#### SUMMARY OF HEARING

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on November 14, 2022. Mr. Brian Grady of the Hillsborough County Development Services Department introduced the petition.

Ms. Isabelle Albert 1000 North Ashley Drive Tampa testified on behalf of the applicant. She showed a PowerPoint presentation and stated that the Major Modification is to an existing development that is located in South County just south of Wimauma Village on US Hwy. 301 and Saffold Road. The area of modification is 58.07 acres in size and currently approved for three Pods which include a school, single-family and multi-family residential. The school site was enlarged to include a park as well as an option for single-family development.

Hearing Master Finch asked if the modification proposes to increase the number of students or acreage. Ms. Kami Corbett replied that the old school was approved as an elementary school for 1,000 students. The new school will be K through 8 and have a maximum of 1,600 students. Hearing Master Finch asked if the existing entitlements would be Development Option 1. Ms. Corbett replied yes.

Hearing Master Finch stated that the existing condition does not identify the number of students. Ms. Corbett replied that the traffic study was done for 1,000 students so the County will hold the applicant to that number. She added that the Interlocal Siting Agreement process has been completed. Hearing Master Finch asked Ms. Corbett to confirm that the modification is not to add a second school but rather increase the entitlements. Ms. Corbett replied that was correct.

Ms. Corbett continued the applicant's presentation by stating that for simplicity purposes, the school was left in Option 1. If Option 1 happens, it would mean that Option 2 did not happen and the development would be single-family.

Ms. Albert completed her presentation by stating that there are no objections from the planning staffs or reviewing agencies. Ms. Corbett clarified the number of students in Option 2 would be 1,620 students.

Ms. Michelle Heinrich of the Development Services Department, testified regarding the County staff report. Ms. Heinrich testified that the request is for a Major Modification to PD 19-0102. The PD zoning is approved for 1,047 residential units and a public school which has not been officially cited. She stated that the plan delineates Pod B and C. Pod B is approved for single-family and multi-family residential. Pod C allows a public school or alternatively

residential development. Ms. Heinrich testified that under the modification, the current plan will be designated as Option 1 and a second development option is proposed for the area. Option 2 combines and enlarges Pod B and C into Pod B-C which will permit a public school, public park and conservation area. The public school will be officially cited in accordance with the Hillsborough County Interlocal Agreement. No residential is proposed in Option 2. Option 2 also changes Pod A which permits residential development. Public use facilities will be permitted in lieu of residential on Pod A. Also under Option 2, the approved two-lane collector roadway off scaffold Road will be located slightly southward and provide a 12-foot wide multi-purpose pathway. Ms. Heinrich concluded her presentation by stating that the applicant submitted all the required information and staff found the location of the school to be compatible with the area it will serve. Staff found the request approvable.

Hearing Master Finch asked Ms. Heinrich about the revised transportation agency review comments and whether the queuing area is included in the proposed change. Ms. Heinrich replied that there is a zoning condition that requires queuing to be demonstrated. She asked Mr. Ratliff of the County's Transportation Review staff to comment.

Mr. James Ratliff with the County's Transportation Review section testified that the queuing review is found in proposed zoning condition 6.4. He detailed a formatting issue with the conditions and stated that the condition is found under 5.1.

Mr. Grady of the Development Services Department testified that the zoning conditions will be revised to change the numbering.

Ms. Andrea Papandrew of the Planning Commission testified regarding the Planning Commission staff report. Ms. Papandrew stated that the property is designated Wimauma Village Residential-2 by the Future Land Use Map and is located within the Rural Service Area and the Wimauma Community Plan. She described the request and stated that Ms. Papandrew testified that the request meets the intent of Policy 17.1 regarding residential support uses. She cited other plan policies which the modification complied with and stated that the modification is consistent with the Wimauma Community Plan and the Comprehensive Plan.

Hearing Master Finch asked audience members if there were any proponents of the application. None replied.

Hearing Master Finch asked audience members if there were any opponents of the application. None replied.

County staff did not have additional comments.

Ms. Corbett testified during the rebuttal period that she did not follow the staff discussion regarding the required queuing area and revised zoning conditions.

Mr. Ratliff of the County's Transportation staff testified that there were no changes to the queuing condition. The changes pertain to condition 18 which made some modifications to the traffic signal condition.

Hearing Master Finch asked Mr. Ratliff to confirm that his latest comments were dated 11-14-22. Mr. Ratliff replied that was correct.

Ms. Corbett thanked County staff for their help with this complicated rezoning application. She asked Mr. Henry to testify regarding roadway improvements.

Mr. Steve Henry 5023 West Laurel Tampa testified on behalf of the applicant regarding transportation. Mr. Henry stated that the improvements on US 301 at the project access including a southbound left turn land have been done. The northbound right turn lane on 301 into the access point has been constructed in addition to the westbound left turn lane from the project access onto US 301. Additionally, a southbound left turn lane on 301 at Saffold Road and a northbound right turn lane on 301 at Saffold Road has been done. The Saffold Road improvements which include adding an unpaved shoulder and turn lanes and sidewalks with a 10-foot trail have been done and almost ready to be certified by the County and DOT.

Hearing Master Finch then concluded the hearing.

# **EVIDENCE SUBMITTED**

Ms. Timateo submitted revised County Transportation comments into the record. Ms. Corbett submitted a copy of the PowerPoint presentation and a copy of the Berry Bay Written Request and Interlocal Agreement Report into the record.

# PREFACE

All matters that precede the Summary of Hearing section of this Decision are hereby incorporated into and shall constitute a part of the ensuing Findings of Fact and Conclusions of Law.

# **FINDINGS OF FACT**

- The subject site is 58.12 acres in size and is zoned Planned Development (19-0102). The property is designated Wimauma Village Residential-2 (WVR-2) by the Comprehensive Plan and located in the Urban Service Area and the Wimauma Community Planning Area.
- 2. The Planned Development (PD) is approved for a mixed use development that includes 1,047 dwelling units (subject to the availability of employment and commercial in the Wimauma Community Plan Village area) and a public school with a maximum of 1,000 students as based on the approved traffic analysis.

- 3. The Major Modification request proposes to add a second development option for the PD. Option 1 would represent the existing approved entitlements. Option 2 would combine Pods B and C to be labeled Pod B & C and permit a public school with an increase in the number students to 1,620 grades K through 8. Pod A would continue to permit residential and also permit public use facilities. Additionally, the proposed two-lane collector roadway off of Saffold Road would be relocated to the southeast with the required 12-foot wide multi-purpose path to be installed along the roadway.
- 4. The development is subject to Land Development Code Section 6.03.10 regarding an on-site vehicular queuing plan for the school.
- 5. The Planned Development continues to be subject to the standards of the Wimauma Community Plan Village which require documentation regarding employment opportunities to develop more than 663 dwelling units.
- 6. No Planned Development variations or waivers are requested.
- 7. The Planning Commission staff testified that the proposed modification is consistent with Policy 17.1 regarding residential support uses. The Planning Commission staff found that the modification is consistent with the Wimauma Community Plan and the Comprehensive Plan.
- 8. No testimony in opposition was presented at the Zoning Hearing Master hearing.
- 9. The applicant submitted the information necessary for the evaluation of the proposed school site under Option 2. Staff found the location to be compatible with the surrounding uses and in proximity of the residential neighborhoods that will benefit from the school.
- 10. The applicant's transportation engineer testified regarding numerous PD required roadway improvements that have been completed and are currently being certified as complete by Hillsborough County and the Florida Department of Transportation.
- 11. The proposed modification to provide a second development option regarding the public school and other site plan amendments is consistent with the Comprehensive Plan and Land Development Code.

#### FINDINGS OF COMPLIANCE/NON-COMPLIANCE WITH THE HILLSBOROUGH COUNTY COMPREHENSIVE PLAN

The Major Modification request is in compliance with and does further the intent of the Goals, Objectives and the Policies of the Future of Hillsborough Comprehensive Plan.

#### CONCLUSIONS OF LAW

Based on the Findings of Fact cited above, there is substantial competent evidence to demonstrate that the requested Major Modification to the Planned Development zoning is in conformance with the applicable requirements of the Land Development Code and with applicable zoning and established principles of zoning law.

#### SUMMARY

Planned Development 19-0102 is approved for 1,047 dwelling units (subject to the availability of employment in the Wimauma Community Plan Village area) and a public school with a maximum of 1,000 students as based on the approved traffic analysis. The property is designated RES-6 by the Comprehensive Plan and located within the Riverview Community Planning Area.

The Major Modification request proposes to provide a second development option. Option 1 would represent the existing approved entitlements. Option 2 would combine Pods B and C to be labeled Pod B & C and permit a public school with an increase in the number students to 1,620 grades K through 8. Pod A would continue to permit residential and also permit public use facilities. Additionally, the proposed two-lane collector roadway off of Saffold Road would be relocated to the southeast with the required 12-foot wide multi-purpose path to be installed along the roadway.

The Planning Commission supports the modification and found it consistent with the Wimauma Community Plan and the Comprehensive Plan.

The modification is consistent with the Comprehensive Plan and Land Development Code.

#### RECOMMENDATION

Based on the foregoing, this recommendation is for **APPROVAL** of the Major Modification to Planned Development 19-0102 as indicated by the Findings of Fact and Conclusions of Law stated above subject to the zoning conditions prepared by the Development Services Department.

Sum M. Fine

Susan M. Finch, AICP Land Use Hearing Officer December 7, 2022

Date



## Hillsborough County City-County Planning Commission

Unincorporated Hillsborough County Rezoning						
Hearing Date: November 14, 2022 Report Prepared: November 2, 2022	Petition: MM 22-1301 Folio: 79715.4010 Northeast corner of Saffold Road and US Highway 301					
Summary Data:	·					
Comprehensive Plan Finding:	CONSISTENT					
Adopted Future Land Use:	Wimauma Village Residential-2 (2 du/ga; 0.25 FAR)					
Service Area:	Rural					
Community Plan:	Wimauma					
Requested Zoning:	Requests to modify existing Planned Development 19-0102 to reconfigure Pods B and C to allow for a second development option and retain approved entitlements under Option 1					
Parcel Size (Approx.):	418.21± acres					
Street Functional Classification:	US Highway 301 – <b>State Principal Arterial</b> Saffold Road – <b>County Collector</b>					
Locational Criteria:	N/A					
Evacuation Zones:	D & E					



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

#### **Context**

- The subject site is 418.21± acres and is located on the northeast corner of Saffold Road and US Highway 301. The site is located within the Rural Area and located within the limits of the Wimauma Community Plan.
- The site is designated as Wimauma Village Residential-2 (WVR-2) on the Future Land Use Map. Typical allowable uses within the WVR-2 Future Land Use category include agriculture, residential uses, multi-purpose and clustered projects. To satisfy locational criteria requirements for non-residential uses, the required non-residential square footage is required to be contained in the Wimauma Village Downtown, the West End Commercial District, and the Wimauma Village Light-Industrial and Office District. To the west the Future Land use designation is Natural Preservation (N).
- The site is zoned Planned Development (PD 19-0102). Pod B is currently approved for residential, and Pod C is currently approved for public school or residential. Existing land uses immediately surrounding the of property include single-family residential and agricultural land.
- The applicant requests to modify the existing PD 19-102 and retain the current entitlements for Pods B and C as Development Option 1 and add a Development Option 2 to combine Pods B and C to allow a public school for Pre-K-8 with approximately 1,620 children.

#### **Compliance with Comprehensive Plan:**

The following Goals, Objectives, and Policies apply to this rezoning request and are used as a basis for a consistency finding.

#### FUTURE LAND USE ELEMENT

**Policy 1.4:** Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

**Policy 4.2:** For the purpose of this Plan, planned villages shall be considered areas identified as Residential Planned-2 or Wimauma Village-2 on the Future Land Use Map within the Rural Area. Rural communities are generally existing areas shown on the Future Land Use map at densities higher than 1 du/5ga and up to 1 du/ga outside the USA. Suburban enclaves are those existing areas shown on the Future Land Use Map as higher than 1 du/ga outside the USA.

**Policy 4.3:** The Residential Planned-2 or Wimauma Village-2 land use category shall not be expanded outside of the Urban Service Area.

**Policy 4.5:** Clustered development can only be used for projects where substantial open space can be maintained and still retain the rural character of the surrounding community or where clustering is used to achieve the requirements of the RP-2/WVR-2 or PEC ½ land use categories. The open space maintained in this case can be used for passive recreational use, bona fide

agricultural purposes or placed into a conservation easement. These lands are not intended to be used for future development entitlements.

#### ENVIRONMENTAL CONSIDERATIONS

**Objective 13:** New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan.

**Policy 13.6:** The County shall protect significant wildlife habitat, and shall prevent any further net loss of essential wildlife habitat in Hillsborough County, consistent with the policies in the Conservation and Aquifer Recharge Element and Land Development Code.

#### Neighborhood/Community Development

**Objective 16:** Neighborhood Protection The neighborhood is a functional unit of community development. There is a need to protect existing neighborhoods and communities and those that will emerge in the future. To preserve, protect and enhance neighborhoods and communities, all new development must conform to the following policies.

**Policy 16.1:** Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as:

- a) locational criteria for the placement of non-residential uses as identified in this Plan,
- b) limiting commercial development in residential land use categories to neighborhood scale;
- c) requiring buffer areas and screening devices between unlike land uses;

**Policy 16.2:** Gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering and screening techniques and control of specific land uses.

**Policy 16.3:** Development and redevelopment shall be integrated with the adjacent land uses through:

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

**Policy 16.5:** Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.

**Objective 17: Neighborhood and Community Serving Uses** Certain non-residential land uses, including but not limited to residential support uses and public facilities, shall be allowed within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible to the surrounding residential development pattern.

#### **Policy 17.1:**

Residential support uses (childcare centers, adult care centers, churches, etc.) is an allowable land use in any of the residential, commercial and industrial land use plan categories consistent with the following criteria:

a) The facility shall be of a design, intensity and scale to serve the surrounding neighborhood or the non-residential development in which it occurs, and to be compatible with the surrounding land uses and zoning;

#### Wimauma Village Residential -2

**Objective 48: Purpose of WVR-2 land use plan category** The purpose of the WVR-2 land use plan category is to discourage the sprawl of low-density residential development into rural areas, to protect and conserve agricultural lands, to provide a residential base to support commercial development in downtown Wimauma and direct potentially incompatible development away from environmental areas (I.e., wetlands, corridors, significant native habitats, etc.). The intent of this Objective is to support private property rights, promote community benefits that protect the rural nature of the community on the whole, and preserve the areas' natural, cultural, and physical assets.

**Policy 48.5: Typical Uses and Floor Area Ratio** Typical uses found within WVR-2 include agriculture, residential, public, residential support and district specific nonresidential uses (commercial, industrial or otherwise) Residential support uses with a maximum 0.25 FAR may be considered within any WVR-2 designated property. Proposed developments of 100 or more acres shall reserve at least 1.5% gross acreage to establish a neighborhood center that may provide such uses. The Wimauma Downtown East district allows consideration of a variety of employment generating uses with a maximum 0.25 FAR. The Wimauma Downtown East district is established to provide employment opportunities that complement, enhance or otherwise further the Wimauma Community Plan and may include certain commercial, industrial, agricultural, or residential uses along or in proximity to SR 674. The Wimauma Downtown East district shall be guided by the Wimauma Downtown Overlay and other applicable sections of this Plan and the LDC.

#### **ONE WATER**

**Objective 4.3** Limit public potable water and wastewater lines from being extended into the Rural Area, except under specified conditions.

**Policy 4.3.1** Public potable water and wastewater lines shall not be permitted to be extended into the Rural Area unless this extension occurs to:

d. Provide for the extension of centralized potable water or wastewater infrastructure to serve Hillsborough County Public Schools operated by the Hillsborough County School Board, so long as the service lines are designed to accommodate solely the service demands of the school, consistent with the Interlocal Agreement for School Facilities Planning and Siting and School Concurrency;

#### PUBLIC SCHOOLS FACILITIES ELEMENT

**PSF Objective 1.3:** The County shall support the School District in its effort to provide for, locate and expand schools in a coordinated manner and shall support the School District's efforts to ensure the planning, construction, and opening of educational facilities are coordinated in time and place, concurrent with necessary services and infrastructure, and ensuring compatibility and consistency with the Comprehensive Plan.

**PSF Policy 1.3.1:** The County shall coordinate with the School Board to assure that proposed public school facility sites are consistent with the applicable land use categories and policies of the comprehensive plan and consistent with the plan's implementing regulations. Pursuant to Section 1013.33, Florida Statutes, the County will consider each site plan as it relates to environmental, health, safety and welfare concerns, as well as the effects on adjacent property. The adopted Interlocal Agreement includes procedures and guidelines for the selection of future school sites related to:

- 1. Acquisition of school sites which allow for future expansions to accommodate future enrollment and other facility needs which promote the County's development and redevelopment objectives deemed beneficial for joint-uses, as identified by the School Board and the County; and
- 2. Coordination of the location, phasing, and development of future school sites to ensure that site development occurs in conjunction with the provision of required infrastructure to serve the school facility.

**PSF Policy 1.3.4:** The preferred locations for public schools, whether elementary, middle or high schools are within the Urban Service Area (USA) and shall be allowed in all future land use categories, with the exception of heavy industrial and natural preservation as delineated on the Future Land Use Map, consistent with the siting criteria in Policy 1.3.5. However, residential development will continue to occur at approved levels within areas designated Rural Service Area and public schools will be necessary under certain circumstances within these areas as provided in Policy 1.3.6.

**PSF Policy 1.3.6:** The location of schools may be considered in all rural land use plan categories within the Rural Service Area, except heavy industrial and natural preservation, only upon demonstrated need, subject to the following criteria:

a. The school board has demonstrated that the location and design of the proposed school is intended to predominately accommodate the student population living within the rural service area and that approval will not create the need for extension of centralized water and wastewater facilities outside the urban service area other than service lines designed to accommodate solely the service demands of the school or the need for roadway improvements not already contemplated in the County's Capital Improvements Plan.

#### Livable Communities Element: Wimauma Community Plan

*Wimauma Village Residential-2 (WVR-2)* – Establish the Wimauma Village Residential-2 (WVR-2) Future Land Use Category in areas previously classified as Residential Planned-2 (RP-2) inside the boundaries of the Wimauma Village Plan)

- 8. Education Improve educational opportunities at all levels
  - Provide early childhood care co-located with educational facilities or community services
  - Require applicants of re-zonings containing 50 or more residential units to consult with the "School District of Hillsborough County" regarding potential school sites

#### Staff Analysis of Goals, Objectives and Policies:

The total site is 418.21± acres (PD 19-0102) and is located on the northeast corner of Saffold Road and US Highway 301. The site is located within the Rural Area and located within the limits of the Wimauma Community Plan. The applicant requests to modify the a portion of the existing PD 19-0102 and retain the current entitlements for Pods B and C as

Development Option 1 and add a Development Option 2 to combine Pods B and C to allow a public school for Pre-K-8 with approximately 1,620 children on 34 acres. The applicant requests to maintain the total maximum number of residential units under Development Option 1 for the PD that was previously approved, which is a total of 1,047 units and meets the intent of Future Land Use Element (FLUE) Objective 48 and its associated policies.

The site is designated as Wimauma Village Residential-2 (WVR-2) on the Future Land Use Map. The intent of the WVR-2 category is to designate areas inside the boundaries of the Wimauma Village Plan that are suited for agricultural development in the immediate horizon of the Plan but may be suitable for the expansion of the Wimauma Village as described in the Plan. The character of the area is mainly large lot single family residential, agricultural and land located in the Environmental Land Acquisition and Protection Program (ELAPP).

The site is contains Significant Wildlife Habitat and the proposed development proposes to adhere to the associated requirements of Land Development Code. The Natural Resources Department did not object subject to conditions, therefore the proposal is consistent with FLUE Policy 13.6.

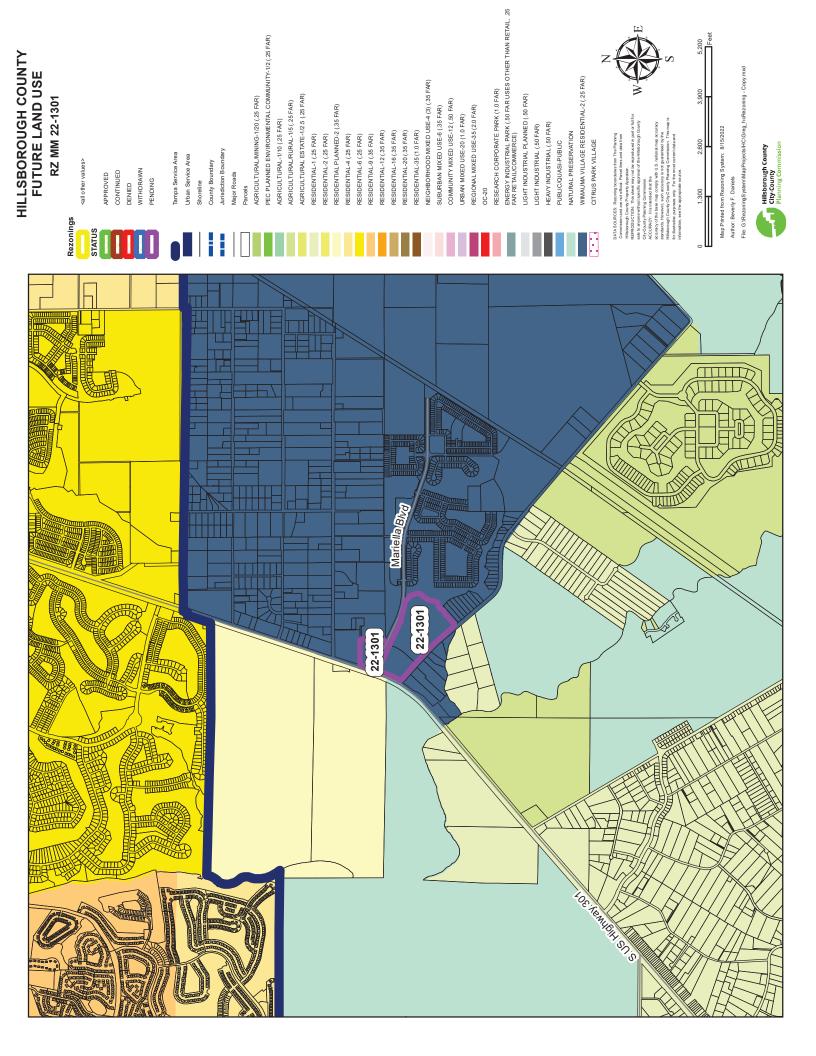
The proposal is consistent with FLUE Objective 16 and associated policies relating to neighborhood development as the proposed school use is being integrated into the residential neighborhood and providing a residential support use where a need has been determined. The application is also consistent with Objective 17 and Policy 17.1 relating to residential support uses.

This proposal is under review by the Hillsborough County School Board and according to the applicant, a community meeting was held. This meets the intent of the Wimauma Village Community Plan, which states that residential projects with 50 or more units should consult with the School District regarding potential school sites. At the time of drafting this report, Planning Commission staff had not received transportation comments based on the October 19th site plan submittal, therefore Planning Commission staff finding did not take transportation comments into consideration for the analysis of the request.

