

PD Modification Application: MM 22-1112**Zoning Hearing Master Date:** November 14, 2022**BOCC Land Use Meeting Date:** January 10, 2023**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Landside Investment, LLC

FLU Category: RES-6

Service Area: Urban

Site Acreage: 148 +/-

Community Plan Area: Riverview and South Shore Systems

Overlay: None

**Introduction Summary:**

The subject site is located within PD 97-0113, as most recently modified by PRS 14-0605 ("Winthrop"). The 148 acre site is a mixed-use development consisting of residential (detached and attached), live/work units, commercial, office and non-public school uses in a traditional neighborhood development (TND) form.

Existing Approval(s):	Proposed Modification(s):
Multi-Family development within the southwest area along Providence Road and within the northeast area along Bloomingdale Avenue (as delineated on the site plan).	Add a second development option to allow a charter school expansion and childcare (180 children) use within the southwest area along Providence Road (as delineated on the site plan). No decrease in the total amount of multi-family units is proposed and multi-family uses under this development option will be located only in the northeast area along Bloomingdale Avenue.
Maximum of 1,300 student charter school students (K-8)	Increase the number of charter school students to a total of 1,810 with the following restrictions: 600 students (K-2), 610 students (3-5) and 600 students (6-8)
No queuing or event parking plan for approved charter school (approval predates LDC Section 6.03.13)	Provide a queuing and event parking plan for the 1,810 (K-8) student charter school
Total of 41,803 sf of Charter School Use buildings (per site plan data table)	Increase Charter School Use Buildings to 66,714 sf and add Day Care Building of 11,000 sf to the site plan data table

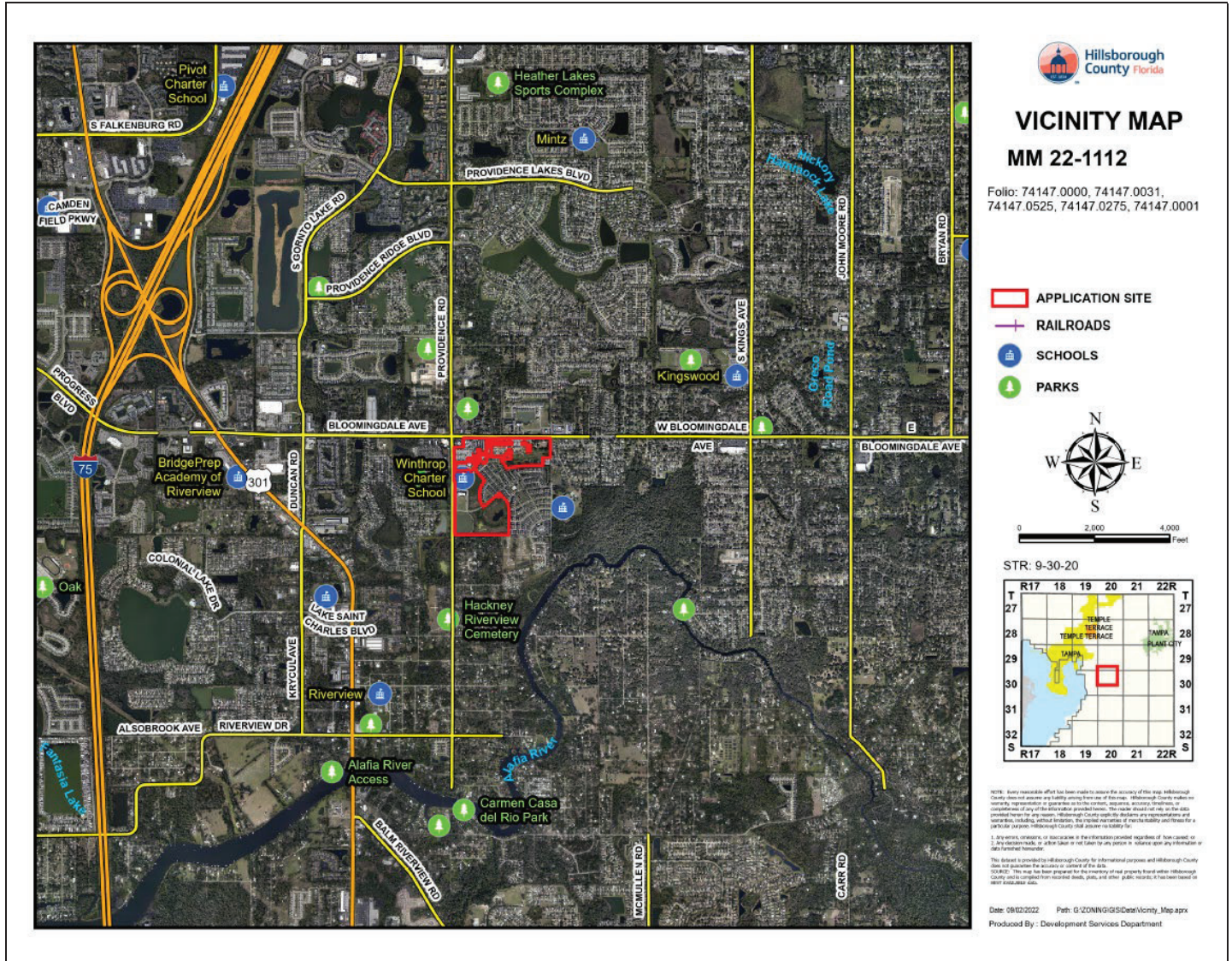
Additional Information:

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

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

2.1 Vicinity Map

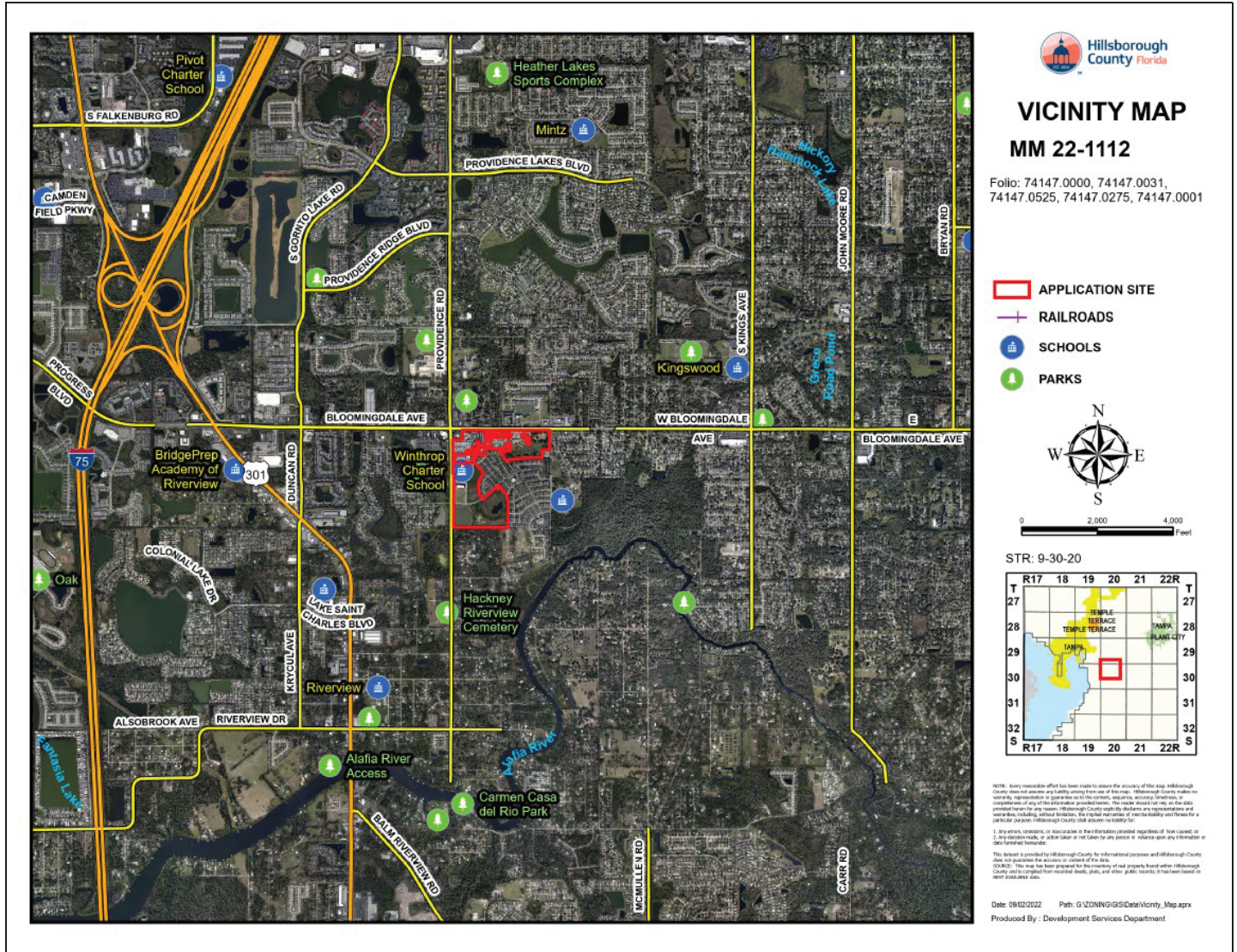


Context of Surrounding Area:

The site is located within a PD located at the southeast corner of Bloomingdale Avenue and Providence Road in the Riverview community. The general area is developed with residential and non-residential uses in a suburban development pattern. Unlike the surrounding area, the subject mixed-use PD is developed with TND (Traditional Neighborhood Development) development standards to promote an urban, walkable development form.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