Overall, staff finds that the proposed school use would facilitate growth and supports the vision of the Wimauma Community Plan. The major modification would allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Element of the *Unincorporated Hillsborough County Comprehensive Plan*. The request is compatible with the existing development pattern found within the surrounding area.

#### **Recommendation**

Based upon the above considerations, the Planning Commission staff finds the proposed major modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the conditions proposed by the Development Services Department.



# GENERAL SITE PLAN FOR CERTIFICATION



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

## HILLSBOROUGH COUNTY DEVELOPMENT SERVICES DEPARTMENT

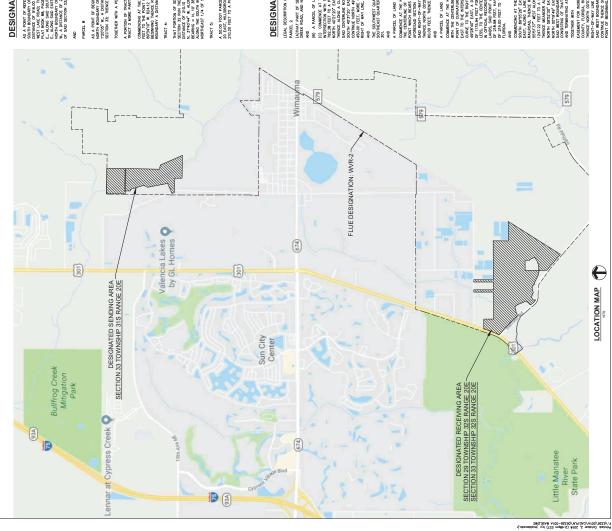
**GENERAL SITE PLAN REVIEW/CERTIFICATION** 

#### BOARD OF COUNTY COMMISSIONERS

Harry Cohen Ken Hagan Pat Kemp Gwendolyn "Gwen" Myers Kimberly Overman Mariella Smith Stacy R. White COUNTY ADMINISTRATOR Bonnie M. Wise COUNTY ATTORNEY Christine M. Beck INTERNAL AUDITOR Peggy Caskey

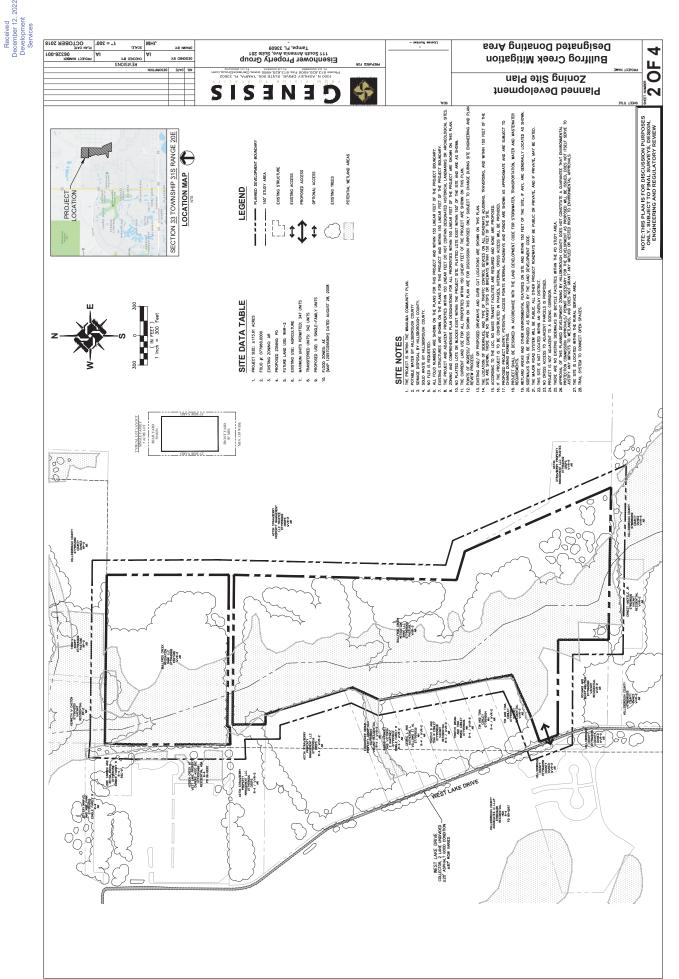
DEPUTY COUNTY ADMINISTRATOR Gregory S. Horwedel

Project Name: Berry Bay	
zoning File: None	Modification: MM (22-1301)
Atlas Page: None	Submitted: 12/12/22
To Planner for Review: 12/12/22	
Contact Person: Isabelle Albert	Phone: 813-331-0976/ ialbert@halff.com
<b>Right-Of-Way or Land Required for I</b> The Development Services Department	Dedication: Yes No
The Development Services Department Services Department Site Plan for the following reasons:	ent RECOMMENDS DISAPPROVAL of this General
Reviewed by: Michelle Heinric	ch _{Date:} 12/13/22
Date Agent/Owner notified of Disapp	roval:



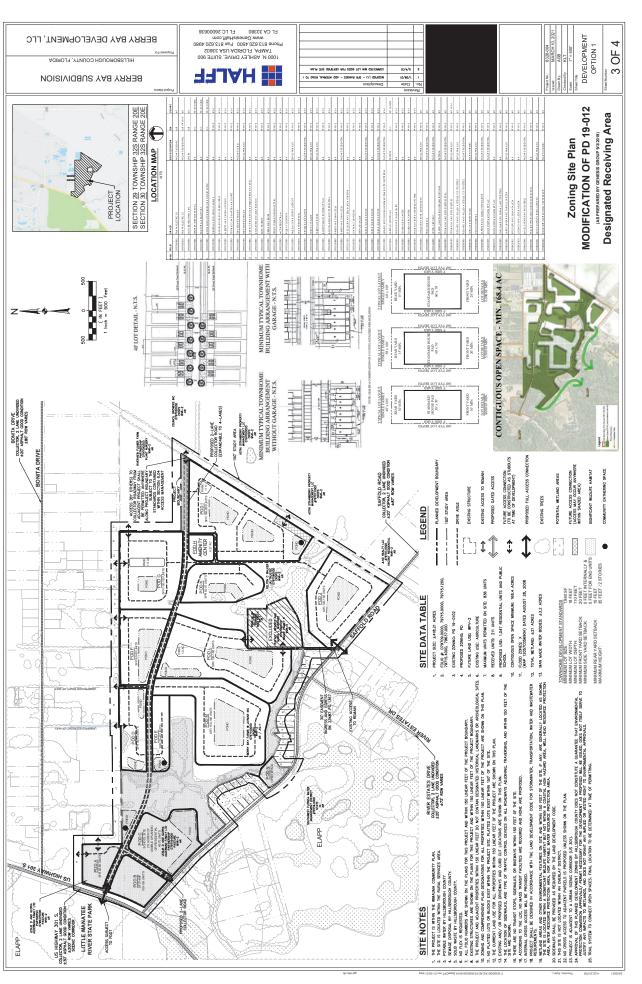
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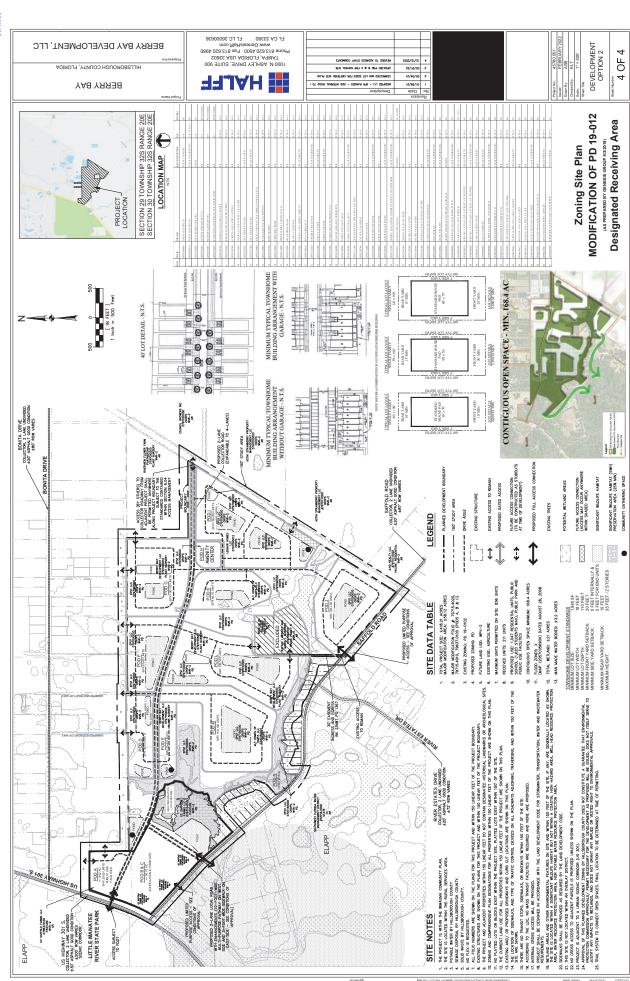
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Received December 12, 2022 Development Services



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# AGENCY COMMENTS

#### AGENCY REVIEW COMMENT SHEET

**REVIEWER: James Ratliff, AICP** AGENCY/DEPT: Transportation PLANNING AREA/SECTOR: WM/ South PETITION NO: MM 22-1301 This agency has no comments. This agency has no objection. Х This agency has no objection, subject to listed or attached conditions. This agency objects for the reasons outlined below.

#### **NEW AND MODIFIED CONDITIONS OF APPROVAL**

TO: Zoning Technician, Development Services Department

#### Modified Conditions

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

- 1. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, Ddevelopment shall be limited to a maximum of 1,047 residential units. Additionally:
  - 1.1 Under Development Option 1, Aa non-charter public school shall be permissible where depicted on the general site plan (Pod C).
  - 1.2 Under Development Option 2, a non-charter K-8 public school (with a maximum enrollment of 1,620 students) shall be permissible where depicted on the general site plan (Pod B & C).
- Under Development Option 1, Pods A, C, D, E, F, G, I, J, K, L and M shall be limited to single-family detached 2. residential. Each pod shall be limited to the maximum number of units provided for each pod on general site plan. Alternatively, a non-charter public school in accordance with conditions 1.1 and 6 shall be permissible in Pod C in lieu of residential.
- 3. Under Development Option 1, Pod B shall be limited to a maximum of 150 single-family detached, singlefamily attached or multi-family units. Pod B shall be limited to the maximum number of residential units provided on the general site plan.
- Under Development Option 2, Pods A, D, E, F, G, I, J, K, L and M and Pod C shall be limited to single-family 4. detached residential. Each pod shall be limited to the maximum number of units provided for each pod on general site plan.
- Under Development Option 2, Pod B & C shall be limited to single-family detached, single-family attached or multi-family units. Pod B & C shall be limited to the maximum number of residential units provided on the general site plan. Alternatively, a K-8 public school and public park in accordance with conditions 1.2 and 7 shall be permissible in Pod B & C in lieu of residential.

DATE: 11/08/2022

- 46. Under Development Option 1, Tthe Planned Development shall permit a <u>non-charter</u> public school facility where depicted on the general site plan. The school site shall be a minimum of 15 upland acres in size. Development of this public school shall require compliance by the School Board with the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency. Should this site not be dedicated to Hillsborough County Schools, a maximum of 70 single-family detached units shall be permitted.
  - 46.1 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.
  - 46.2 Any and all roadways within the Planned Development serving and/or providing access to the <u>non-charter</u> public school parcel shall be platted to the <u>non-charter</u> 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 <u>non-charter</u> public school parcel.
  - 6.3 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 the north-south collector roadway.
  - 6.4 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:
    - 7.1.1 The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,
    - 7.1.2 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.
- 7.Under Development Option 2, the Planned Development shall permit a K-8 public school facility and public<br/>park where depicted on the general site plan. Should this site not be developed with such uses, a maximum<br/>of 220 residential units shall be permitted. These residential units, if developed, shall not be in addition to the<br/>total number of residential units permitted.
  - 7.1 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:
    - 7.1.1 The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,
    - 7.1.2 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.

- 7.2 The 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 Saffold Rd.
- 7.3 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).
- 7.4 The school's east-west collector roadway vehicular connection shall be aligned with the vehicular access to Pod A.
- 14. As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd., <u>under Development Option 1 or 2</u>, consistent with the Design Exception(<u>dated March 21, 2019 and last revised April 18, 2019</u>), and which was approved by the County Engineer (<del>dated on</del> 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.
- 18. The developer shall construct the following With regards to required site access improvements:

18.1 Under Development Options 1 and 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;
    - . A southbound to westbound right turn lane on the proposed north-south collector roadway onto Saffold Rd.;

- An castbound to northbound left turn lane on Saffold Rd. onto the proposed north-south collector roadway;
- ge. An eastbound to northbound left turn lane on Saffold Rd. into the easternmost project driveway.
- 18.2 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.
- 18.3 Under Development Option 2, with each increment of development within Pods A, B and C, 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.
- 18.4 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 leftturnleft turn lane on Saffold Rd. onto US 301.

#### 19. With regards to certain internal roadways:

- 19.1 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.
- 19.2 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 eastwest 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<br/>east side of the north-south road. There shall be a minimum 8-foot wide grass/sod<br/>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.

#### Other Conditions:

- Prior to certification of the General Development Plan (GDP), the applicant shall revise the GDP, Development Option 2 sheet to:
  - Add an access arrow onto Saffold Rd. in a location corresponding to the location of the north-south access road (as was shown on the Option 1 plan);
  - Replace the label reading "Proposed 2-Lane Local Road Proposed 12-Foot-Wide Multi-Purpose Pathway and Proposed 5-Foot Wide Sidewalk" with a label reading "Proposed 2-Lane Local Road with Enhancements (12-Foot Wide Multi-Purpose Pathway on West Side and 5-foot Wide Sidewalk on East Side – See Conditions of Approval"; and,
  - Add a label to the Pod B & C access to Saffold Rd. reading "Proposed Limited Purpose Access See Conditions of Approval".

#### PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to a Major Modification (MM) for a +/- 58.07 ac. portion of a larger Planned Development (PD) zoning 19-0102, as most recently amended via PRS 21-0363. 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  $\pm$  1,000 student non-charter elementary school.

The applicant is proposing to add a new development option (Development Option 2) which combines and reconfigures Pods B & C, and would allow entitlements of up a 1,620 student K-8 public school. The applicant is also proposing to modify the Pod A entitlements to permit Public Use Facility uses as an additional option. residential dwelling units or a 1,535 student K-8 private school. The applicant is also proposing to modify the roadway in this option from Collector to Local roadway (which will remove bicycle facilities from one side of the roadway as further discussed in the site access section of this report below), as well as add an additional access connection to/from Saffold Rd. to serve the Pod B & C school.

Consistent with the Development Review Procedures Manual (DRPM) and Interlocal Agreement for School Facilities Planning, Siting and Concurrency, the developer submitted a transportation and site access analysis for the proposed project. The report adequately analyzed impacts from the adjacent school but did not analyze impacts to the public use facility portion of the project. As such, staff has required a condition that the trip generation and site access analysis be conducted with each increment of development within Pods A, B and C to determine any site access improvements which may be warranted. Staff has prepared the below comparison of the potential number of trips generated under the existing and proposed zoning designations. Utilizing the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition.

Existing Zoning (Receiving Area Only):

Land Use/Size	24 Hour Two-	Total Peak Hour Trips		
Land Use/Size	Way Volume	AM	PM	
PD, 1,047 Single-Family Detached Dwelling Units (ITE Code 210)	9,022	748	968	
PD, 1,000 Student Elementary School (ITE LUC 520)	1,890	670	170	
Subtotal:	10,912	1,418	1,138	

Proposed Zoning (Receiving Area Only):

Land Use/Size	24 Hour Two-	Total Peak Hour Trips		
Land Use/Size	Way Volume	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-	Total Peak	Hour Trips
	Way Volume	AM	PM
Difference	(+) 7,449	(+) 502	(+) 816

#### 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

#### <u>Generally</u>

Access to the project under new Development Option 2 is largely the same as it was for the existing approved Development Option 1; however, the applicant is proposing to shift the location of the north/south roadway to the east. This roadway connects Saffold Rd. and the east-west collector roadway within the western portion of the project. The applicant is also proposing to down classify the roadway from a collector roadway to proposing to take access to the project via US 301 and Saffold Rd. Lastly, the applicant is proposing a new limited purpose access (to serve busses) from Pod B & C to Saffold Rd.

#### North-South Roadway Down Classification/ Change to Bicycle Facilities

For new Development Option 2, the applicant is proposing to "down classify" the relocated north-south roadway from a collector roadway to a local roadway. When comparing an urban collector roadway typical section to the local roadway (residential subtype) typical section, the local roadway has Miami

curbing instead of Type F curbing, narrower lanes (10 feet instead of 11 feet) and no bicycle facilities, in lieu of the 7-foot buffered bicycle lanes on both sides of the roadway which would otherwise be required, among other differences which can be noted by reviewing the appropriate Typical Sections within the Hillsborough County Transportation technical Manual (TTM).

Local roadways and collector roadways also significantly differ in the degree of access management (i.e. local roadways per greater connections and also allow residential driveways which could have traffic entering the roadway in a backing motion instead of a forward motion (as is preferred for busier collector and arterial roadways or those roadways within dedicated bicycle facilities, onto which such backing movements are significantly less safe).

Upon reviewing the reconfigured site, surrounding uses and future land use designations, transportation analysis, and after a discussion with the applicant's transportation Engineer, staff agrees that from a capacity standpoint it is appropriate to down classify the roadway; however, staff expressed concerns regarding the elimination of bicycle facilities given the need to provide a bicycle connection between the two collector roadways accommodating bicycle traffic (i.e. the east-west collector roadway and Safford Rd. (also a collector roadway), as well as the need to connect surrounding residential development to the school site via a safer bicycle route.

Staff and the applicant also agreed that multi-purpose pathways are generally safer than the 7-foot buffered bicycle lanes, given that bicyclists are separated from motorists via a raised curb and at least 8-feet of green space. As such, the applicant proposed to construct a 12-foot wide multi-purpose pathway on the west side (school side) of the Option 2 roadway with the standard 5-foot wide sidewalk along the east side of the roadway. Staff concurs with this request. For the reasons described above, staff has also proposed a condition restricting access to the local roadway except for certain limited circumstances.

#### Additional Access to Saffold Rd.

The applicant is proposing to add an additional project access within Development Option 2 to serve the school site (i.e. Pod B & C). Staff examined the applicant's transportation analysis, which indicates a very low volume of trips will utilize this access. As such, staff has conditioned this access such that it is restricted to bus traffic only (in additional to emergency vehicles, if required). This configuration would have the benefit of separating vehicular pick-up/ drop-off and bus traffic, as is preferred for most modern school designs where bussing is provided.

#### Modification to Required Turn Lanes

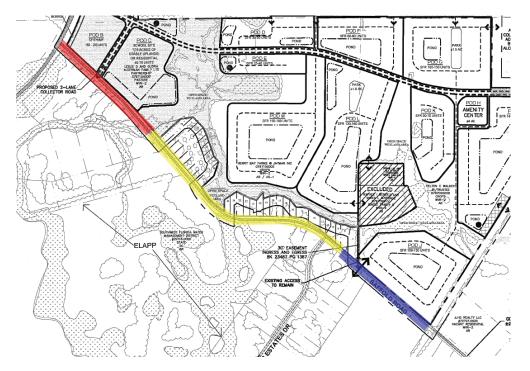
Required turn lanes remain the same under proposed Development Option 1. Staff notes that the reconfigured site layout and additional access point proposed within Development Option 2 will siphon off a certain number of trips making the eastbound to northbound left turning movement from Saffold Rd. onto the north-south roadway. Staff has included a condition requiring each increment of development within Pods A, B, and C to be accompanied by a trip generation and site access analysis to determine whether additional site access improvements may be required.

#### 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). As a part of the subject application, the County Engineer reviewed the request to determine the additional impact on Saffold Rd. from the proposed modification request. Based upon that review, the County Engineer determined that no additional improvements would be needed.

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. As described above, as a part of this zoning request, the County Engineer reviewed the previously approved Design Exception and determined the change to be de minimis. As such, if the BOCC approves 22-1301, this 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

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	d Name: Saffold	Left Shoulder	Lane	Pavement			
		Right Shoulder		Left Swale Right Swale			Left Slope
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_	Dimensions are n	tom pavement euge	UI IAIIB			1	4.4%
					Slope Range:		
	0+00	EOP US 301 NB r	gnt turn jar	1 <b>e</b>	Notes: Dump tr		
	0+51	U.P. 15'LT			US 301 in super	elevation (cu	ive)
	0+52	End of US 301 pav	<i>ing, begin</i>	Saffold paving	50' returns, shou	liders failed t	joth sides
		7.					
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		07076%	36'	5'	6%/6:1		-3,2%
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4			10	<u>ڊ</u>	Notes:		
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\mp	16+00	10'/0'/5%	17'	5'	RT swale slope a RT swale unchar 1:1/3:1	1ged til 14+0 20.1	0
	16+00 15+85			5'	RT swale unchar	nged til 14+0	0
	15+85	107075%	20'	8' 40" cover	RT swale unchar 1:1/3:1 1:1/1:1 Notes:	nged til 14+0 20.1	0 2.7% -4.4%
	15+85	10'/0'/5% 83"x63" elliptical CN	20' AP culvert,	8' 40" cover	RT swale unchar 1:1/3:1 1:1/1:1 Notes:	nged til 14+0 20.1	0 2.7% -4.4%
	15+85	107075%	20' AP culvert,	8' 40" cover	RT swale unchar 1:1/3:1 1:1/1:1	nged til 14+0 20.1	0 2.7% -4.4%
	15+85	10'/0'/5% 83"x63" elliptical CN	20' AP culvert,	8' 40" cover	RT swale unchar 1:1/3:1 1:1/1:1 Notes:	nged til 14+0 20.1	0 2.7% -4.4%
	15+85	10'/0'/5% 83"x63" elliptical CN	20' AP culvert,	8' 40" cover	RT swale unchar 1:1/3:1 1:1/1:1 Notes:	nged til 14+0 20.1	0 2.7% -4.4%
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	15+85 16+00 18+00 17+10 - 18+30 18+75 - 19+65	10/0/5% 83"x63" elliptical CM End of pipe 12' LT, 17'/0'/5% 10'+/0'/3% 4' wood rall fence 3 Change in side slop	20' AP culvert, 9' RT 6' RT 6' RT he LT & RT	8' 40" cover Flow to wetlam Overland flow to for Dug's Creek 8" dia each	RT swale unchar 1:1/3:1 1:1/1:1 Notes: Pavement patche ds road Notes: 5' shoulders at cl	20.1' 20.1' ed both edge 20.5' ulvert group, 14' LT, 11'± F	0 2.7% -4.4% s at culvert 2.8% -2.9% bank eroding T
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	15+85 16+00 18+00 17+10 - 18+30 18+75 - 19+65 19+09 20+00	10/0/5% 83"x63" elliptical CM End of pipe 12'.LT, 17'/0'/5% 10'+/0'/3% 4' wood rall fence 3 Change in side slop Centerline 5 CMP C 6'/0'/7% 6'/0'/8%	20' AP culvert, 9' RT 6' RT 6' RT culverts ~7(23' 21'	8' 40" cover Flow to wetlan Overland flow to for Dug's Creek 8" dia each	RT swale unchar 1:1/3:1 1:1/1:1 Notes: Pavement patche ds road Notes: 5' shoulders at ct End of Pipe: 13- 40' from first pipe 4:1/-	20.5' 20.5' 20.5' 20.5' 20.5'	0 2.7% -4.4% s at culvert 2.8% -2.9% bank eroding T blast.
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Table 1

Ť		affold Road Type: Rural, 2 lane undivided, crown Left Shoulder Left Swale		Lan'e	mit: 35 (posted) ane Pavement		
		Right Shoulder Right Swale			ale		Left Slope
	Cintian	Total/Paved/Slope	Offect (#)	Rot Midth 7	ft) Slopes (f/b)	Width	Right Slope
Plc	Station 24+00	107074%	15'	Bot. Width (2' 2'	8:1/6:1	20.3	1.7%
	24+00	10/0/4%	15		5%/6:1	20.0	-2.4%
		10707590	01	<u> </u>	Notes:		-2.470
	24+00 to End	Severe rutting RT e	age paverne	nt	Inoles,		
	24+69	U.P. 14' LT					
	26+00	10'/0'/4%	17'	2'	5%/12:1	20.4'	2.4%
-		10'/0'/8%	16'		8%/6:1		-1.7%
	25+80	End of Segment at)	property line	RT	Notes:	· · · · · · · · · · · · · · · · · · ·	in a sea
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Revised April 18, 2019 March 21, 2019 Page 3

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.

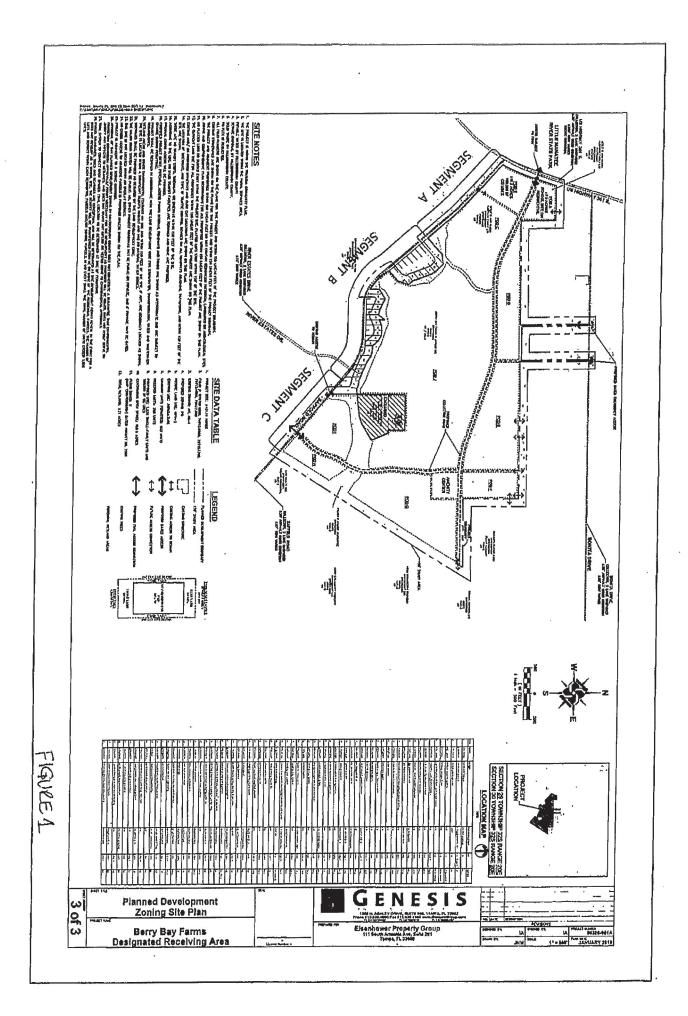
These segments are shown in Figure 1.

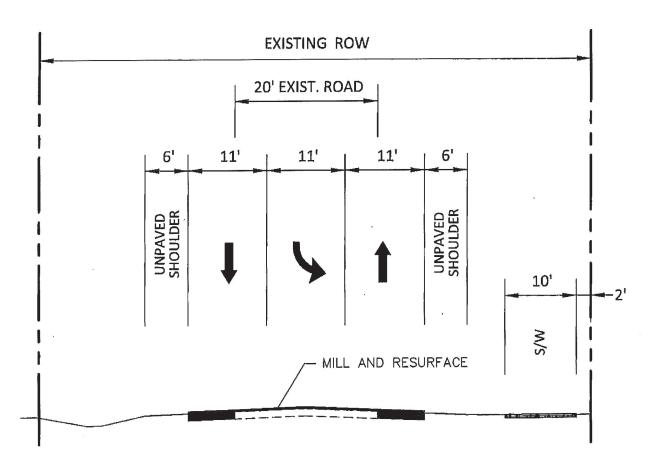
Segment A/C

- 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.
- 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.

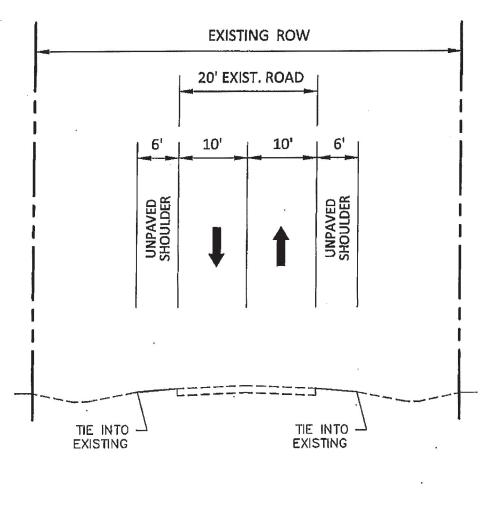
Segment B

- 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

Revised April 18, 2019 March 21, 2019 Page 5

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

The County Engineer has reviewed zoning modification application # 21-1340 and determined the changes to be de mimimis. As such, the previous approval shall stand.

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

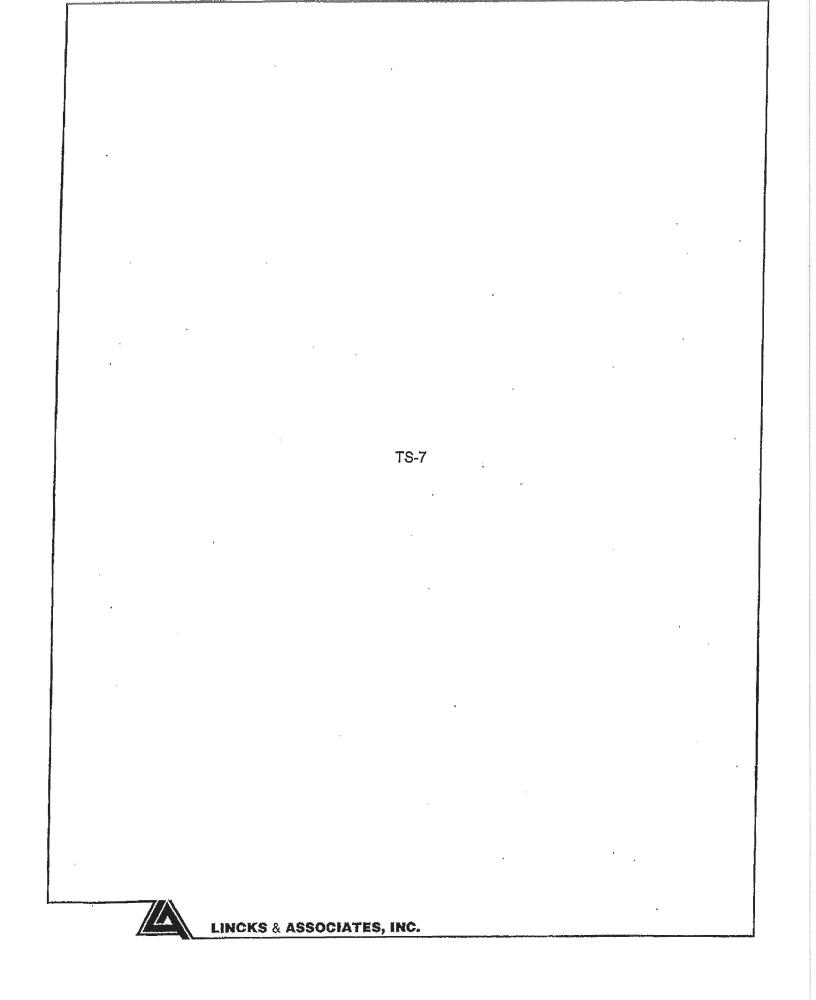
Sincerely, Michael J. Williams

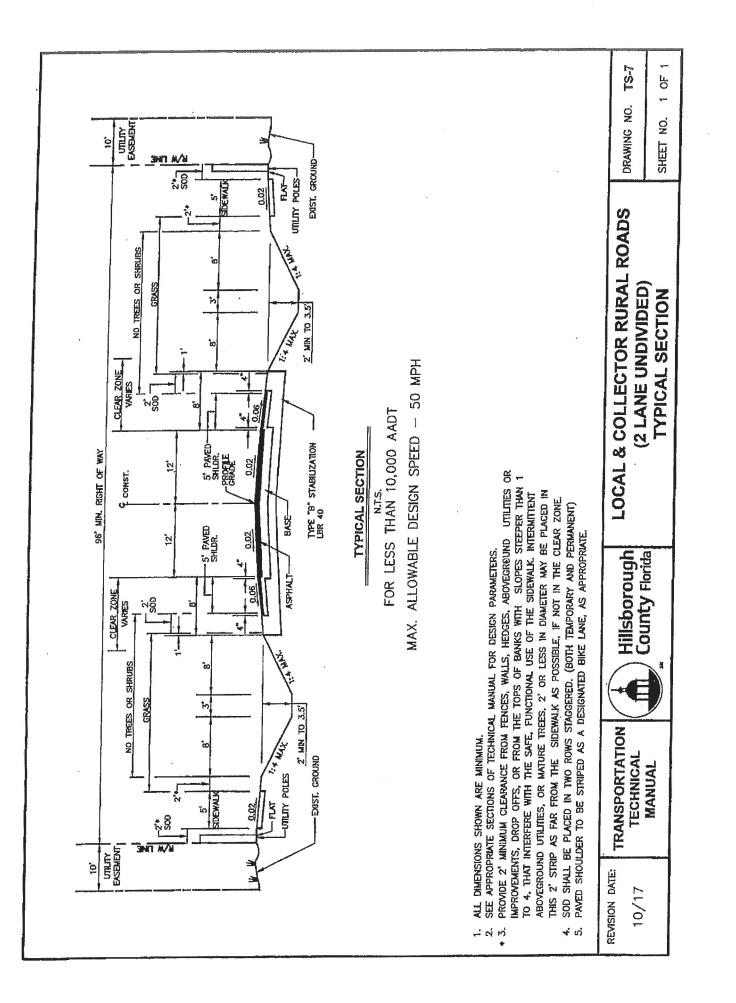
Michael J. Williams Hillsborough County Engineer

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APPENDIX







LINCKS & ASSOCIATES, INC.



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:

 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.

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

Place the EoR seal on the same page as the County Eng final recommendation.
 <u>Response:</u>
 The DE was revised as requested.

The DE was revised as requested.

3. Show milling and resurfacing of existing pavement on Seg A & C typical. <u>Response:</u>

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.

5023 West Laurel Street Tampa, Florida 33607 813 289 0039 Telephone 813 287 0674 Telefax www.lincks.com Website 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 <u>shenry@lincks.com</u> or (813) - 559 - 9589.

LINCKS & ASSOCIATES, INC.

Steven Henry , P.E.

President

Adjoining Roadwa	Adjoining Roadways (check if applicable)				
Road Name	Classification	Current Conditions	Select Future Improvements		
US 301	FDOT Principal Arterial - Rural	2 Lanes □Substandard Road ⊠Sufficient ROW Width	 □ Corridor Preservation Plan ⊠ Site Access Improvements □ Substandard Road Improvements □ Other 		
Saffold Rd.	County Collector - Rural	2 Lanes ⊠ Substandard Road □ Sufficient ROW Width	 □ Corridor Preservation Plan ⊠ Site Access Improvements □ Substandard Road Improvements ⊠ Other – (Option Dependent) 		
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	 Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other 		
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	 Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other 		

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

Project Trip Generation Not applicable for this request				
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips	
Existing	10,912	1,418	1,138	
Proposed	18,361	1,920	1,954	
Difference (+/-)	(+) 7,449	(+) 502	(+) 816	

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

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

Design Exception/Administrative Variance		
Road Name/Nature of Request	Туре	Finding
Saffold Rd. – Substandard Rd.	Design Exception Requested	Previously Approved –
Saliolu ku. – Substaliuaru ku.	Design Exception Requested	Changes De minimis
	Choose an item.	Choose an item.
Notes: The proposed changes were found to be de minimis with respect to Saffold Rd. improvements. As such, the		
previously approved DE was permitted to stand a	as-is, pending BOCC approval of the over	erall application.

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
 □ Design Exception/Adm. Variance Requested ☑ Off-Site Improvements Provided 	□ Yes □N/A ⊠ No	⊠ Yes □ No	

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

Hi Michelle,

The revised plans/information received on 11/4 and 11/7 for the above application do not change the previously issued EPC comments from 8-22-2022.

Thanks

Jackie Perry Cahanin, M.S. Environmental Scientist II Wetlands Division (813) 627-2600 ext. 1241 | www.epchc.org

Environmental Protection Commission

3629 Queen Palm Drive, Tampa, FL 33619 Our mission is *"to protect our natural resources, environment, and quality of life in Hillsborough County."* Follow us on: <u>Twitter | Facebook | YouTube</u> <u>Track Permit Applications</u>

COMMISSION

Mariella Smith CHAIR Pat Kemp VICE-CHAIR Harry Cohen Ken Hagan Gwendolyn "Gwen" W. Myers Kimberly Overman Stacy White



DIRECTORS

Janet D. Lorton EXECUTIVE DIRECTOR Elaine S. DeLeeuw ADMIN DIVISION Sam Elrabi, P.E. WATER DIVISION Rick Muratti, Esq. LEGAL DEPT Reginald Sanford, MPH AIR DIVISION Steffanie L. Wickham WASTE DIVISION Sterlin Woodard, P.E. WETLANDS DIVISION

AGENCY COMMENT SHEET

REZO	NING
HEARING DATE: September 19, 2022 PETITION NO.: 22-1301 EPC REVIEWER: Jackie Perry Cahanin CONTACT INFORMATION: (813) 627-2600 X 1241 EMAIL: cahaninj@epchc.org REQUESTED ZONING: MM to PD	COMMENT DATE: August 22, 2022 PROPERTY ADDRESS: 3636 Saffold Rd, 5135 Bonita Dr, 301 Hwy, Wimauma, FL 33598 FOLIO #: Multiple STR: 19, 29, & 30-32S-20E
FIND	INGS
WETLANDS PRESENT	YES
SITE INSPECTION DATE	11/30/2018
WETLAND LINE VALIDITY	Valid SWFWMD ERP
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Eastern portion of proposed MM area (POD B&C)
The EPC Wetlands Division has reviewed the pro-	oposed rezoning. In the site plan's current he zoning proposal changes and/or the site plans

- necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
 The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under construct a application pursuant to the
- 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.

Environmental Excellence in a Changing World

REZ 22-1301 August 22, 2022 Page **2** of **2**

- Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

INFORMATIONAL COMMENTS:

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

- The 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

Environmental Excellence in a Changing World

Michelle,

These conditions can stand.

Carrie Moore, PLA Natural Resources Review Manager Development Review Division

From: Heinrich, Michelle <HeinrichM@HillsboroughCounty.ORG>
Sent: Wednesday, November 2, 2022 5:12 PM
To: Moore, Carrie <MooreCa@hillsboroughcounty.org>; Shelton, Carla
<SheltonC@HillsboroughCounty.ORG>
Subject: MM 22-1301 (Berry Bay)

Carrie & Carla,

Do the 8/30/22 comments still stand, or are updates needed? I don't know if the SWH exhibit I sent over last week (and okayed by Carrie) requires any new or modified conditions of approval.

Thanks, Michelle Heinrich, AICP Executive Planner Development Services Department

P: (813) 276-2167 E: <u>heinrichm@HCFLGov.net</u> W: <u>HCFLGov.net</u>

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

AGENCY COMMENT SHEET

TO:	Zonin	Zoning/Code Administration, Development Services Department		
FROM:	Revie	wer: Carla Shelton Knight	Date: August 30, 2022	
	Agenc	ey: Natural Resources	Petition #: 22-1301	
	()	This agency has no commer	nt	
	()	This agency has no objectio	ns	
	(X)) This agency has no objections, subject to listed or attache conditions		
	()	This agency objects, based	on the listed or attached issues.	
1.	species ma	ay occur or have restricted act	the presumption that listed animal tivity zones throughout the property. e (LDC), a wildlife survey of any	

2. 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.

the LDC must be addressed, if applicable, within the overall

a condition of the rezoning.

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

boundaries of this rezoning request. This statement should be identified as

3. 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.

Page 1 of 2

MM 22-1301 Natural Resources August 30, 2022 Page 2 of 2

- 4. 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.
- 5. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
- 6. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

WATER RESOURCE SERVICES REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.:MM22-1301REVIEWED BY:Randy RochelleDATE:9/12/2022

FOLIO NO.: 79637.0100, 79715.4010 & 79715.4020

WATER

- The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A <u>10</u> inch water main exists (adjacent to the site), (approximately <u>8400</u> feet from the site) <u>and is located north of the subject property within the east Right-of-Way</u> of <u>S. US Highway 301</u>. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include <u>two funded CIP projects that</u> are currently under construction, 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 <u>County</u> prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- A <u>12</u> inch wastewater force main exists (adjacent to the site), (approximately <u>11000</u> feet from the site) <u>and is located north of the subject property within the east</u> <u>Right-of-Way of S. US Highway 301</u>. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include ______ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: <u>The subject rezoning includes parcels that are outside of the Urban Service</u> <u>Area.</u> These parcels that are located outside of the Urban Service Area are within the <u>WVR-2 future land use category that could allow for connection to the County's potable</u> <u>water and wastewater systems</u>.

VERBATIM TRANSCRIPT

		DROUGH COUNTY, FLORIDA F COUNTY COMMISSIONERS
		X
IN RE:))
HEARINGS	ING MASTER))) X
		HEARING MASTER HEARING F TESTIMONY AND PROCEEDINGS
	BEFORE:	Susan Finch, Zoning Hearing Master Land Use Hearing Master
	DATE:	Monday, November 14, 2022
	TIME:	Commencing at 6:00 p.m. Concluding at 10:13 p.m.

Reported via Cisco Webex Videoconference by: LaJon Irving, CER No. 1256

1	Street and 3rd Street along College Avenue and this site is just
2	north of College Avenue between 12th and 3rd Street.
3	And lastly, the SouthShore Plan seeks to create
4	housing opportunities for a diverse population, income level and
5	the proposed development meets the intent of the housing goals.
6	Based upon the above considerations, Planning Commission Staff
7	finds the proposed plan development consistent with the
8	Unincorporated Hillsborough County Comprehensive Plan subject to
9	the conditions proposed by the Development Services Department.
10	Thank you.
11	HEARING MASTER: Thank you. Is there anyone in the
12	room or online that would like to speak in support? No one.
13	Anyone in opposition to this request? No one. All right.
14	Mr. Grady.
15	MR. GRADY: Nothing further.
16	HEARING MASTER: Mr. Cremer.
17	MR. CREMER: Nothing further. Appreciate your time.
18	HEARING MASTER: Thank you so much. We'll close
19	rezoning 22-1224 and go to the next case.
20	MR. GRADY: The next item is Agenda Item D.9, major
21	mod application 22-1301. The applicant's CC Saffold Farms, LLC.
22	The request is for a major modification of existing plan
23	development. Michelle Heinrich will provide staff
24	recommendation after presentation by the applicant.
25	HEARING MASTER: Good evening.

1	MS. CORBETT: Good evening. Kami Corbett with with
2	the Law Firm of Hill, Ward and Henderson? And I'd like to have
3	Isabelle Albert come up and get the pled planning
4	presentation.
5	HEARING MASTER: Okay.
6	MS. ALBERT: Thank you. Good evening.
7	Isabelle Albert with Half Associates, 1000 North Ashley Drive.
8	Next, please.
9	So this is a major modification for an existing plan
10	development that's located in South County just south of the
11	Wimauma Village on U.S. 301 and Saffold Road. Next, please.
12	More specifically, again, that's the plan development
13	on the top part of the page. And the area of modification is
14	58.07 acres along U.S. 301 and future lands use. Again, it's
15	Wimauma Village residential two. Next, place.
16	So this is the area more zoomed in. It's currently
17	approved for these three pods, which includes a school,
18	single-family, multi-family and some single-family on the north
19	side of the main east/west road. And we we came back in to
20	enlarge the area for the school that they needed more than 15
21	acres, so then we're providing that 50 acres for for the
22	school, including a park, as well as the option of the
23	single-family units if that's doesn't go through. And on the
24	north side, we added a public use facility in addition to or in
25	in lieu of the single-family development. So we're maintaining

the option one and then we're providing also the option two. 1 2 HEARING MASTER: And the proposal doesn't increase the 3 number of students. It's just increasing the acreage? 4 MS. ALBERT: The proposed just increases the -- the --5 the -- the acreage, but also the number of students. It's like 16,000 students around there. And I don't think the 6 7 condition -- sorry, go ahead. MS. CORBETT: Madam Hearing Officer, Kami Corbett here 8 for the record. It -- the old school was approved. It was an 9 elementary with 1,000 students. The new school is a K through 10 11 eight with 1,600 students. Thank you. Okay. And so is the 12 HEARING MASTER: old -- the -- the existing entitlements is development option 13 14 one, is that correct? 15 MS. CORBETT: That is correct. HEARING MASTER: Okay. And so that was my confusion 16 17 because that under option one, it doesn't identify the maximum 18 number of students. Has that been approved at 1,000, is that 19 what you're saying? MS. CORBETT: If the condition was silent about it? 20 21 HEARING MASTER: Yes. 22 MS. CORBETT: Yes. Then it was meant to be silent. 23 HEARING MASTER: Unfortunately, that doesn't get picked up on the record, so. 24 MS. CORBETT: I apologize. I looked at this before 25

today in anticipation of this question. The traffic study is 1 for 1,000 students. So I think -- I do think that the county 2 would hold us to 1,000 students. Also, the prior condition 3 4 required us to go through the interlocal citing agreement 5 condition, but we've done that process. And so we've done that and we've analyzed all the traffic. So the 1,000 unit use was 6 7 approved, but it wasn't approved through the citing process. HEARING MASTER: So that would all have to be redone 8 if you were to go with option two with the increase in students 9 and so forth? 10 11 MS. CORBETT: We did that. So option one, we did not Option two, we did do that. In fact I have a complete 12 do that. 13 copy of the report that we --14 HEARING MASTER: T see. MS. CORBETT: -- submitted with all of the exhibits 15 demonstrating that into the record for you this evening. 16 17 HEARING MASTER: Okay. All right. And so it's not 18 a -- it's not a second school. It's just increasing --19 MS. CORBETT: Correct. 20 HEARING MASTER: -- the entitlement. 21 MS. CORBETT: And just for simplicity, we kept the 22 school in option one. It was just getting too confusing trying 23 to do a different option one. So we just said, let's just keep what was approved even though we're not likely to do a school 24 under option one. If option one happens, it probably means that 25

option two did not happen. And it would be the single-family 1 2 development. 3 HEARING MASTER: Okay. I understand. Thank you. 4 Should just let her finish. 5 MS. ALBERT: Well, basically, you know, staff reviewed 6 this development services staff as well as the planning 7 commission staff. Next, please. You'll see that there was no objections for reviewing 8 agencies. The Planning Commission found all these policies and 9 objectives that we met. Next, please. 10 11 And again there was no objections from any reviewing agencies and recommended approval. And Kami is here if you have 12 13 any questions. 14 HEARING MASTER: Okay. 15 MS. CORBETT: And it's actually 16 -- 1,620 --16 HEARING MASTER: I did see that. 17 MS. CORBETT: -- students is what we landed on. Ιt 18 was 1,600, but the school board really wanted us to maximize out the -- the -- the school itself. So we revised the 19 transportation study to have it be 1620. 20 21 HEARING MASTER: All right. Thank you so much. 22 MS. CORBETT: And I'm here to answer any questions. 23 Like I said, I -- I went ahead and just submitted a complete copy of the ILA response into the record because it's in Optix, 24 but it's kind of in bits and pieces. And that's actually the 25

complete set that has all of the exhibits and walks you through 1 all of the elements of that. And there's actually some slides 2 in the Powerpoint that we didn't share tonight that address 3 4 that. If you'd like to review that. 5 HEARING MASTER: All right. Thank you for that. Ι 6 appreciate it. Okay. Development Services, please. 7 MS. HEINRICH: Hi. Good evening, Michelle Heinrich, Development Services. This is a major modification request to 8 PD 19-0102, as most recently modified by PRS 21-0363. 9 This is a PD that covers two non-contiguous areas, which under the 10 11 original PD transfer density to the area known as Berry Bay. 12 The PD is approved for 1,047 residential units and the 13 permissible of a public school, meaning the PD recognizes the 14 use, but it has not gone through the interlocal to officially 15 cite the school. The current plan delineates Pod B and Pod C separately, as you saw on the applicant's map. Pod B is 16 approved for single-family and multi-family residential. Pod C 17 18 allows for the consideration of a public school or alternatively 19 residential development. Under this major mod, the current plan 20 will be designated as option one and the second development 21 option for this area is proposed.