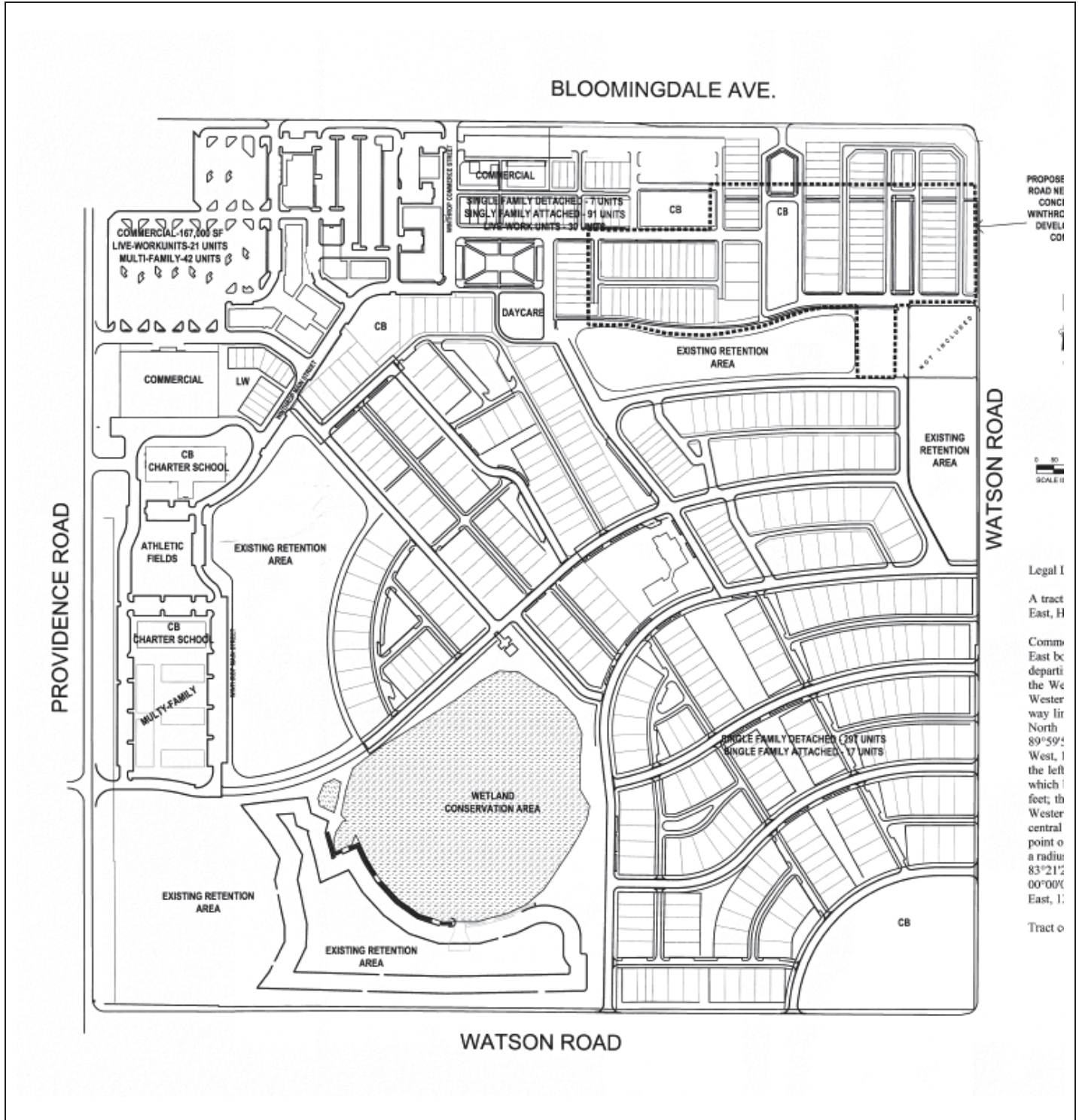


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD	6 units per acre 0.25 FAR	Charter School	Charter School
South	PD	6 units per acre 0.25 FAR	Conservation Area	Grand Winthrop Avenue Retention Area
East	PD	6 units per acre 0.25 FAR	Retention Area Single-Family Residential	Retention Area Single-Family Residential
West	PD	6 units per acre	Multi-Family	Providence Road Multi-Family