The second option combines and enlarges Pod B and Pod C into Pod B-C, which will permit a public school, public park and conservation area. Under this development option, the public school is officially being cited in accordance with the

Hillsborough County Interlocal Agreement. No residential or 1 2 alternative residential development is proposed in this option. This major mod also changes Pod A. The current plan permits 3 4 residential development within Pod A and residential only. This 5 will be retained as option one and the second develo --6 development option is proposed. And that option was allow 7 public use facilities with or in lieu of the residential 8 development.

Lastly, under development option two, because of the 9 enlargement of -- in creation of Pod B-C, the approved two lane 10 collector roadway off Saffold Old will be located slightly 11 12 southward and provide a 12-foot wide multipurpose pathway. Pod 13 B-C is located within an area already permitted for school uses 14 and no compatibility issues were identified, giving that is 15 primarily surrounded by open space within the PD. Saffold Road and U.S. Highway 301 provides separation to the adjacent uses 16 located to the south and west outside of the PD. The addition 17 18 of public service -- public service uses into Pod A, locate 19 these uses at the entrance of the neighborhood with U.S. Highway 20 301 along its western border. Proposed conditions require 21 buffering and screening were adjacent to residential uses, 22 either internal or externally to the project.

As mentioned. This major mod serves as a review under the interlocal agreement for school -- for school facilities, planning, citing and concurrency. The applicant submitted all

required information and staff found the location to be 1 compatible and located within the area it will serve. The use 2 was demonstrated as necessary to meet the educational needs of 3 4 the greater community. Because the site is located within Berry 5 Bay, which is currently under construction, infrastructure is in place to serve the school. 6 7 We received no objections from reviewing agencies and a finding of consistency by the Planning Commission Staff was 8 9 received. Therefore, we recommend approval subject to proposed conditions and I'm available if you have any questions. 10 HEARING MASTER: I do just real quick. I know there 11 are revised transportation comments that were submitted to me 12 13 this evening. 14 MS. HEINRICH: Yes, ma'am. Thank you for reminding 15 me. 16 HEARING MASTER: That's okay. With a number of conditions. And I just wanted to ensure specifically also about 17 18 the queuing area that those are being included as part of this 19 proposed change? MS. HEINRICH: I do believe there is a condition that 20 21 states that that needs to be demonstrated. There is a 22 conceptual approval. I believe given at this stage, I can look 23 for that condition really quick or I see James Ratliff is available, he might be able to find it quicker than I would. 24 25 HEARING MASTER: All right. We'll go to Mr. Ratliff.

1 Good evening.

2	MR. RATLIFF: Hi there. Good evening. For the
3	record, James Ratliff, Transportation Review Section. So the
4	the queuing condition, particularly with regards to the the
5	queuing for the number of students who are projected to be
6	ineligible for busing, that's a Condition 6.4. And I do see
7	actually in the revised staff report, I do see a formatting
8	error just to point out. As I'm looking at that condition, it
9	has two subparts to 6.4, 7.1.1, which should say 6.4.1 and 7.1.2
10	should be 6.4.2. So we we will get that created.
11	But the the queuing condition is in the revised
12	it's on the the second page of the of those conditions
13	there under 6.4.
14	HEARING MASTER: I'm not sure I have the most recent
15	Conditions, because I go to six and then seven. There's no
16	subset under that. So perhaps there's a revision that I have
17	not seen, unless I'm not looking at the right part. But
18	regardless, you're saying that these will be there's some
19	change in what you're looking at that needs to be done to
20	include those Conditions?
21	MR. RATLIFF: Correct. The condition is there. There
22	was just a a numbering issue with the with the sub
23	elements of the queuing condition. And then the the changes
23 24	to the to the revised Condition that you have was with

1	changed slightly so that it doesn't apply only to development
2	within those three pods and applies to both development options
3	one and two. And that's under Condition 18.
4	HEARING MASTER: Okay. Oh, I see. Mr. Grady is is
5	giving me a hint and telling me it's under 5.1 in the version
6	that I have that provides for the queuing and so forth.
7	MR. GRADY: Yeah. And I think I think what James
8	is referring to in the revision provides conditions. Now it's
9	six because
10	HEARING MASTER: That that will be revised per
11	MR. GRADY: Yeah.
12	HEARING MASTER: his new comments.
13	MR. GRADY: Yeah, because he rearrange the location of
14	some other conditions and so I think it changed the numbering,
15	yeah.
16	HEARING MASTER: Okay. All right. So we're all on
17	the same page. Mr. Ratliff, did you have anything else?
18	MR. RATLIFF: That's all.
19	HEARING MASTER: Okay. Thank you so much. Then
20	Ms. Heinrich, did that conclude your presentation?
21	MS. HEINRICH: Yes, ma'am. Unless you have any other
22	questions.
23	HEARING MASTER: Nothing at this time. Thank you.
24	Planning Commission.
25	MS. PAPANDREW: Andrea Papandrew, Planning Commission

Staff. The site is designated as Wimauma Village residential 1 two on the future land use map. The site is located within the 2 rural area and within the limits of the Wimauma Community Plan. 3 4 The applicant requests to maintain the total maximum number of 5 residential units under development option one for the plan 6 development that was previously approved, which is a total of 7 1,047 units and meets the intent of the future land use element Objective 48 and its policies. 8

The site is designated as Wimauma Village residential 9 two on the future land use map. The intent of this category is 10 11 designate areas inside the boundaries of the Wimauma Village 12 Plan that are suited for agricultural development in the 13 immediate horizon of the plan, but may be suitable for the 14 expansion of the Wimauma Village as described in the plan. The 15 character of the area is mainly a large lot, single-family 16 residential, agricultural and land located in the Environmental 17 Land Acquisition and Protection Program. The site contains 18 significant wild life habitat and the proposed development 19 proposes to adhere to the developments of the Land Development The Natural Resources Department did not object subject 20 Code. 21 to conditions. Therefore the proposal is consistent with FLUE 22 Policy 13.6. The proposal is consistent with FLUE Objective 16 23 and policies related to neighborhood development as the proposed 24 school use is being integrated into the residential neighborhood 25 and providing a residential support use where a need has been

1 determined.

The application is also consistent with Objective 17, 2 Policy 17.1, relating to residential support uses. The proposal 3 4 is under review by the Hillsborough County School Board and 5 according to the applicant, a community meeting was held. This 6 meets the intent of the Wimauma Village Community Plan, which 7 states that residential projects with 50 or more units should consult with the school district regarding potential school 8 sites. 9

10 At the time of drafting this report, Planning 11 Commission Staff had not received Transportation comments based 12 on the October 19th site plan submittal. Therefore, Planning 13 Commission Staff's finding did not take Transportation comments 14 into consideration for the analysis of this request.

Based upon the above considerations, Planning Commission Staff finds the proposed major modification consistent with the Unincorporated Hillsborough County Comprehensive Plan subject to the conditions proposed by the Development Services Department. Thank you.

HEARING MASTER: Thank you. I appreciate it. Is there anyone in the room or online that would like to speak in support? Anyone in favor? I'm seeing no one. Anyone in opposition to this request? No one. Mr. Grady.

24 MR. GRADY: Nothing further unless lets you have 25 questions.

HEARING MASTER: Nothing that I didn't already ask. 1 Ms. Corbett. 2 MS. CORBETT: Kami Corbett. A couple of housekeeping 3 items. We did not follow whether there is a new condition or 4 5 therey're reformatted conditions because we were not sure what version of the staff report. We know there was a queuing 6 7 condition, but we're not -- we're not aware of a new condition, something different, just a different requirement. So we'd like 8 9 to get that clarified, if we could. HEARING MASTER: Well, I think the -- the new means 10 11 that that whole development option two, everything underlined --12 MS. CORBETT: Okay. HEARING MASTER: -- is considered new. And that all 13 14 has in my version of 5.1 has under development option two and 15 then it provides for the queuing and so forth. So in that respect it's new because it's a new option. 16 MS. CORBETT: Right. But we've always had option two 17 18 conditions, so that's why we're confused. HEARING MASTER: Well, now, I'll defer to staff. 19 20 MALE SPEAKER: Yeah, if Mr. Ratliff could respond to 21 that. 22 MR. RATLIFF: For the record, James Ratliff. So from 23 the version -- the version that was dated 11/8 that I believe you -- the -- the applicant had, I'm assuming seen, there were 24 no changes to the queuing condition from that version. 25 The only

changes that occurred to the conditions to the report that was 1 submitted today at the hearing was to the condition in -- in my 2 staff report, it's called Condition 18, which made some 3 modifications to that signal condition, the wording of the 4 5 signal condition and then also moved its location, changed its 6 location in the -- in -- in the conditions from what was 7 proposed. HEARING MASTER: So Mr. Ratliff, just to be clear, so 8 your -- your original comment was dated the 8th and it now says 9 revised 11/14/22. And that's the accurate copy? 10 MR. RATLIFF: Correct. And the condition now reads --11 I'm happy to read that the signal related condition as it 12 13 currently is being proposed, if that's helpful for the record. 14 HEARING MASTER: Do you have -- Ms. Corbett, do you 15 have a copy of this? 16 MS. CORBETT: We have copies of the staff report. How 17 would we be able to tell which staff report? 18 HEARING MASTER: He's referring to his agency comment sheet. 19 20 MS. CORBETT: If you could allow us the opportunity to review it. It's --21 22 HEARING MASTER: Yeah. Absolutely. 23 MS. CORBETT: -- a little confusing. But I just wanted to take the time while we're doing that. I do want to 24 25 thank staff, Development Services Staff. This was a really

1 complicated process because of the ILA and both James and 2 Michelle, in particular, really had her arms around this and 3 really helped guide us through this process to make sure we were 4 get getting everything into the record that needed to be into 5 the record. And I just wanted to publicly thank her for those 6 efforts.

7

MS. HEINRICH: Thank you.

8 MS. CORBETT: They are recognized and appreciated. HEARING MASTER: And then also when they're done 9 reviewing the Conditions, I did want Mr. Henry to briefly put 10 11 into the record the roadway improvements that have already occurred out there. This is a situation where the residential 12 13 infrastructure is already in place, so the roadway improvements 14 that will be necessary to support the school are actually going 15 to be in place before the school is built. And I'd just like him to give a rundown of what those are. 16

17 MR. HENRY: Steve Henry, Lincks & Associates, 5023 18 West Laurel, Tampa 33607. So essentially we've already as 19 indicated, we've already done the improvements on U.S. 301 at 20 the project access and that includes a southbound left turn 21 And in fact, I don't know if you've even driven out lane. 22 there, but you'll see a lot of striping in the middle of the 23 road. We've actually designed that so that it would be a dual 24 southbound left whenever the signal goes in. So we'd be able to 25 make that a dual southbound left.

1 We've also constructed the northbound right turn lane In addition to that, we've added the 2 on 301 into the access. westbound left turn lane from our project access onto 301. 3 Then we've also added the southbound left turn lane on 301 at Saffold 4 5 Road, the northbound right turn lane on 301 at Saffold Road. 6 And then we've also done the Saffold Road improvements, which 7 included both adding an unpaved shoulder and turn lanes. And there's certain sections that where we own adjacent to it, we've 8 added sidewalk and ten-foot trail along that roadway. So those 9 are the improvements that have already been done or actually 10 done and we're about ready to certify those complete to the 11 12 County and the DOT.

HEARING MASTER: All right. Thank you so much.
 MS. CORBETT: And that concludes our presentation and
 we respectfully request approval.

HEARING MASTER: Thank you so much. We'll close major modification 22-1301 and go to the last case.

MR. GRADY: The last -- the last item is Agenda Item E.1 is a special use general application, 22-1222. It's a special use best use permit for a nonconforming special use permit to modify and change existing legal nonconforming use and density associate of the property that's currently zoned RSC-6. Michelle Heinrich will provide staff presentation recommendation after presentation by the applicant.

25

HEARING MASTER: Good evening.

	lic Meeting - Zoning Hearing r 17, 2022
HILLSBOROUGH CO BOARD OF COUNTY	
IN RE: LAND USE HEARING OFFICER HEARINGS)))))
LAND USE HEARING (TRANSCRIPT OF TESTIN	
BEFORE:	PAMELA JO HATLEY Land Use Hearing Master
DATE:	Monday, October 17, 2022
TIME:	Commencing at 6:00 p.m. Concluding at 9:10 p.m.
PLACE:	Robert W. Saunders, Sr. Public Library Ada T. Payne Community Room 1505 N. Nebraska Avenue Tampa, Florida 33602
Reported via Zoom N	Videoconference by:
Julie Desmond, U.S. Legal	—

1 Master Hearing. Item A.34, Rezoning PD 22-1229. 2 This application is being continued by the applicant to 3 the November 14, 2022, Zoning Hearing Master 4 5 Hearing. Item A.35, Major Mod Application 22-1301. 6 7 This application is being continued by the applicant to the November 14, 2022, Zoning Hearing 8 9 Master Hearing. Item A.36, Rezoning Standard 22-1303. 10 This 11 application is not awarded to be heard. It's being continued to the November 14, 2022, Zoning Hearing 12 13 Master Hearing. 14 Item A.37, Major Mod Application 22-1392. 15 This application is being continued by the 16 applicant to the November 14, 2022, Zoning Hearing 17 Master Hearing. That concludes all the withdrawals and 18 continuances. 19 20 HEARING MASTER HATLEY: All right. Thank you, 21 Mr. Grady. All right. The agenda tonight consists 22 of items that require a public hearing by Hearing 23 Master before going to the Board of County 2.4 Commissioners for a final decision. 25 I will conduct a hearing on each item today

	Page 1 LSBOROUGH COUNTY, FLORIDA RD OF COUNTY COMMISSIONERS
IN RE: ZONE HEARING MAS' HEARINGS	X))) TER))))
	ING HEARING MASTER HEARING PT OF TESTIMONY AND PROCEEDINGS
BEFORE:	PAMELA JO HATLEY Land Use Hearing Master
DATE:	Monday, September 19, 2022
TIME:	Commencing at 6:00 p.m. Concluding at 8:34 p.m.
PLACE:	Robert W. Saunders, Sr. Public Library Ada T. Payne Community Room 1505 N. Nebraska Avenue Tampa, Florida 33602
Reported vi	a Cisco Webex Videoconference by:
Ex U	Christina M. Walsh, RPR ecutive Reporting Service lmerton Business Center Automobile Blvd., Suite 130 Clearwater, FL 33762 (800) 337-7740

Executive Reporting Service

Page 17 application is being continued by the applicant to 1 2 the October 17, 2022, Zoning Hearing Master 3 Hearing. Item A-30, Rezoning-Standard 22-1217. 4 This 5 application is being continued by the applicant to the October 17, 2022, Zoning Hearing Master 6 7 Hearing. 8 Item A-31, Rezoning-Standard 22-1221. This application is out of order to be heard and is 9 being continued to the October 17, 2022, Zoning 10 Hearing Master Hearing. 11 12 And, finally, item A-32, Major Mod 13 Application 22-1301. This application is being 14 continued by the applicant to the October 17, 2022, 15 Zoning Hearing Master Hearing. 16 That concludes all withdrawals and 17 continuances. 18 HEARING MASTER HATLEY: Thank you, 19 Mr. Grady. 20 All right. I'm going to read into the record 21 the meeting procedures for this evening before we 22 move forward. First of all, the agenda consists of 23 items that require a public before by a Hearing 24 Master before going on to the Board of County Commissioners for a final decision. 25

Executive Reporting Service

EXHIBITS SUBMITTED DURING THE ZHM HEARING

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO PAGE / OF 6 DATE/TIME: 11/14/22 6pm HEARING MASTER: Susan Finch PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING NAME David Wright **APPLICATION #** RZ 22-0698 MAILING ADDRESS P.O. BOX 273417 CITY Tampa STATE FL ZIP 33688 PHONE V.S. PLEASE PRINT NAME **APPLICATION #** X AWN/ NEN RZ 22-1303 MAILING ADDRESS 625 E. NORTH BROKENNY ~MBUS_STATE Off_ZIP BUD 614,936 656 PLEASE PRINT **APPLICATION #** NAME TARE TOULOW MAILING ADDRESS 2112 Crosby Rd RZ 22-1303 CITY Valnice STATE FC ZIP 33594 PHONE 813 625418: PLEASE PRINT **APPLICATION #** Kelli Conte NAME MAILING ADDRESS P.O. BOX 34 RZ 22-1449 CITY Wimauma STATE FL ZIP 33598 PHONE V.S. NAME RICHARD KOSON **APPLICATION #** RZ 22-1452 MAILING ADDRESS 330 PAULS MINR, JUTE 100 CITY BRONDA STATE FC ZIP 3351/ PHONE 813-653-3800 PLEASE PRINT **APPLICATION #** NAME / with mo KZ22-0461 MAILING ADDRESS 400 N. Archin Dive, Svite 1100 CITY 1000 STATE FC ZIP 33602PHONE 813-221-9600

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO PAGE 2 OF 6 DATE/TIME: 11/14/22 (epm HEARING MASTER: Susan Finch

PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

TELMOL TRAIL	PLEASE FRINT CLEARLY , THIS INFORMATION WILL BE USED FOR MAILING	
APPLICATION #	NAME Addie Clark	
R2 22-0461	MAILING ADDRESS 400 N. Arnley Dr. Ste. 1100	
	CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>3760 2</u> PHONE <u>561-319-4</u> 759	
APPLICATION #	NAME Steve Henry	
RZ22-0461	MAILING ADDRESS 5023 W. Laurel	
	CITY Tompo STATE FL ZIP 33607 PHONE E13- 609 CO39	
APPLICATION #	PLEASE PRINT Willim Molloy	
WN 22-0860	MAILING ADDRESS 325 South Blvd	
	CITY Tumpa STATE FL ZIP 3360 PHONE & URA-BRZ	
APPLICATION #	PLEASE PRINT NAME TEVEN HENRY	
MM 22-0860	MAILING ADDRESS 523 W. LAVIEL ST CITY TPA STATE TL ZIP PHONE E13-2E9 CO39,	
APPLICATION #	NAMEAlbert	
RZ 22-0943	MAILING ADDRESS 1000 N. Ashley Dr. CITY Jumor STATE FL ZIB 33602 B13-3310974	
	CITY Tumpa STATE FL ZIP 33602 B13-331 0974	
APPLICATION #	PLEASE PRINT NAME Colin Rice	
$\begin{array}{c} \text{APPLICATION #} \\ \text{D} & \mathcal{D} & \mathcal{D} & \mathcal{D} & \mathcal{D} & \mathcal{D} \\ \end{array}$	MAILING ADDRESS 101 E Knowly Blud Ste 2800	
	CITY Tampa STATE FL ZIP33609 PHONE 813-676-7226	

PAGE \preceq OF \checkmark SIGN-IN SHEET: RFR, ZHM, PHM, LUHO HEARING MASTER: SUSAn Finch DATE/TIME: 11/14/22 6pm PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRINT **APPLICATION #** Invistopher 0-- $\alpha \wedge$ KZ 22-0949 MAILING ADDRESS (133 MUT ZIP 335 523-1301 CITY Valora STATE 77 PHONE NAME TAULD SHERA **APPLICATION #** RZ 22-0949 MAILING ADDRESS 1141 MGRTLL RODI CITY VALRI IP STATE FL ZIP 3596 PHONE 813 373 - State PLEASE PRINT **APPLICATION #** Joan Hlegora NAME 222-0 MAILING ADDRESS 4862 Crape Myrtle LA Myrile STATE FL ZIP335 MIONE 813-CITY PLEASE PRINT **APPLICATION #**) YLON MGER 222-0949 MAILING ADDRESS 4720 CRAPE METR LANE CITY VALCE STATE 62 ZIP3354 PHONE (813/480-1213 NAME ATTILA VAQY (Nagy **APPLICATION #** K7.22-0949 MAILING ADDRESS 4814 CRAPE MYRTLE CITY VALRICO STATEFL ZIP33536 PHONE 941-356-314 NAME Kame Corhet **APPLICATION #** MAILING ADDRESS 101 E Kennely Blud Stu 1122 DA STATE <u>FC</u> ZIP 33002phone 813-227-9421 CITYLM