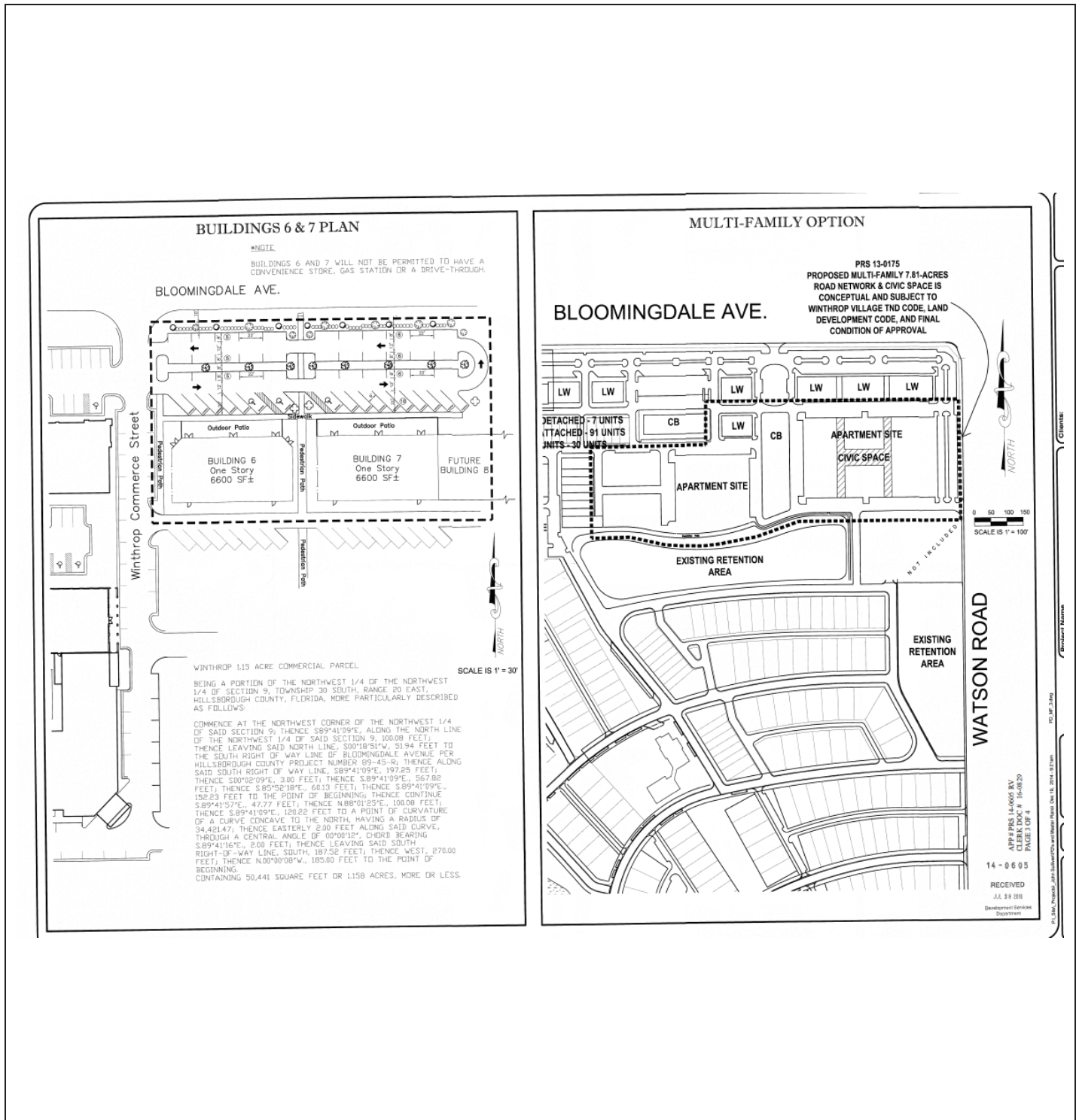
2.0 LAND USE MAP SET AND SUMMARY DATA

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