PAGE 4 OF (0 SIGN-IN SHEET: RFR, ZHM, PHM, LUHO DATE/TIME: 11/14/22 Gpm HEARING MASTER: 50500 Finch PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING NAME Stephen Sposato **APPLICATION #** R2 22-1103 MAILING ADDRESS SOJETACKSCH ST. CITY GAMES STATE KC ZIP 336: PHONE 5/3-375-0/16 PLEASE PRINT **APPLICATION #** AILEI RZ 22-1103 MAILING ADDRESS 5023 ____STATE ZIP_____PHONE____ CITY NAME William Molloy **APPLICATION #** MAILING ADDRESS 325 SOJX Blvd. MM 22-1112 CITY Tampe STATE FL ZIP 33 We PHONE PLEASE PRINT **APPLICATION #** NAME Jason Kendall MM 22-1112 MAILING ADDRESS 708 Lithin Proverest Rd CITY Brandon STATE FL ZIP 3351/PHONE 813-361-737, PLEASE PRINT John (Sullivan) **APPLICATION #** NAME MM 22-1112 MAILING ADDRESS POBOX 2638 CITY Skil STATE F ZIP 33 PHONE 813601437 NAME Steven Griffin **APPLICATION #** MM22-1112 MAILING ADDRESS 6143 Clifphouse Ln CITY Riverview STATE FL ZIP____PHONE_____

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SIGN-IN SHEET: RFR,	
	- 6pm HEARING MASTER: Susan Finch
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APPLICATION #	PLEASE PRINT Jaler Crener
RZ222-122-3	MAILING ADDRESS 401 & Jackson St #2100 CITY Jamps STATE PL ZIP33601 PHONE 813-222-5051
	CITY Tampe STATE PL ZIP 3601 PHONE 8/3-222-5051
APPLICATION #	PLEASE RINT NAME Davis M. Smith
RZ 22-1223	MAILING ADDRESS 401 E. Jackson Strat Sate 2.00
	CITY Tanga STATE F1 ZIP3260) PHONE 813 222 50 Kg
APPLICATION #	PLEASE PRINT Jalee Crener
R222-1224	MAILING ADDRESS 401 & Jackeson St #200
K-	CITY Tampa STATE PL ZIP 33601 PHONE 813-222-5051
APPLICATION #	NAME David Smith
R222 1224	MAILING ADDRESS 401E. Juckson St # 2100
¥	CITY TUMPE STATE FL ZIP 3360 PHONE \$13-222-5016
APPLICATION #	PLEASE PRINT NAME Kami Corbett
RZ22-1301	MAILING ADDRESS 101 & Kench Blod 3700
	CITY DAMPLISTATE FC ZIP 3602 PHONE 813-227-SUL
APPLICATION #	PLEASE PRINT FSubelly Albert
QZ 22-1301	MAILING ADDRESS 1000 N. Ashley Dr.
¥	CITY Tumpo STATE FL ZIP 33602 PHONE 813-33/097

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SIGN-IN SHEET: RFR,	ZHM, PHM, LUHO		/	PAGE 6 OF 6
DATE/TIME:	2 (pm HEARING	G MASTER: _	500	ian Finch
PLEASE PRINT CLE	ARLY, THIS INFOR	MATION WI	LL BE US	ED FOR MAILING
APPLICATION #	PLEASE PRINT NAME	Venru	1	
RZ 22-1301	MAILING ADDRESS_			Laurel
	CITY Tampa			\sim
APPLICATION #	PLEASE PRINT NAME		~	
-	MAILING ADDRESS_	10 10 10 10 10 10 10 10 10 10 10 10 10 1		
	СІТҮ	_STATE	ZIP	PHONE
APPLICATION #	PLEASE PRINT NAME DOUG	DEN	BOAD	
5022-1222	MAILING ADDRESS_			
	CITY <u>TAMPA</u>	_state <u>F</u> 2	ZIP <u>336</u>	15 PHONE 760 -250 -419
APPLICATION #	PLEASE PRINT NAME			
	MAILING ADDRESS_			
	CITY	_STATE	ZIP	PHONE
APPLICATION #	PLEASE PRINT NAME			
	MAILING ADDRESS			
	CITY	_STATE	ZIP	PHONE
APPLICATION #	PLEASE PRINT NAME			
	CITY	_STATE	ZIP	PHONE

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HEARING TYPE:

ZHM, PHM, VRH, LUHO

DATE: November 14, 2022

HEARING MASTER:

Susan Finch

PAGE: _1_ OF 1

APPLICATION #	SUBMITTED BY	EXHIBITS SUBMITTED	HRG. MASTER YES OR NO
MM 22-1301	Rosa Timoteo	1. Revised staff report	Yes (Copy)
MM 22-1301	Kami Corbett	2. Applicant presentation packet	No
MM 22-1301	Isabelle Albert	3. Applicant presentation packet	No
MM 22-0860	Rosa Timoteo	1. Revised staff report	Yes (Copy)
RZ 22-0943	Isabelle Albert	1. Applicant presentation packet	No
RZ 22-0949	Colin Rice	1. Applicant presentation packet	No
RZ 22-0949	Christopher Jordan	2. Applicant presentation packet	Yes (Copy)
RZ 22-1103	Stephen Sposato	1. Applicant presentation packet	No
RZ 22-1103	Steve Henry	2. Applicant presentation packet	No
RZ 22-1223	David M. Smith	1. Applicant presentation packet	No
RZ 22-1224	David M. Smith	1. Opponent presentation packet	No

NOVEMBER 14, 2022 - ZONING HEARING MASTER

The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, November 14, 2022, at 6:00 p.m., in the Ada T. Payne Community Room, Robert W. Saunders Sr. Public Library, Tampa, Florida, and held virtually.

Susan Finch, ZHM, calls the meeting to order and leads in the pledge of allegiance to the flag.

A. WITHDRAWALS AND CONTINUANCES

Brian Grady, Development Services, introduces staff and reviews withdrawals/continuances.

Susan Finch, ZHM, overview of ZHM process.

Senior Assistant County Attorney Mary Dorman, overview of oral argument/ZHM process.

🛂 Susan Finch, ZHM, oath.

B. REMANDS

None.

C. REZONING STANDARD (RZ-STD):

C.1. RZ 22-0698

Brian Grady, Development Services, calls RZ 22-0698.

🖸 David Wright, applicant rep, presents testimony.

🖸 Susan Finch, ZHM, questions to applicant rep.

David Wright, applicant rep, answers ZHM questions.

🞽 Isis Brown, Development Services, staff report.

Andrea Papandrew, Planning Commission, staff report.

Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rep/closes RZ 22-0698.

C.2. RZ 22-1303

▶ Brian Grady, Development Services, calls RZ 22-1303.

🖸 David Mullen, applicant rep, presents testimony.

🞽 Isis Brown, Development Services, staff report.

🖸 Susan Finch, ZHM, questions to Development Services.

🖸 Isis Brown, Development Services, answers ZHM questions.

🕍 Alex Steady, Development Services Transportation, answers ZHM questions.

📓 Brian Grady, Development Services, answers ZHM questions.

Andrea Papandrew, Planning Commission, staff report.

Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rep.

🛂 Taner Tavlan, applicant rep, gives rebuttal.

🖸 Susan Finch, ZHM, closes RZ 22-1303.

C.3. RZ 22-1449

🛿 Brian Grady, Development Services, calls RZ 22-1449.

Kelli Conte, applicant rep, presents testimony.

Brian Grady, Development Services, staff report.

🕍 Andrea Papandrew, Planning Commission, staff report.

Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rep/closes RZ 22-1449

C.4. RZ 22-1452

▶ Brian Grady, Development Services, calls RZ 22-1452.

📓 Richard Kosan, applicant rep, presents testimony.

🖸 Isis Brown, Development Services, staff report

Mandrea Papandrew, Planning Commission, staff report. Susan Finch, proponents/opponents/Development ZHM, calls Services/applicant rep/closes RZ 22-1452. REZONING-PLANNED DEVELOPMENT (RZ-PD) & MAJOR MODIFICATION (MM): D. D.1. RZ 22-0461 월 Brian Grady, Development Services, calls RZ 22-0461. ▶ Truett Gardner, applicant rep, presents testimony. ڬ Susan Finch, ZHM, questions to applicant rep. Truett Gardner, applicant rep, answers ZHM questions. 🛿 Susan Finch, ZHM, questions to applicant rep. Maruett Gardner, applicant rep, answers ZHM questions. 🛂 Addie Clark, applicant rep, continues testimony. 🔯 Steve Henry, applicant rep, continues testimony. 🛿 Susan Finch, ZHM, questions to applicant rep. 🛿 Steve Henry, applicant rep, answers ZHM questions. ☑ Truett Gardner, applicant rep, continues testimony. Michelle Heinrich, Development Services, staff report. ڬ Susan Finch, ZHM, questions to development Services. Michelle Heinrich, Development Services, answers ZHM questions/continues staff report. James Ratliff, Development Services Transportation, staff report. 🖾 Andrea Papandrew, Planning Commission, staff report. Susan Finch, calls proponents/opponents/Development ZHM, Services/applicant rep. ☑ Truett Gardner, applicant rep, answers ZHM questions.

🛂 Susan Finch, ZHM, closes RZ 22-0461. D.2. MM 22-0860 월 Brian Grady, Development Services, calls MM 22-0860. William Molloy, applicant rep, presents testimony. 월 Susan Finch, ZHM, questions to applicant rep. William Molloy, applicant rep, answers ZHM questions. 월 Steve Henry, applicant rep, continues testimony. 월 Susan Finch, ZHM, questions to applicant rep. Steve Henry, applicant rep, answers ZHM questions. William Molly, applicant rep, continues testimony. 🛂 Susan Finch, ZHM, questions to applicant rep. 🛿 William Molloy, applicant rep, answers ZHM questions. 🖸 Sam Ball, Development Services, staff report. ڬ Susan Finch, ZHM, questions to Development Services. 📓 Sam Ball, Development Services, answers ZHM questions. Mandrea Papandrew, Planning Commission, staff report. 🔊 Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rep. William Molloy, applicant rep, corrects record. 월 Susan Finch, ZHM, closes MM 22-0860. D.3. RZ 22-0943 🞽 Brian Grady, Development Services, calls RZ 22-0943. 🖸 Isabelle Albert, applicant rep, presents testimony/submits exhibits. 월 Susan Finch, ZHM, questions to applicant rep.

🖸 Isabelle Albert, applicant rep, answers ZHM questions. 🔯 Tania Chapela, Development Services, staff report. Mandrea Papandrew, Planning Commission, staff report. 🔰 Susan Finch, calls proponents/opponents/Development ZHM, Services/applicant rep/closes RZ 22-0943. D.4. RZ 22-0949 🞽 Brian Grady, Development Services, calls RZ 22-0949. Colin Rice, applicant rep, presents testimony/submits exhibits. 🖾 Tim Lampkin, Development Services, staff report. 🛿 Andrea Papandrew, Planning Commission, staff report. Susan Finch, ZHM, questions to Planning Commission. Mandrea Papandrew, Planning Commission, answers ZHM questions. Susan Finch, ZHM, calls proponents/opponents. 🖾 Christopher Jordan, opponent, presents testimony/submits exhibits. David Shern, opponent, presents testimony. 🞽 Joan Alagood, opponent, presents testimony. 🔟 Vincent Roberson, opponent, presents testimony. 🖸 Attila Nagy, opponent, presents testimony. 월 Susan Finch, ZHM, questions to Development Services Transportation. Malex Steady, Development Services Transportation, answers ZHM questions. 🖸 Susan Finch, ZHM, questions to Development Services Transportation. 🕍 Alex Steady, Development Services Transportation, answers ZHM questions. Colin Rice, applicant rep, gives rebuttal. ☑ Susan Finch, ZHM, questions to applicant rep.

Colin Rice, applicant rep, answers ZHM questions. 🖸 Susan Finch, ZHM, closes MM 22-0949. Susan Finch, ZHM, breaks. 🖸 Susan Finch, ZHM, resumes meeting. D.5. RZ 22-1103 🖸 Brian Grady, Development Services, calls RZ 22-1103. 🛙 Kami Corbett, applicant rep, presents testimony. 🖾 Steven Sposato, applicant rep, presents testimony/submits exhibits. 🖸 Steve Henry, applicant rep, continues testimony. 🛿 Kami Corbett, applicant rep, concludes testimony. ▶ Sam Ball, Development Services, staff report. Andrea Papandrew, Planning Commission, staff report. Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rep closes RZ 22-1103. D.6. MM 22-1112 🞽 Brian Grady, Development Services, calls MM 22-1112. William Molloy, applicant rep, presents testimony. ڬ Susan Finch, ZHM, questions to applicant rep. William Molloy, applicant rep, answers ZHM questions. 🔯 Jason Kendal, applicant rep, continues testimony. 월 Susan Finch, ZHM, questions to applicant rep 🞽 Jason Kendall, applicant rep, answers ZHM questions. 🖸 William Molloy, applicant rep, presents testimony. 🖸 John Sullivan, applicant rep, presents testimony.

Michelle Heinrich, Development Services, staff report.
Andrea Papandrew, Planning Commission, staff report.
Susan Finch, ZHM, calls proponents.
Steven Griffin, opponent, presents testimony.

Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rep.

William Molloy, applicant rep, gives closing remarks.

🖸 Susan Finch, ZHM, closes MM 22-1112.

D.7. RZ 22-1223

🛂 Brian Grady, Development Services, calls RZ 22-1223.

☑ Jacob Cremer, applicant rep, presents testimony.

David Smith, applicant rep, presents testimony/submits exhibits.

▶ Sam Ball, Development Services, staff report.

🖾 Andrea Papandrew, Planning Commission, staff report.

Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rep/closes RZ 22-1223.

D.8. RZ 22-1224

🞽 Brian Grady, Development Services, calls RZ 22-1224.

▶ Jacob Cremer, applicant rep, presents testimony.

David Smith, applicant rep, presents testimony/submits exhibit.

MuTim Lampkin, Development Services, staff report.

🕍 Andrea Papandrew, Planning Commission, staff report.

Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rep/closes RZ 22-1224.

D.9. MM 22-1301

🞽 Brian Grady, Development Services, calls MM 22-1301. Kami Corbett, applicant rep, presents testimony/submits exhibits. 🛂 Isabelle Albert, applicant rep, presents testimony. 월 Susan Finch, ZHM, questions to applicant rep. 🖸 Isabelle Albert, applicant rep, answers ZHM questions. 🖾 Kami Corbett, applicant rep, continues testimony. 🛿 Susan Finch, ZHM, questions to applicant rep. ☑ Isabelle Albert, applicant rep, answers ZHM questions. 📓 Kami Corbett, applicant rep, answers ZHM questions. Michelle Heinrich, Development Services, staff report. USusan Finch, ZHM, questions to Development Services. Michelle Heinrich, Development Services, answers ZHM questions. James Ratliff, Development Services Transportation, staff report. 🛿 Susan Finch, ZHM, questions to Development Services Transportation. 🔰 James Ratliff, Development Services Transportation, answers ZHM questions. 월 Brian Grady, Development Services, answers ZHM questions. 🕍 Andrea Papandrew, Planning Commission, staff report. 🔊 Susan Finch, calls proponents/opponents/Development ZHM, Services/applicant rep. 🖾 Kami Corbett, applicant rep, questions to ZHM. ☑ Susan Finch, ZHM, answers to applicant rep.

🞽 James Ratliff, Development Services Transportation, answers ZHM questions.

Susan Finch, ZHM, questions to Development Services Transportation. James Ratliff, Development Services Transportation, answers ZHM questions. Kami Corbett, applicant rep, answers ZHM questions.

☑ Steve Henry, applicant rep, closing remarks.

🛂 Susan Finch, ZHM, closes MM 22-1301.

E. ZHM SPECIAL USE

E.1. SU 22-1222

🞽 Brian Grady, Development Services, calls SU 22-1222.

Doug Denboer, applicant rep, presents testimony.

Michelle Heinrich, Development Services, staff report.

Mandrea Papandrew, Planning Commission, staff report.

Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rep/closes SU 22-1222.

ADJOURNMENT

🖸 Susan Finch, ZHM, adjourns the meeting.

Applica	tion No.	MM_	22-1301
	Rosa		
Entered	at Public	Hearing	: ZHM
Exhibit	#	_ Date:	11/14/22

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/08/2022 Revised: 11/14/2022

REVIEWER: James Ratliff, AICP

PLANNING AREA/SECTOR: WM/ South

AGENCY/DEPT: Transportation

PETITION NO: MM 22-1301

This agency has no comments.

This agency has no objection.

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

This agency objects for the reasons outlined below.

NEW AND MODIFIED CONDITIONS OF APPROVAL

Modified Conditions

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

- 1. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary. Development shall be limited to a maximum of 1,047 residential units. Additionally:
 - 1.1 Under Development Option 1, Aa non-charter public school shall be permissible where depicted on the general site plan (Pod C).
 - 1.2 Under Development Option 2, a non-charter K-8 public school (with a maximum enrollment of 1,620 students) shall be permissible where depicted on the general site plan (Pod B & C).
- 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. Each pod shall be limited to the maximum number of units provided for each pod on general site plan. Alternatively, a non-charter public school in accordance with conditions 1.1 and 6 shall be permissible at Pod C in lieu of residential.
- 3. Under Development Option 1. Pod B shall be limited to a-maximum of 150 single-family detached, singlefamily attached or multi-family units. Pod B shall be limited to the maximum number of residential units provided on the general site plan.
- Under Development Option 2, Pods A, D, E, F, G, I, J, K, L and M and Pod C shall be limited to single-family detached residential. Each pod shall be limited to the maximum number of units provided for each pod on general site plan.
- Under Development Option 2, Pod B & C shall be limited to single-family detached, single-family attached or multi-family units. Pod B & C shall be limited to the maximum number of residential units provided on the general site plan. Alternatively, a K-8 public school and public park in accordance with conditions 1.2 and 7 shall be permissible in Pod B & C in lieu of residential.

- 46. Under Development Option 1, The Planned Development shall permit a <u>superstance</u> public school facility where depicted on the general site plan. The school site shall be a minimum of 15 upland acres in size. Development of this public school shall require compliance by the School Board with the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency. 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 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.
 - 45.2 Any and all roadways within the Planned Development serving and/or providing access to the <u>non-charter</u> public school parcel shall be platted to the <u>non-charter</u> 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 <u>non-charter</u> public school parcel.
 - 6.3 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 the north-south collector roadway.
 - 6.4 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:
 - 7.1.1 The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,
 - 7.1.2 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.
- 7. Under Development Option 2, the Planned Development shall permit a K-8 public school facility and public park where depicted on the general site plan. Should this site not be developed with such uses, a maximum of 220 residential units shall be permitted. These residential units, if developed, shall not be in addition to the total number of residential units permitted.
 - 7.1 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:
 - 7.1.1 The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,
 - 7.1.2 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.

- 7.2 The 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 Saffold Rd.
- 7.3 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).
- 7.4 The school's east-west collector roadway vehicular connection shall be aligned with the vehicular access to Pod A.
- 14. As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd. <u>under Development Option 1 or 2</u>, consistent with the Design Exception (dated March 21, 2019 and last revised April 18, 2019), and which was approved by the County Engineer (dated 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.
- 18. The developer shall construct the following With regards to required site access improvements:

18.1 Under Development Options 1 and 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. A southbound to westbound sight turn lane on the proposed north-south-collector readingy onto Saffold Rd.:

An-exstbound to northbound left turn lane on Saffold-Rd, onto the proposed north-south collector readway;

- ge. 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.
- 18.2 Under Development Option 1, the developer shall construct the following additional improvements:
 - a <u>A southbound to we thound right turn lane on the proposed north-south collector roadway onto</u> <u>Saffold Rd.: and</u>
 - b. An eastbound to northbound left turn lane on Saffold Rd. onto the proposed north-south collector roadway :
- 18.3 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 leftturnleft turn lane on Saffold Rd. onto US 301.

19. With regards to certain internal roadways:

- 19.1 Leder 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.
- 19.2 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,
 - Construct the north-south road through Pod B & C (i.e. the roadway directly connecting the eastwest 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.

Other Conditions:

- Prior to certification of the General Development Plan (GDP), the applicant shall revise the GDP, Development Option 2 sheet to:
 - Add an access arrow onto Saffold Rd. in a location corresponding to the location of the north-south access road (as was shown on the Option 1 plan);
 - Replace the label reading "Proposed 2-Lane Local Road Proposed 12-Foot-Wide Multi-Purpose Pathway and Proposed 5-Foot Wide Sidewalk" with a label reading "Proposed 2-Lane Local Road with Enhancements (12-Foot Wide Multi-Purpose Pathway on West Side and 5-foot Wide Sidewalk on East Side – See Conditions of Approval"; and,
 - Add a label to the Pod B & C access to Saffold Rd. reading "Proposed Limited Purpose Access See Conditions of Approval".

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to a Major Modification (MM) for a +/-58.07 ac. portion of a larger Planned Development (PD) zoning 19-0102, as most recently amended via PRS 21-0363. 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 applicant is proposing to add a new development option (Development Option 2) which combines and reconfigures Pods B & C, and would allow entitlements of up a 1,620 student K-8 public school. The applicant is also proposing to modify the Pod A entitlements to permit Public Use Facility uses as an additional option. residential dwelling units or a 1,535 student K-8 private school. The applicant is also proposing to modify the roadway in this option from Collector to Local roadway (which will remove bicycle facilities from one side of the roadway as further discussed in the site access section of this report below), as well as add an additional access connection to/from Saffold Rd. to serve the Pod B & C school.

Consistent with the Development Review Procedures Manual (DRPM) and Interlocal Agreement for School Facilities Planning, Siting and Concurrency, the developer submitted a transportation and site access analysis for the proposed project. The report adequately analyzed impacts from the adjacent school but did not analyze impacts to the public use facility portion of the project. As such, staff has required a condition that the trip generation and site access analysis be conducted with each increment of development within Pods A, B and C to determine any site access improvements which may be warranted. Staff has prepared the below comparison of the potential number of trips generated under the existing and proposed zoning designations. Utilizing the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition.

Existing Zoning (Receiving Area Only):

Land Use/Size	24 Hour Two-	Total Peak Hour Trips	
	Way Volume	AM	PM
PD, 1,047 Single-Family Detached Dwelling Units (ITE Code 210)	9,022	748	968
PD, 1,000 Student Elementary School (ITE LUC 520)	1,890	670	170
Subtotal:	10,912	1,418	1,138

Proposed Zoning (Receiving Area Only):

Land Use/Size	24 Hour Two-	Total Peak Hour Trips	
Land Use/Size	Way Volume	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):

L and Llas/Size	24 Hour Two-	Total Peak	Hour Trips
Land Use/Size	Way Volume	AM	PM
Difference	(+) 7,449	(+) 502	(+) 816

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

Generally

Access to the project under new Development Option 2 is largely the same as it was for the existing approved Development Option 1; however, the applicant is proposing to shift the location of the north/south roadway to the east. This roadway connects Saffold Rd. and the east-west collector roadway within the western portion of the project. The applicant is also proposing to down classify the roadway from a collector roadway to proposing to take access to the project via US 301 and Saffold Rd. Lastly, the applicant is proposing a new limited purpose access (to serve busses) from Pod B & C to Saffold Rd.

North-South Roadway Down Classification/ Change to Bicycle Facilities

For new Development Option 2, the applicant is proposing to "down classify" the relocated north-south roadway from a collector roadway to a local roadway. When comparing an urban collector roadway

typical section to the local roadway (residential subtype) typical section, the local roadway has Miami curbing instead of Type F curbing, narrower lanes (10 feet instead of 11 feet) and no bicycle facilities, in lieu of the 7-foot buffered bicycle lanes on both sides of the roadway which would otherwise be required, among other differences which can be noted by reviewing the appropriate Typical Sections within the Hillsborough County Transportation technical Manual (TTM).

Local roadways and collector roadways also significantly differ in the degree of access management (i.e. local roadways per greater connections and also allow residential driveways which could have traffic entering the roadway in a backing motion instead of a forward motion (as is preferred for busier collector and arterial roadways or those roadways within dedicated bicycle facilities, onto which such backing movements are significantly less safe).

Upon reviewing the reconfigured site, surrounding uses and future land use designations, transportation analysis, and after a discussion with the applicant's transportation Engineer, staff agrees that from a capacity standpoint it is appropriate to down classify the roadway; however, staff expressed concerns regarding the elimination of bicycle facilities given the need to provide a bicycle connection between the two collector roadways accommodating bicycle traffic (i.e. the east-west collector roadway and Safford Rd. (also a collector roadway), as well as the need to connect surrounding residential development to the school site via a safer bicycle route.

Staff and the applicant also agreed that multi-purpose pathways are generally safer than the 7-foot buffered bicycle lanes, given that bicyclists are separated from motorists via a raised curb and at least 8-feet of green space. As such, the applicant proposed to construct a 12-foot wide multi-purpose pathway on the west side (school side) of the Option 2 roadway with the standard 5-foot wide sidewalk along the east side of the roadway. Staff concurs with this request. For the reasons described above, staff has also proposed a condition restricting access to the local roadway except for certain limited circumstances.

Additional Access to Saffold Rd.

The applicant is proposing to add an additional project access within Development Option 2 to serve the school site (i.e. Pod B & C). Staff examined the applicant's transportation analysis, which indicates a very low volume of trips will utilize this access. As such, staff has conditioned this access such that it is restricted to bus traffic only (in additional to emergency vehicles, if required). This configuration would have the benefit of separating vehicular pick-up/ drop-off and bus traffic, as is preferred for most modern school designs where bussing is provided.

Modification to Required Turn Lanes

Required turn lanes remain the same under proposed Development Option 1. Staff notes that the reconfigured site layout and additional access point proposed within Development Option 2 will siphon off a certain number of trips making the eastbound to northbound left turning movement from Saffold Rd. onto the north-south roadway. Staff has included a condition requiring each increment of development within Pods A, B, and C to be accompanied by a trip generation and site access analysis to determine whether additional site access improvements may be required.

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). As a part of the subject application, the County Engineer reviewed the request to determine the additional impact on Saffold Rd. from the proposed modification request. Based upon that review, the County Engineer determined that no additional improvements would be needed.

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. As described above, as a part of this zoning request, the County Engineer reviewed the previously approved Design Exception and determined the change to be de minimis. As such, if the BOCC approves 22-1301, this 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.

Application No. M 22-1301	
Name: Kami Corbett	
Entered at Public Hearing: Z HM	
Exhibit # 2 Date: $11/14/22$	

BERRY BAY WRITTEN REQUEST AND

INTERLOCAL AGREEMENT REPORT

MAJOR MODIFICATION TO ENLARGE THE AREA APPROVED FOR A PUBLIC SCHOOL

REZONING REQUEST

The Applicant is seeking approval for Option 2 a new increment of development in POD B&C to increase the acreage (by combining both pods) permitted for the development of a <u>public park and a</u> future County public school which will be specifically approved/sited in accordance with the Hillsborough County Interlocal Agreement and to allow in POD A a Public Use Facility and/or between 20-50 single-family units. By combining both POD's, the approved 2-lane collector road is shifted towards the east as depicted on the site plan and will include a 12-foot multi-use path. The proposed school will be a <u>preK-8</u> for approximately <u>1,620</u> children. The Applicant is also proposing to retain the existing approved entitlements under Option 1, which allow for the development of either a smaller public school site or residential development, <u>as well as retaining the 2-lane collector road as shown on the site plan Option 1</u>. No change in residential density is proposed.

In evaluating the applicability of the newly adopted Wimauma Village regulations to this request, there is no relocation or reallocation of residential entitlements associated with this request and Section 3.24.02 (C) of the Land Development Code provides that these new regulations shall not apply to public schools. As a result, it is the Applicant's position that the newly adopted Wimauma Village regulations are not applicable to this proposed Major Modification to increase the acreage associated with a future public school site.

COMPLIANCE WITH HILLSBOROUGH COUNTY INTERLOCAL AGREEMENT

Per the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting, and Concurrency (Hillsborough County Interlocal Agreement), the application for modification to an existing planned development to allow a school shall substitute for an application for a determination of consistency (Section 3.1.6).

The following are items for consideration while evaluating new school sites per section 3.1.1 of the Hillsborough County Interlocal Agreement.

1 - Compatibility

The site is in the rural service area, within the Wimauma Community Plan on SR 301. The site is within a Planned Development (PD 19-0102) approved for 1,047 residential units. Surrounding development consist of residential units and Little Manatee park to the west. The site will be design in a way to avoid any compatibilities concerns. The site is located within a Planned Development (PD 19-0102) approved for 1,047 residential units. A school is anticipated within this community and will be an asset and focal point for the community.

The school will be well buffered from residential by the east/west roadway along its northern boundary (Berry Grove Boulevard), a north/south road along its eastern boundary, US 301 along its

western boundary and Saffold Road along its southern boundary. The school by design is located in a location that is well served by adjacent roadways, minimizing transportation impacts. The school by design, is somewhat isolated from the nearby residential neighborhoods by intervening roadways, open space, wetlands and natural vegetation which mitigates the day to day impacts of the school activities on the adjacent residential neighborhoods.

2 - Adequate Public Facilities and Infrastructure

The site will be served by public water and wastewater provided by the developer of the Planned Development in which the site is located. Determination for the need and timing of all onsite and offsite improvements and public facilities necessary to support the proposed school was identified at time of construction review. The school site is part of a larger development, AKA Berry Bay, and is included within the approved Master Utility Plan <u>which was approved by the County during construction review</u>. This plan includes the existing and operating 12" water line and an 8" gravity sewer line within the ROW of the newly constructed Berry Grove Boulevard. <u>These existing utility lines are to serve the whole development, including the future school.</u>

3 – Environmental Constraints

The site is within a Significant Wildlife Habitat; therefore, the layout of the proposed development will be designed to adhere to the requirements of Land Development Code Section 4.01.00 pertaining to Significant Wildlife Habitats.

4 – Onsite Archaeological or Historic sites

The proposed site does not contain any archaeological or historic sites listed in the National Register of Historic Places or designated by Hillsborough County as a locally significance historic or archaeological resources.

5 - Location in flood zoned

The site is not located within a velocity flood zone or nor the Coastal High Hazard Area. However, the eastern boundary is located within the 100-year flood zone but not development is proposed with this area.

6 /7 - Airport, Water & Wastewater Treatment Plant, and Landfill Vicinity

The site is not located within the vicinity of an airport, adjacent to water or wastewater treatment plants, nor is it located within one-quarter mile of active landfills.

8 - Access Roads

The site is access mainly by US Highway 301, a 2-lane arterial roadway. The main entrance is from <u>Berry Grove</u> Boulevard, the east-west collector, and buses will have access from Saffold Road. <u>Berry Grove Boulevard is constructed and completed in time for the opening of the future school. All roadways are designed to support a continuous and safe pedestrian access for students walking to <u>school</u>. Road improvements on Saffold Road and US Hwy 301 are required as part of the PD final conditions of approval.</u>

9 – N/A

10 - Existing School

The existing schools within the vicinity of the proposed subject site are above capacity. This includes both middle and elementary schools. As this is scheduled for a PK-8 school, middle schools need to be taken into consideration (Shield MS 161%, Eisenhower MS 117% and Barrington MS 115%) along with elementary schools (Reddick ES 120% and Belmont ES 116%) when determining available capacity. There are three elementary schools (Thompson ES 97%, Ruskin ES 96%, and Wimauma ES 92%) that meet capacity but cannot provide enough student stations required for all of the schools that are over capacity and for the new growth that continues in south Hillsborough. Even the new school site on West Lake Drive (Balm ES [...]) will not have the available student stations to fully alleviate the schools that are over capacity.

11 - Onsite parking

The approximate 34-acre site will accommodate onsite parking as well as vehicle circulation. The school will be a preK-8 within one structure. The approximate 34-acre site will accommodate onsite parking as well as vehicle circulation. The school will be a preK-8 within one structure. The final design of the school has not been designed, and the circulation plan has not been reviewed / approved by staff.

12 - Current and Projected levels of services by CSA

Below are existing schools and the current and future level of service for adjacent elementary



Elementary and Shields Middle school, both of which are well over capacity. The Projected Utilization of the schools in the below table factor in projects that have development approvals from the County which use adjacent CSAs as well as projects which utilize capacity in their assigned CSA.

<u>School</u>	Current Enrollment	Projected Enrollment	Projected Utilization
Shields MS	<u>1,782</u>	2,632	<u>169%</u>
Eisenhower MS	<u>1,415</u>	<u>1,748</u>	<u>117%</u>

Berry Bay Written Request & Interlocal Agreement Report – 11/4/2022 – REVISED 11-7-2022

Barrington MS	<u>1,408</u>	<u>1,690</u>	<u>115%</u>
Reddick ES	<u>754</u>	<u>4,170</u>	<u>123%</u>
BelmontES	<u>975</u>	<u>1,181</u>	<u>116%</u>
Thompson ES	<u>752</u>	<u>922</u>	97%
Ruskin ES	<u>735</u>	<u>902</u>	96%
Wimauma ES	<u>511</u>	<u>898</u>	92%

Balm K**-12**

13 - Determination of need

The school site is part of a larger development, AKA Berry Bay, and is included within the approved Master Utility Plan. This plan includes the existing and operating 12" water line and an 8" gravity sewer line within the ROW of the newly constructed Berry Grove Boulevard. <u>Saffold Road</u> improvements are also complete. The adjacent north/south roadway to the school will be constructed / completed concurrently with the development of the school.

3.1.3

The School Board has determined that the location and design of the proposed school is intended to predominately accommodate the student population living within the rural service area and that approval of such school outside of the USA should be accompanied by a finding that will not create the need for extension of centralized water or wastewater facilities outside the USA other than service lines designed to accommodate solely the service demands of the school or the need for roadway improvements not already contemplated in the County's Capital Improvement Program. The utility lines, provided and constructed by the developer, are for the use of the Berry Bay Development, which is a permitted project within the rural service area. The connections to the proposed school site from these utilities are therefore designed solely to accommodate the service demands of the school, and it is not the school site itself that is driving the extension/expansion of said utilities but rather the Berry Bay Development.

The area in blue is the Attendance Boundary (AB), the area in <u>red</u> is the limits of the Urban Service Area (USA) – the Majority of the AB is located in the Rural Service Area



USA BOUNDARY MAP (PIMA MAP Planning Information Map App (PIMA) (tpcmaps.org))



The school site is part of a larger development, AKA Berry Bay, and is included within the approved Master Utility Plan. This plan includes the existing and operating 12" water line and an 8" gravity sewer line within the ROW of the newly constructed Berry Grove Boulevard.

It is creating the need for access improvements that are not on the CIP, but do not need to be because the school developer is willing to accept the condition that they will fund them.

The Hillsborough County Interlocal Agreement requires a pre-submittal conference with the County for the purposes of reviewing the proposed location and identify any issues that may arise. In lieu of a presubmittal meeting, a Major Modification application to add the public school is under review and concerns are being addressed during this time. Furthermore, the below attachments are required as part of the Hillsborough County Interlocal Agreement, Section 3.1.9:

As part of this revised narrative, only items 8, 9,11-14 are submitted.

- 1- Location Map (attachment 1)
- 2- Site Aerial Map (attachments 2)

- 3- Future Land Use Map and surrounding area (attachment 3)
- 4- Zoning Map and surrounding area (attachment 4)
- 5- Topographic Map (attachment 5)
- 6- Existing Environmental Map
 - a. Area Flood Zone Map (attachment 6a)
 - b. Wetland Map (attachment 6b)
 - c. Significant Wildlife Habitat Map (attachment 6c)
- 7- Surrounding School Map (attachment 7) Revised
- 8- Tentative Attendance Boundary Elementary and Middle School (attachment 8)
- 9- Airport Map (attachment 9)
- 10- Landfill Map (attachment 10) Revised
- 11- Water and Wastewater Treatment Plant Map (attachment 11) Revised
- 12- Industrial Future Land Use Map (attachment 12) Revised
- 13- Industrial Zoning Map (attachment 13) Revised
- 14- Historic Resources Map (attachment 14)

In addition to the above, a description of the project and its surrounding area is required per Section 3.1.9.

As stated, the proposed school site is located at the northeast intersection of Saffold Road and US Highway 301 (attachment 1). The HCSB is evaluating the ability to do a 1,620-student pre-K through 8 school, with an anticipated opening date of August 2024 with the need to accommodate anticipated growth in the area. The District is currently evaluating its long range planning needs in order to identify planning priorities for additional seat capacity as the County continues to grow with new residential development.

<u>Attendance boundary for elementary and middle school is Interstate 75, 15th street SE, State Road 674, US</u> <u>Highway 301, Bishop Road, County Rod 579, and the southern County line.</u>

The future land use category is Wimauma Village Residential-2 (WVR-2) allowing public schools and located within Hillsborough County Rural Service Area, which is permitted for a Pre-K to 8 school. The surrounding future land use category is also Wimauma Village Residential-2 to the north, south, and east, while properties to the west have a land use category of Residential Planned (RP-2) and Natural Preservation (N) (attachment 3).

The zoning category is Planned Development, approved for 1,047 dwelling units. The majority of the surrounding area to the north, south, and east is zoned Agricultural Rural (AR) and Agricultural Single-Family (ASC-1) while the area to the west is zoned Planned Development (attachment 4).

As seen on the topographic map and conceptual site plan designed by Rene Tercillia from Harvard | Jolly Architecture, the site drains towards the east and stormwater ponds are proposed to be located towards the west (attachment 5 & 7).

The residential portion of the site is under construction by the developer which includes installations of water and wastewater lines with capacity to serve the school.

Besides a small portion of the site to the east that is within the flood zone, the remainder of the site is not within a velocity flood zone or floodway, nor is development proposed with the flood zone (attachment 6a). There is no wetland on the school site as shown on the attached Wetland Map (attachment 6b). Significant Wildlife Habitat is within our site; however, no development is proposed within said area (attachment 6c).

Included in this report are maps depicting the location of surrounding airports, landfills, water & wastewater treatment plants, industrial Land use & zonings &, as well as historical resources (attachments 10-15).

Per Section 3.2, a neighborhood meeting was noticed and held in Wimauma. No one showed up to the meeting. Attached are the Notice Letter and Certified Mailing List.

COMPLIANCE WITH THE HILLSBOROUGH COUNTY COMPREHENSIVE PLAN

The proposed school meets the following Goal, Objectives, and Policies for consistency findings.

Future Land Use Element

Policy 1.4:

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

Objective 17: Neighborhood and Community Serving Uses

Certain non-residential land uses, including but not limited to residential support uses and public facilities, shall be allowed within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible to the surrounding residential development pattern.

Pollcy 17.1:

Residential support uses (childcare centers, adult care centers, churches, etc.) is an allowable land use in any of the residential, commercial and industrial land use plan categories consistent with the following criteria:

 The facility shall be of a design, intensity and scale to serve the surrounding neighborhood or the non-residential development in which it occurs, and to be compatible with the surrounding land uses and zoning;

Neighborhood/Community Development

Policy 16.2:

Gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering and screening techniques and control of specific land uses.

Pollcy 16.5:

Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.

4.4 SCHOOLS

GOAL 10: Locate and design schools in a manner that creates community assets, which have a positive relationship and connection to the neighborhood(s) they serve.

OBJECTIVE 10-1: The planning and development of schools should encourage pedestrian and bicycle travel, reflect the history and character of the community and be appropriately scaled to the community.

10-1.2: Provide siting of schools that is sensitive to the environment, avoiding construction within major environmental areas.

10-1.4: Design middle and elementary schools to accommodate drop-offs and pick-ups on site, without interrupting traffic flow on local streets.

Public Schools Facilities Element

PSF Policy 1.3.4: The preferred locations for public schools, whether elementary, middle or high schools are within the Urban Service Area (USA), and shall be allowed in all future land use categories, with the exception of heavy industrial and natural preservation as delineated on the Future Land Use Map, consistent with the siting criteria in Policy 1.3.5. However, residential development will continue to occur at approved levels within areas designated Rural Service Area and public schools will be necessary under certain circumstances within these areas as provided in Policy 1.3.6.

PSF Policy 1.3.6: The location of schools may be considered in all rural land use plan categories within the Rural Service Area, except heavy industrial and natural preservation, only upon demonstrated need, subject to the following criteria:

a. The school board has demonstrated that the location and design of the proposed school is intended to predominately accommodate the student population living within the rural service area and that approval will not create the need for extension of centralized water and wastewater facilities outside the urban service area other than service lines designed to accommodate solely the service demands of the school or the need for roadway improvements not already contemplated in the County's Capital Improvements Plan.

Although public schools are preferred in the urban area, schools must also be available for the large and growing population in the rural area. A need that is demonstrated in Attachment 9 with the tentative attendance map.

The *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County* classifies schools as residential support uses and supports such uses if they are compatible with the surrounding area. In this case, the school will be located in an area where the predominate use is residential, therefore supporting the existing development pattern. School uses are also allowed in all Future Land Use categories, with the exception of Heavy Industrial (HI) and Natural Preservation (NP), per Policy 1.3.4 in the Public Schools Facilities Element. In addition, it is anticipated that the school will serve the community in which it is proposed. The site is easily accessed from US Highway 301, and from sidewalks for pedestrian access from the surrounding residents.

Overall, the proposed Major Modification would allow for the development of this property in a manner that is not only consistent with the Goals, Objectives and Policies of the Future of Hillsborough Comprehensive Plan, but that is also comparable to the existing development pattern found within the surrounding area.

CONCLUSION

The proposed PreK-8 school meets all requirements of the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting, and Concurrency. It is compatible with the surrounding development through innovative design, buffers and screenings. It is consistent with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*.



July 7th, 2022

SUBJECT: Rezoning Application for Future Elementary and Middle School Campus

Dear Stakeholder,

Public School Property Development is seeking approval from the Hillsborough County per Major Modification 22-0221 to allow for an elementary and middle school in the Wimauma area. As a property owner or neighborhood association representative near the planned school, you are invited to an upcoming meeting to learn about the project and provide input.

The meeting is scheduled for 6:00 to 7:00 p.m. Thursday, July 14, 2022, at **Taqueria Guanajuato, 5151 SR 674, Wimauma**. The developer representative will be available to answer questions and gather input. The proposed development is to allow for future elementary and middle schools at the location shown to the right.





The format of the meeting is an open house, and no future attendance boundary changes or details on program offerings will be discussed at this meeting.

Your comments will be summarized and provided to Hillsborough County and the Hillsborough County Planning Commission.

If you have any questions, or would like to provide a comment, please call Isabelle Albert, the representative, at 813-331-0976 or email ialbert@halff.com.

Regards,

Isabelle Albert

Isabelle Albert

HALFF A SSOCIATES, INC.

1000 N ASHLEY DRIVE, SUITE 900 TAMPA, FL 33602 TEL (813) 620-4500 FAX (813) 221-4980 WWW HALFF.COM

ALL DATA SUBJECT TO CHANGE. CHECK THESE ITEMS AGAINST A MAP. www.hcpafi.org for more information on these properties DOR CODES: HH condo or subdivision placeholder record (If a record with HH appears in this list it should be followed immediately by the names and address of the individual units that are in that condo.) 0010-0030, 1040, 7701, 7704, 9910-9930 Condo or HOA common parcel reference plate (historical placeholder) NN (If a record with NN appears in this list it is most likely an error. Please have a customer service rep investigate.) 0006-0040 vacant residential 0100 single family 0106 townhome 0300 multifamily 0400 condo 0500 coops 1000-3999 commercial 4000-4999 industrial 5000-6999 agriculture 7200-7999 institutional/associations 8000-9899 military, government, wctlands 9900+ non-agriculture MULTI-STORY condos should be included in this list. (See DOR CODE HH above.) List is sorted by folio number. Duplicates labels have been removed. ----- LABEL COUNT Folio: 0579770000 Dor: 8200 TIITF/REC & PARKS LITTLE MANATEE RIVER ST REC AREA 3900 COMMONWEALTH BLVD TALLAHASSEE FL 32399-3000 1 Folio: 0579790060 Dor: 8700 JUL - 8 2022 TIITF/REC & PARKS LITTLE MANATEE RIVER ST REC AREA 3900 COMMONWEALTH BLVD AV. A.T. -TALLAHASSEE FL 32399-3000 POSTAGE PAID 2 Folio: 0796370100 Dor: 0000 CC SAFFOLD FARMS LLC 1302 E 2ND AVE STE 200 U.S. FL 33605-5022 TAMPA _____ 3 Folio: 0796400100 Dor: 0100 THOMAS M AND ESTA E KEETLEY 4935 BONITA DR FL 33598-4201 WIMACMA ______ 4 Folio: 0797100584 Dor: 0901 BERRY BAY CDD C/O MERTTUS 2005 PAN AM CIR STE 300 TAMPA FL 33607-6008 5 5 Colorder