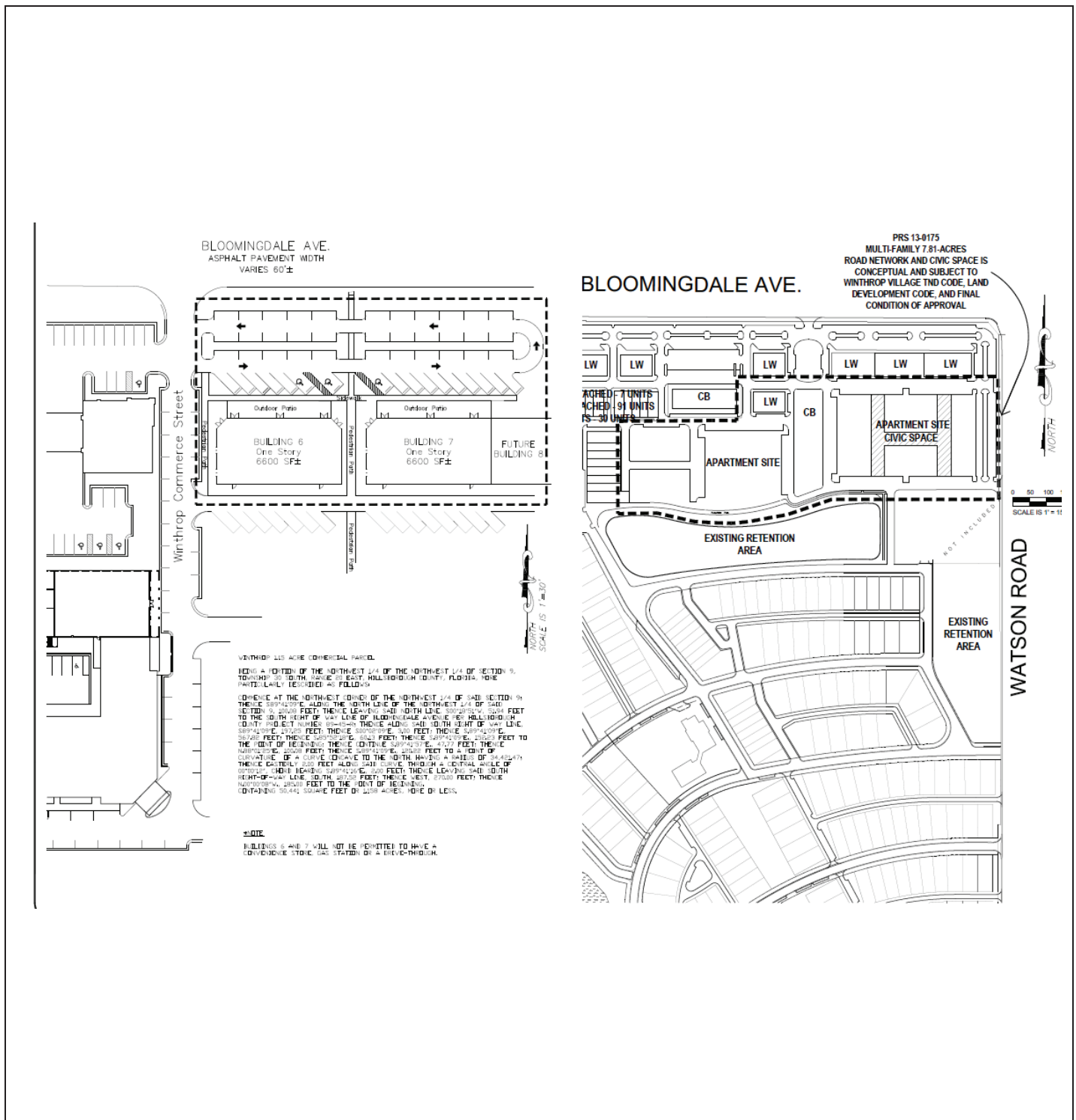


2.0 LAND USE MAP SET AND SUMMARY DATA

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