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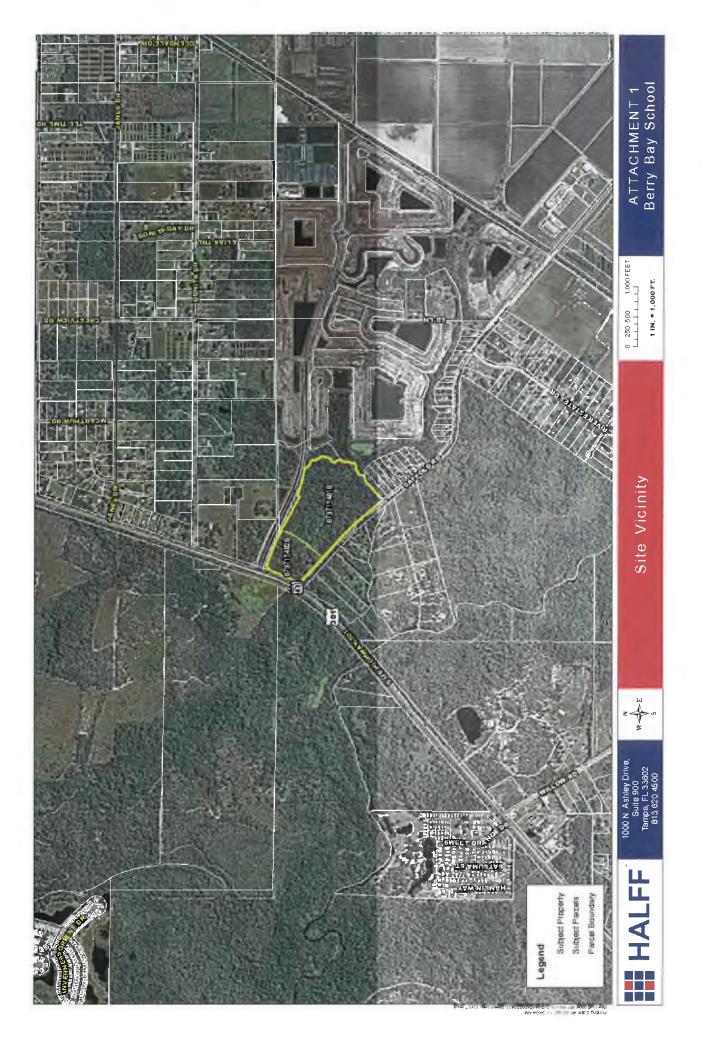
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Contact Name	Title	Address	Address 2	City-State	Zip
David Floyd	Corp. Sec SCC CA office	1009 N Pebble Beach Blvd		Sun City Center FL	33573
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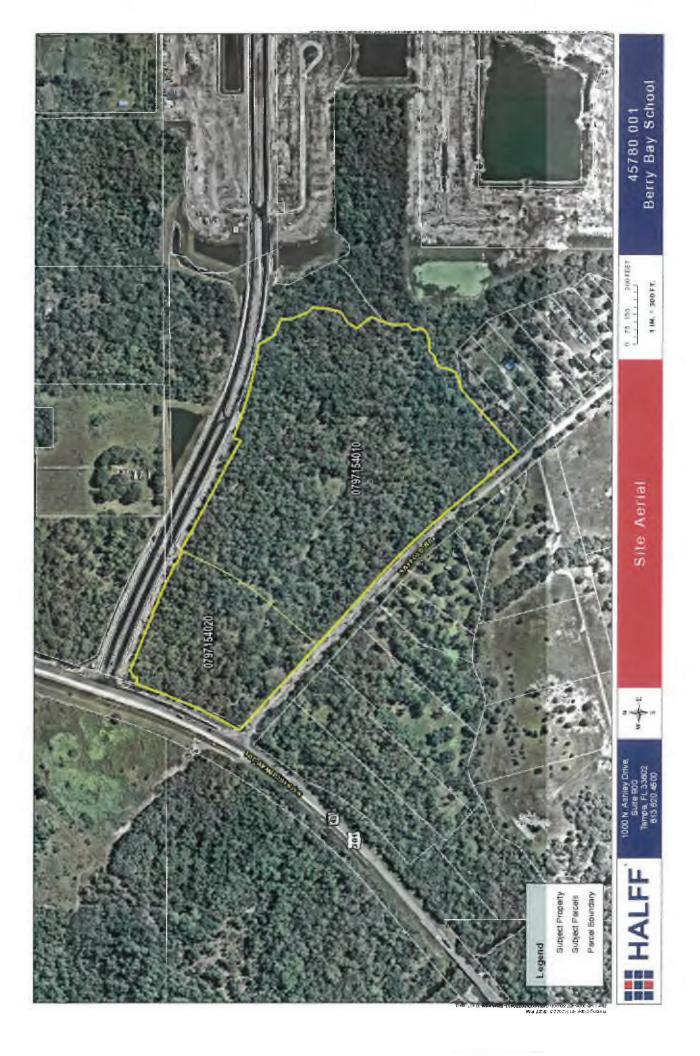
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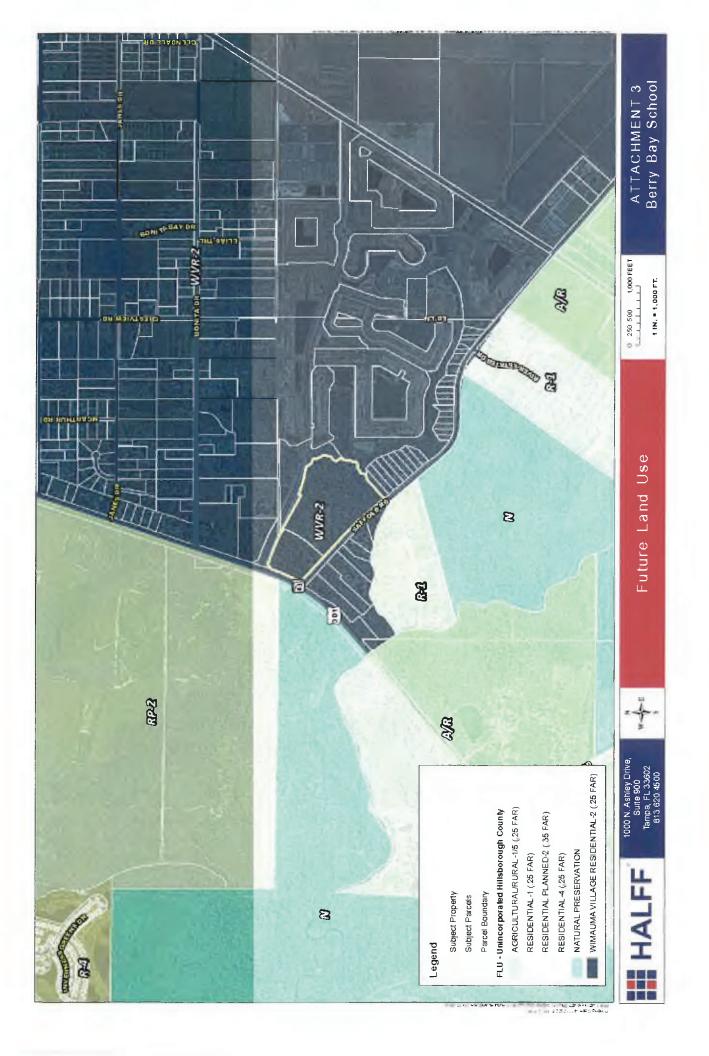
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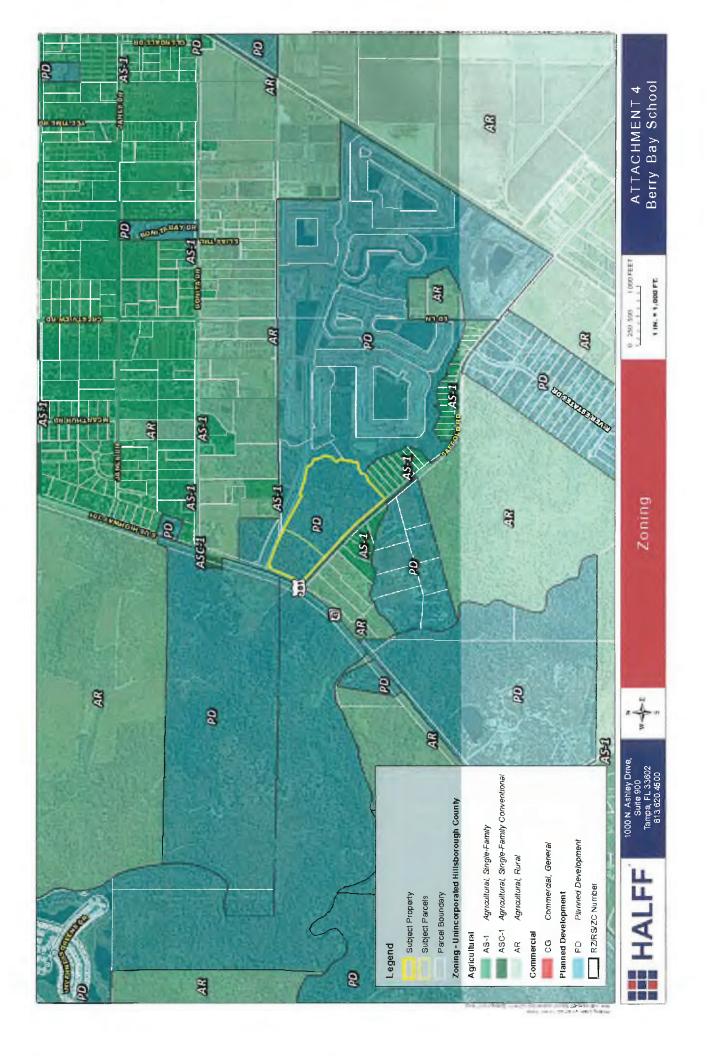


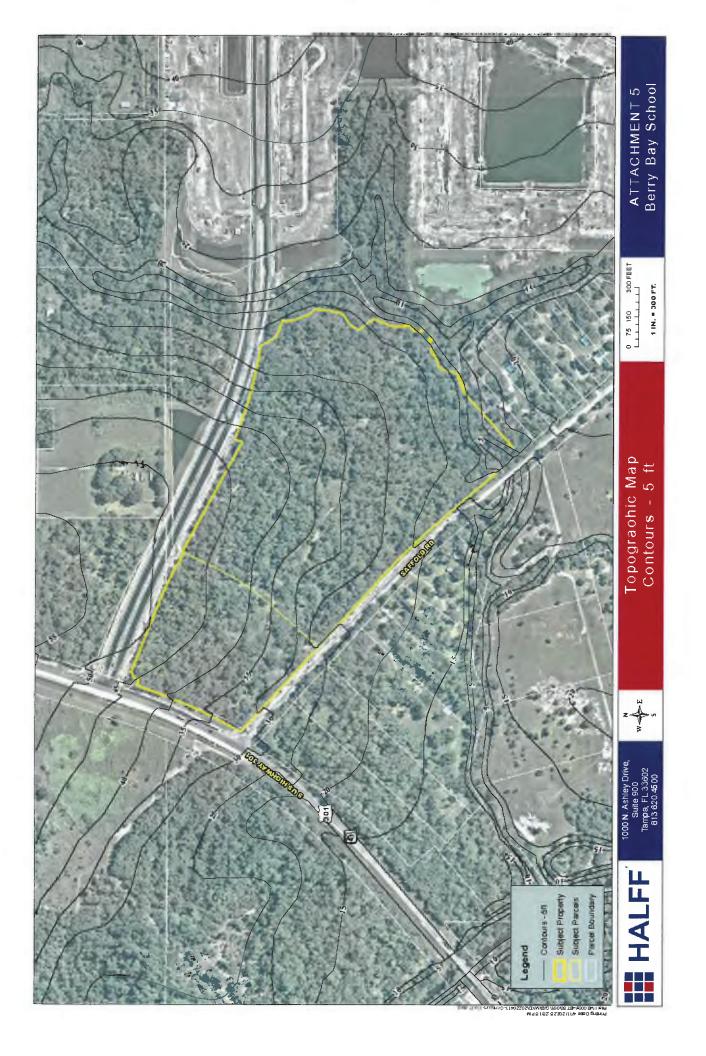


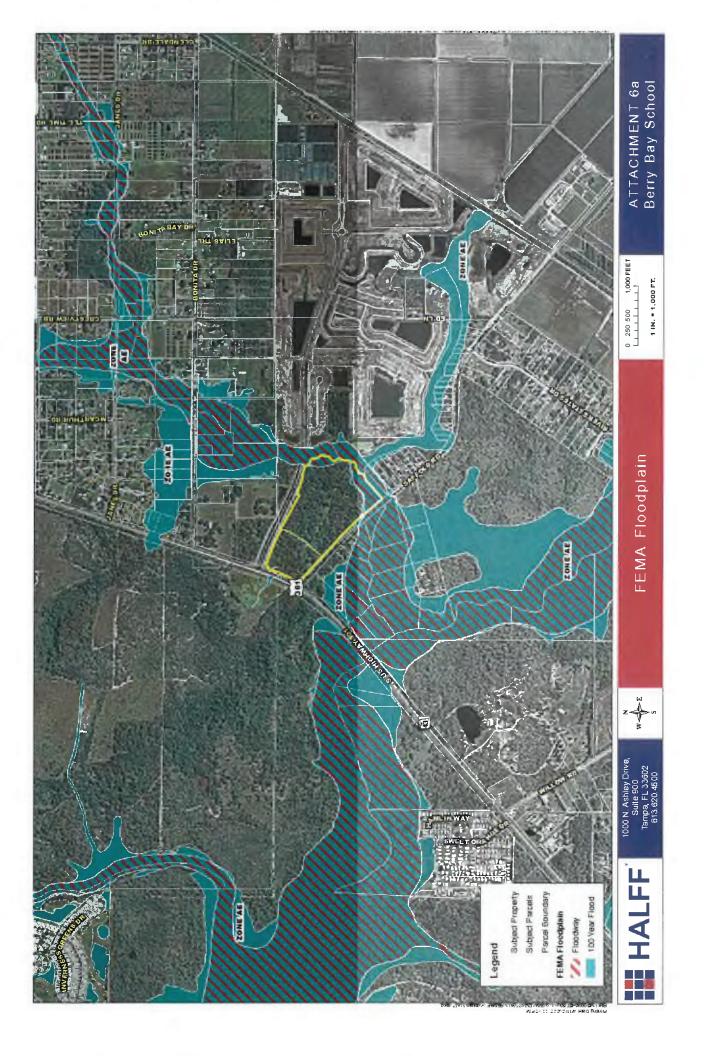


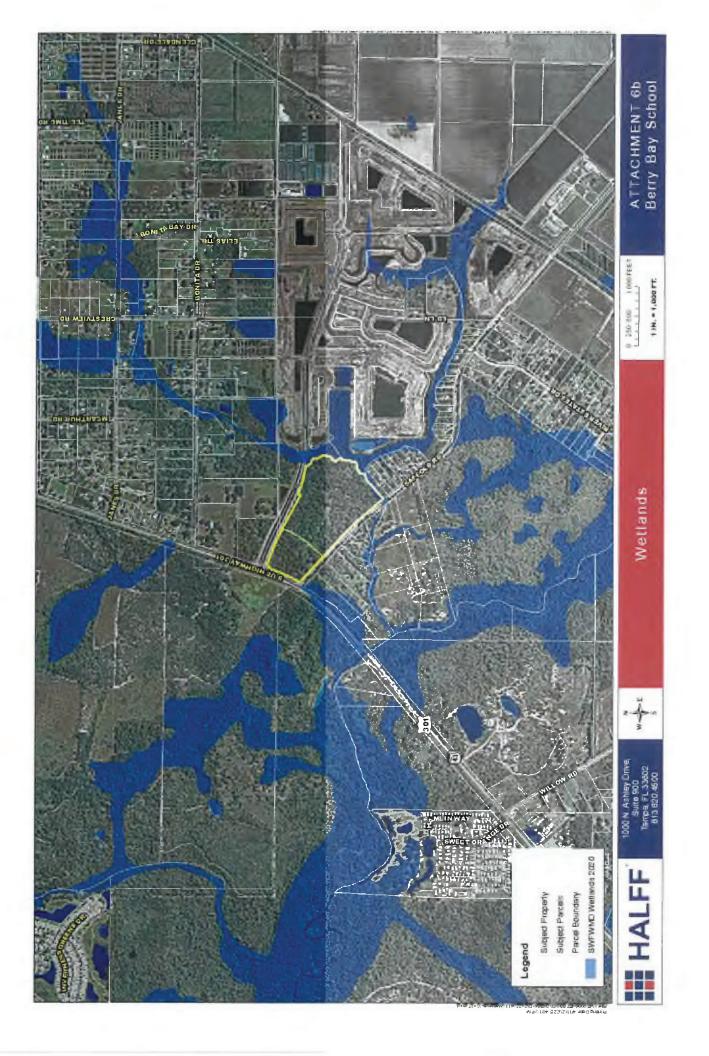


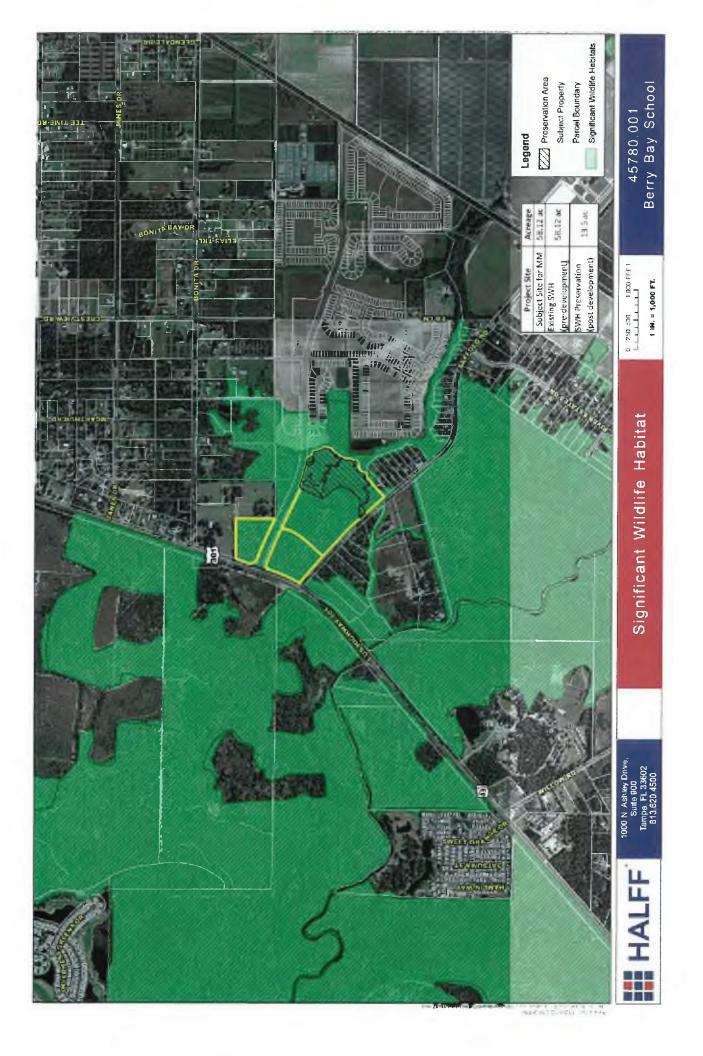


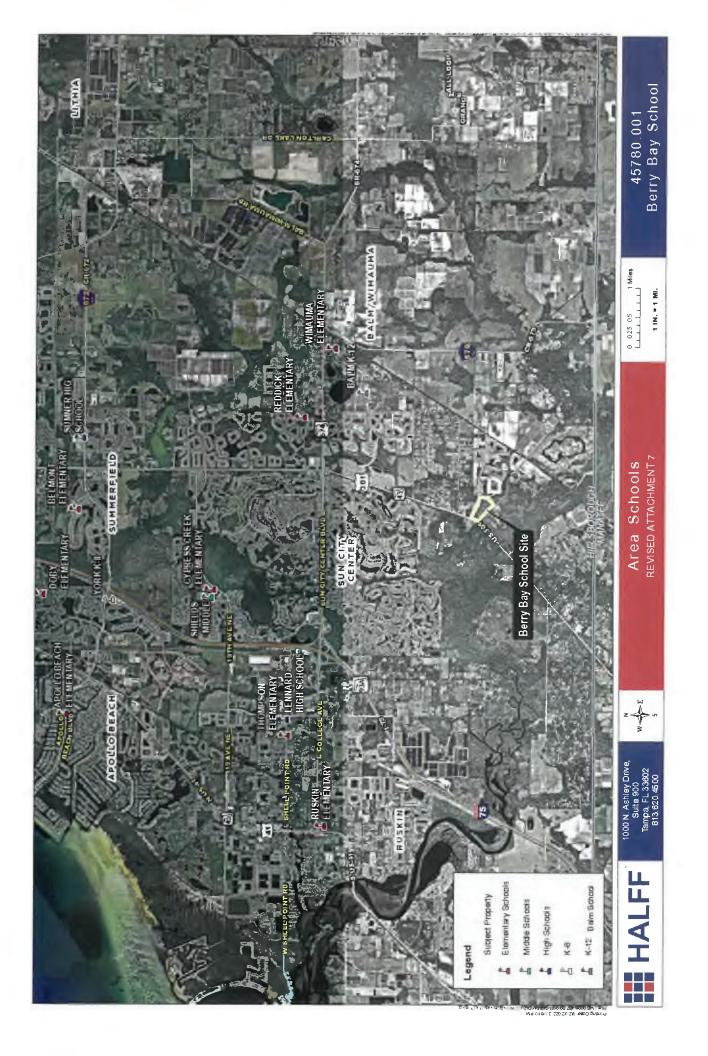


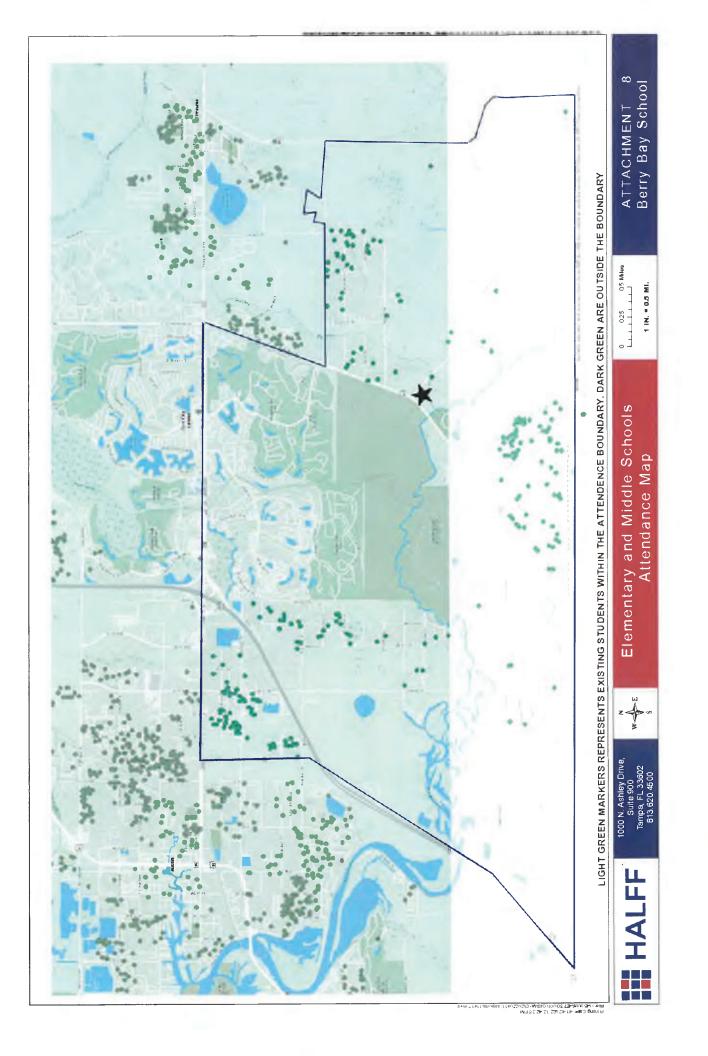


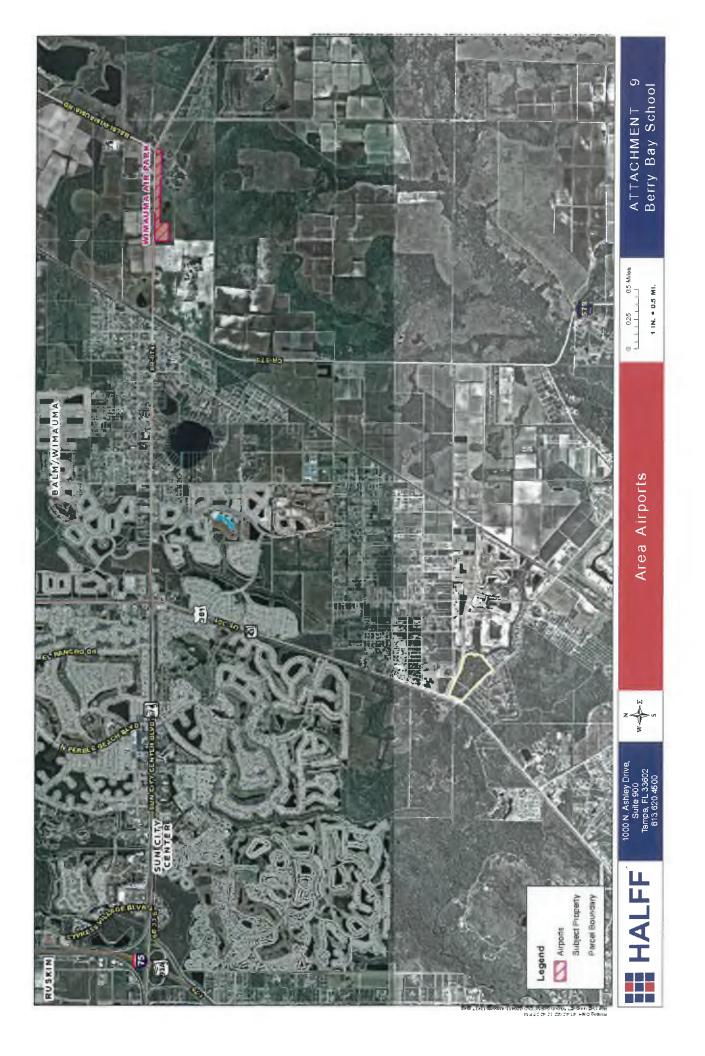


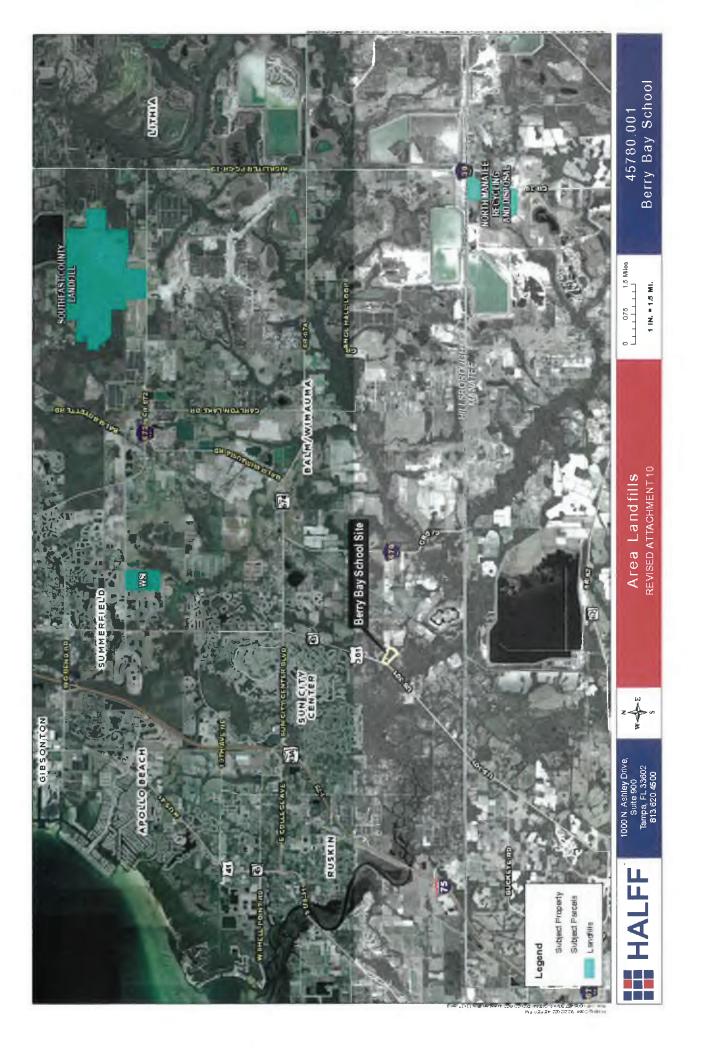


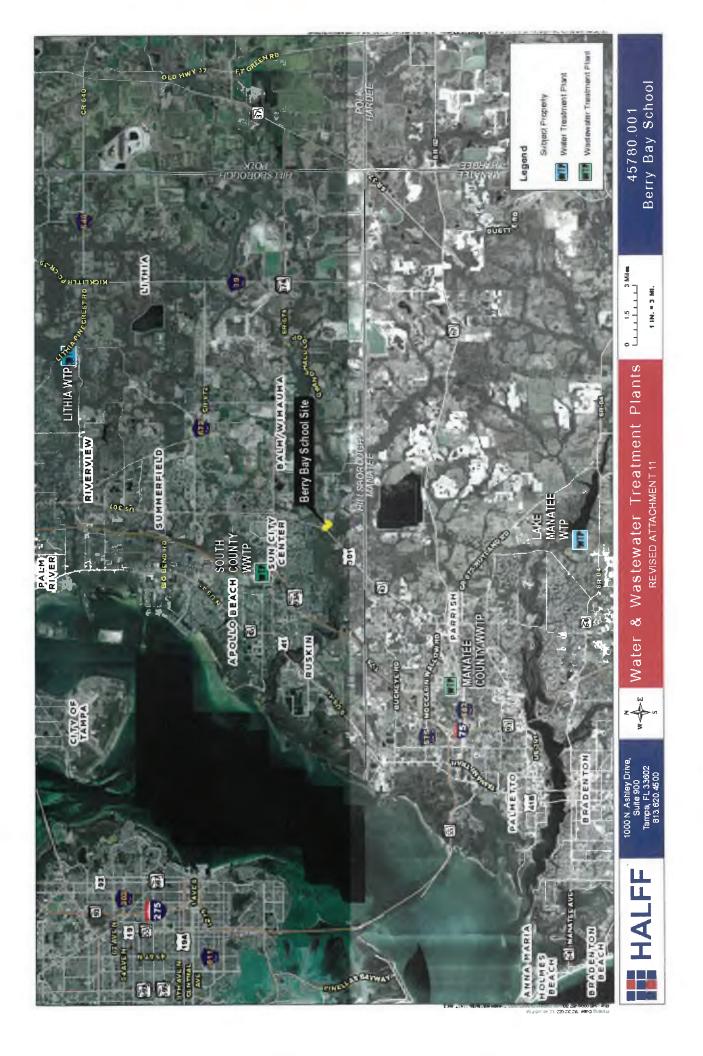


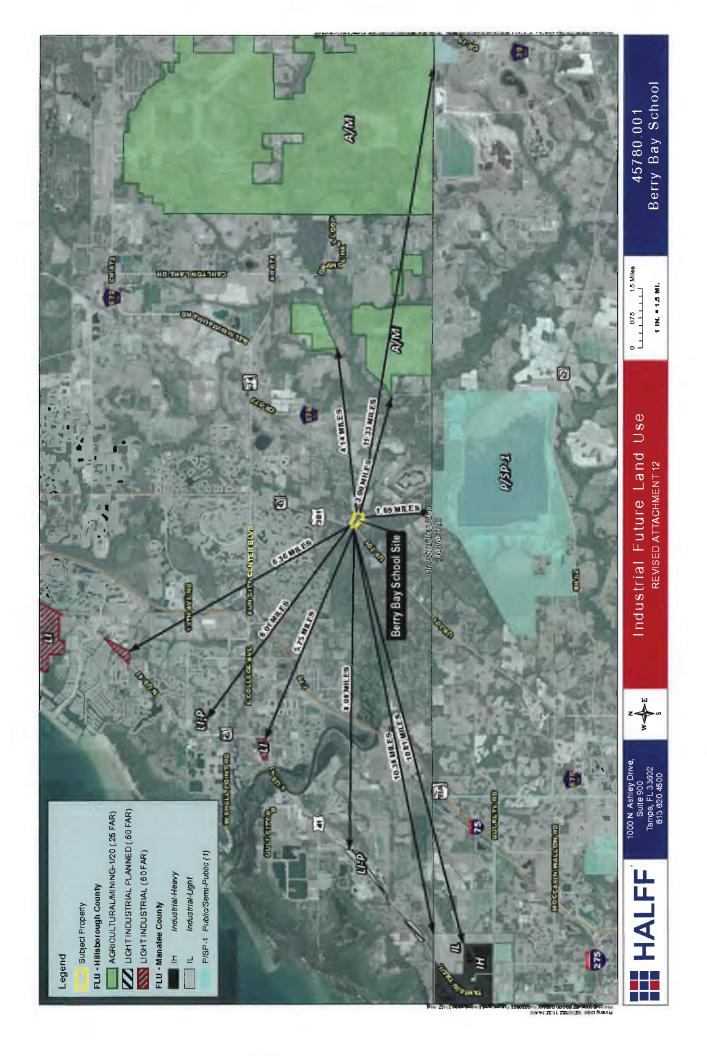


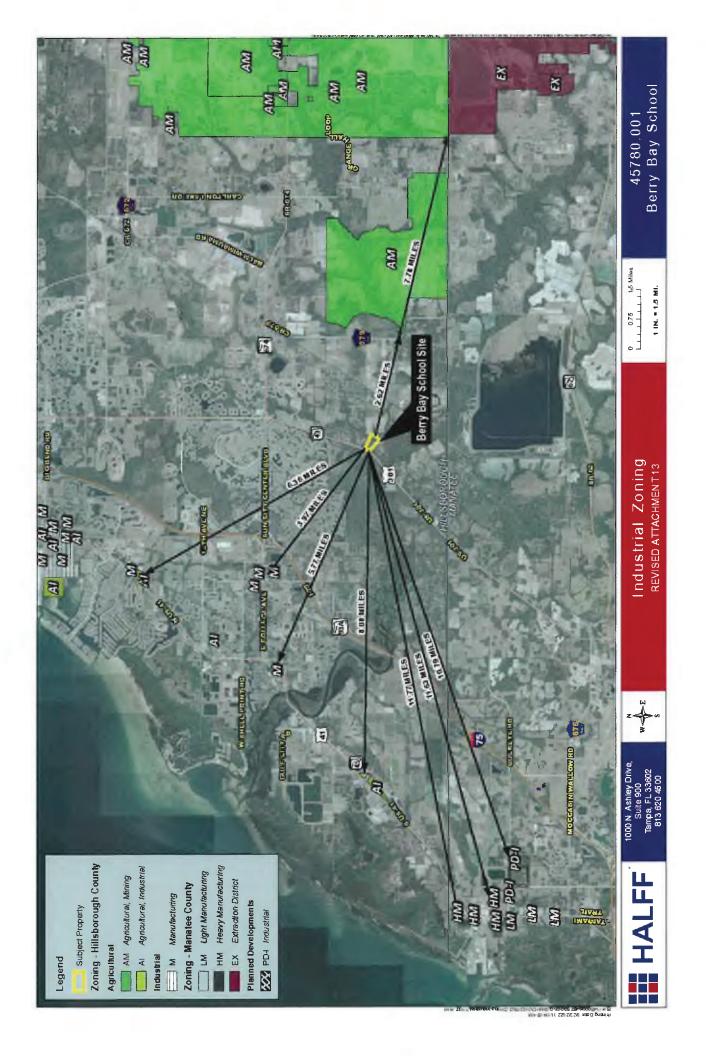


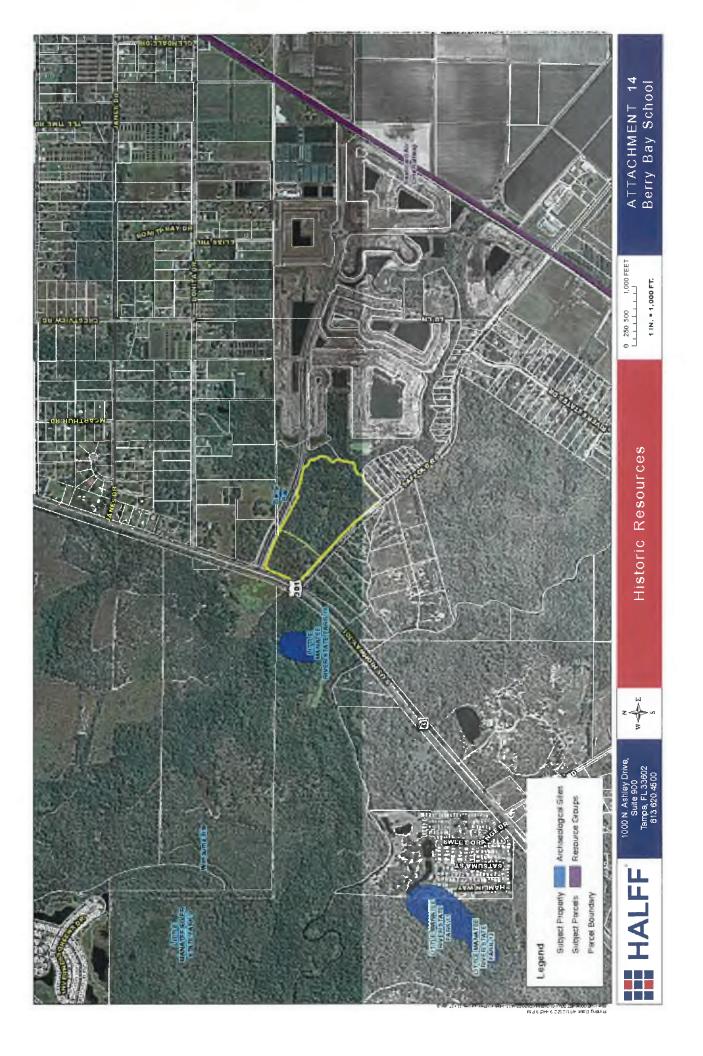












Albert, Isabelle

From:	Michelle Orton < Michelle.Orton@hcps.net>
Sent:	Monday, November 14, 2022 3:35 PM
То:	Albert, isabelle
Subject:	RE: Berry Bay School Site

Yes, the school board would like to get the PD approved with the school site, so we don't need to take it back for a PD modification in the future.

Please let me know how it turns out.

Michelle Orton General Manager, Growth Management and Planning Hillsborough County Public Schools

From: Albert, Isabelle <iAlbert@Halff.com> Sent: Monday, November 14, 2022 3:28 PM To: Michelle Orton <Michelle.Orton@hcps.net> Subject: Berry Bay School Site

Good afternoon Michelle,

We are going forward tonight at the ZHM for Berry Bay and the school site. I take it the school board is looking forward to getting approved? I'd like to put something into the record.

Thanks.

Isabelle Albert, AICP Director of Entitlements Halff Associates, Inc.

O: (813) 331-0976



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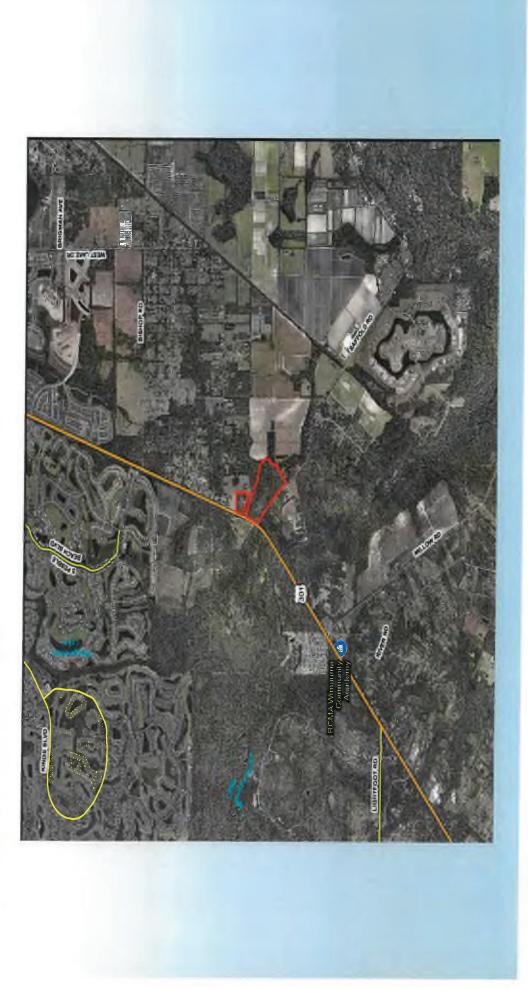
Application No. MM 22-1301 Name: <u>Tsc.belle Hlbert</u> Entered at Public Hearing: <u>ZHM</u> Exhibit # <u>3</u> Date: <u>11133</u>

ZONING HEARING MASTER HEARING MM 22-1301

November 14, 2022

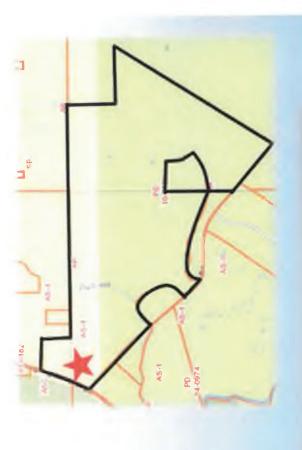
Applicant: CC Saffold Farms, LLC Representative: Kami Corbett, Esq., Hill Ward Henderson, P.A. and Isabelle Albert, AICP, Halff Associates, Inc.

SURROUNDING AREA

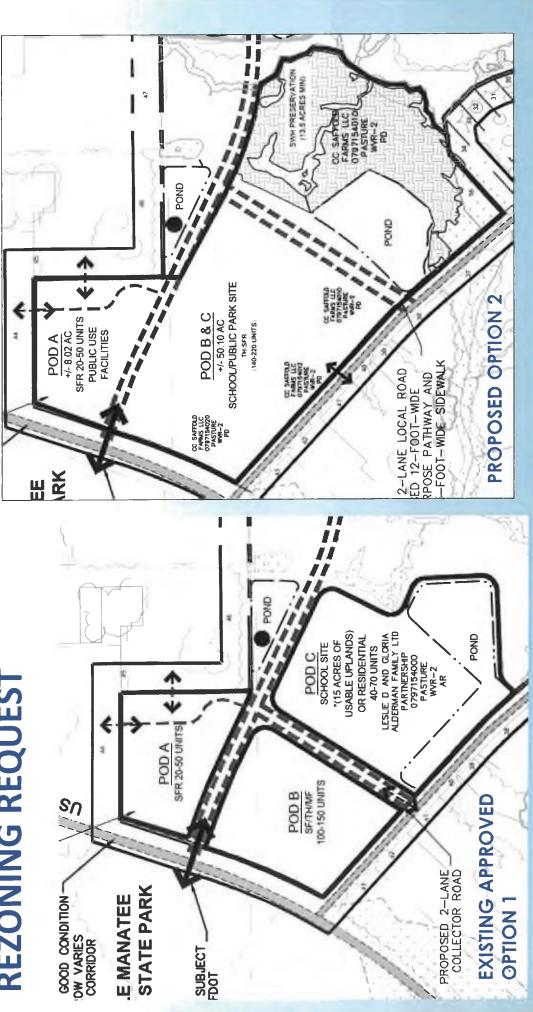


SITE INFORMATION

- 58.07+/- acres in the Wimauma Community Plan
- Located at the NE corner of US 301 and Saffold Road
- Current Zoning:
- Planned Development (PD 19-0102)
- Future Land Use:
- Wimauma Village Residential-2 (WVR-2)







REZONING REQUEST

CONSISTENCY WITH COMPREHENSIVE PLAN

Public Schools Facilities Element

PSF Objective 1.3: The County shall support the School District in its effort to provide for, locate and expand schools in a coordinated manner

sites are consistent with the applicable land use categories and policies of the comprehensive plan and consistent PSF Policy 1.3.1: The County shall coordinate with the School Board to assure that proposed public school facility with the plan's implementing regulations.

PSF Policy 1.3.6: The location of schools may be considered in all rural land use plan categories within the Rural Service Area

Future Land Use Element

Objective 16: Neighborhood Protection The neighborhood is a functional unit of community development

Objective 17: Neighborhood and Community Serving Uses Certain shall be allowed within residential neighborhoods to directly serve the population.

STAFF FINDINGS:

- Development Services Department finds the request approvable, subject to conditions
- Planning Commission finds the request consistent with the Hillsborough County Comprehensive Plan
- No objections from reviewing agencies

Thank you.

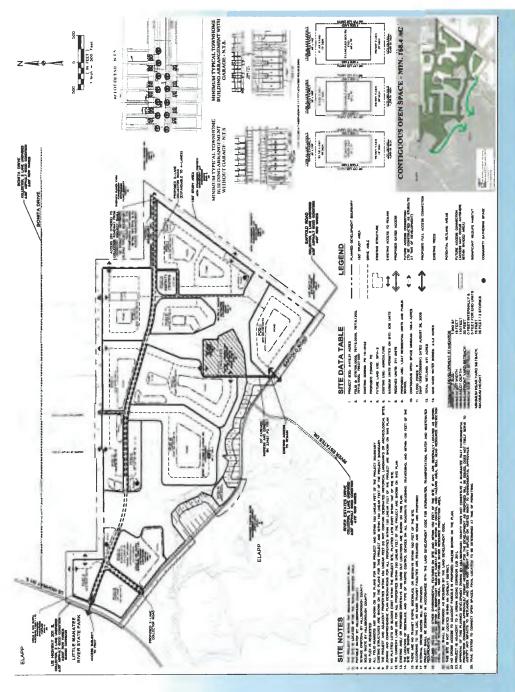
Transfer of Development Rights



Approved PD Site Plan

2019 Approval

- 1047 single family dwelling units
- Conditional Approval for a 1,000 student elementary school, subject to siting requirements



CONSITENCY WITH SITING REQUIREMENTS

1 – Compatibility

The school will be well buffered from residential uses by roads on all boundaries – Berry Grove Blvd. along north, north/south road along east, US 301 along west, and Saffold Road along south.

2 – Adequate Public Facilities and Infrastructure

- The site will be served by public water and wastewater provided by the developer of the overall Planned Development (Berry Bay).
- The school site is included within the approved Master Utility Plan which was approved by the County during construction review.

3 – Environmental Constraints

development will be designed to adhere to the requirements of Land Development Code The site is within a Significant Wildlife Habitat; therefore, the layout of the proposed Section 4.01.00 pertaining to Significant Wildlife Habitats.

COMPLIANCE WITH SITING REQUIREMENTS

4 – Onsite Archaeological or Historic sites

 The proposed site does not contain any archaeological or historic sites listed in the National Register of Historic Places or designated by Hillsborough County as a locally significance historic or archaeological resources.

5 – Location in flood zone

- The site is not located within a velocity flood zone nor the Coastal High Hazard Area.
- The eastern boundary is located within the 100-year flood zone but no development is proposed in this area of the site.

6 – Airport, Water & Wastewater Treatment Plant, and Landfill Vicinity

The site is not located within the vicinity of an airport, adjacent to water or wastewater treatment plants, nor is it located within one-quarter mile of active landfills.

COMPLIANCE WITH SITING REQUIREMENTS

7 – Access Roads

- Main site-wide access via US Highway 301, a 2-lane arterial roadway
- Access into the school off of Berry Grove Blvd. (east-west collector), to be completed in time for school opening
- All roadways designed to support continuous and safe pedestrian access for students walking to school. Road improvements on Saffold Road and US Hwy 301 are required as part of PD conditions

8 – Onsite parking

The approx. 34-acre school site will accommodate onsite parking and vehicle circulation. Proposed school is grades PreK-8 within one structure.

PARTY OF RECORD