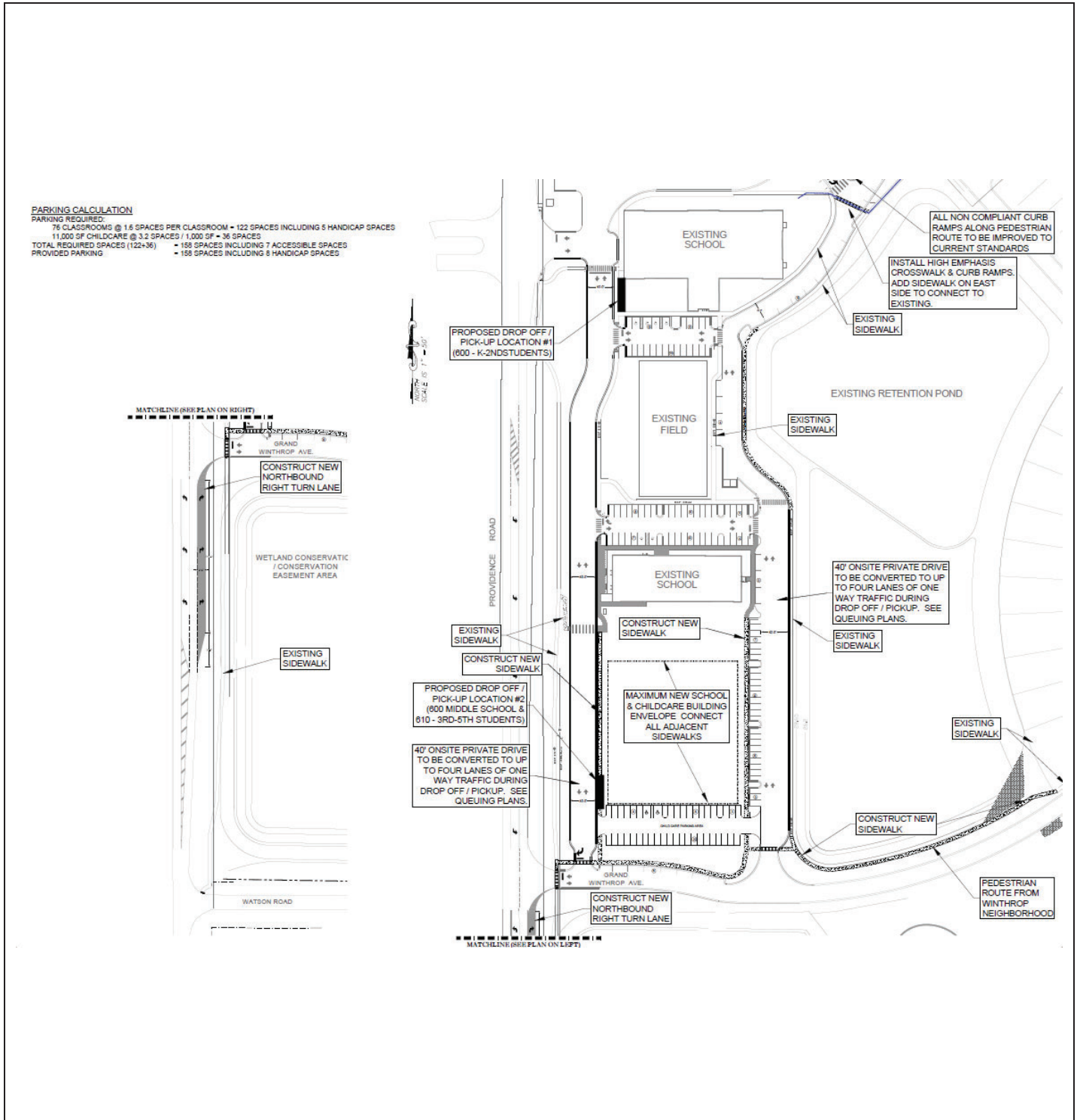


2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)

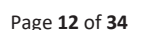


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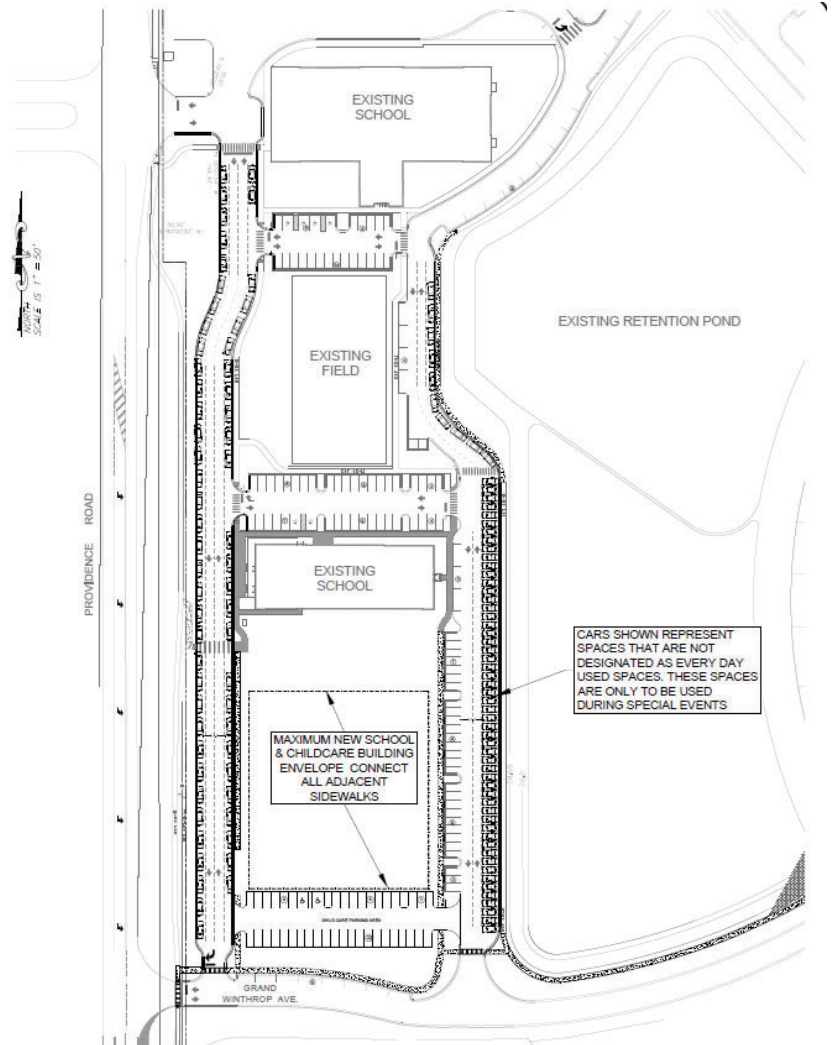
2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)

PARKING CALCULATION

76 TOTAL CLASSROOMS @ 1.6 SPACES / CLASSROOM = 122 REQUIRED SPACES
11,000 SF CHILDCARE @ 3.2 SPACES / 1000 SF = 35 REQUIRED SPACES
TOTAL REQUIRED SPACES = 158 SPACES INCLUDING 7 HANDICAP SPACES
TOTAL PROVIDED STRIPED SPACES = 158 INCLUDING 8 HANDICAP SPACES

TOTAL SPACES SHOWN HEREIN = 283

TOTAL EVENT PARKING SPACES PROVIDED (283-158*) = 125 SPACES



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
Providence Rd.	County Collector - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Bloomington Ave.	County Arterial - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Grand Winthrop Ave.	Private (Adjacent to Modification Area)	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	18,625	2,146	1,508
Proposed	21,457	2,852	1,721
Difference (+/-)	(+) 2,832	(+) 706	(+) 213

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

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	Vehicular	Does Not Meet LDC
South	X	Vehicular & Pedestrian	None	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West	X	Vehicular & Pedestrian	None	Meets LDC
Notes: Although the vehicular only cross access along the northern boundary, i.e. between the project and folio 74147.0200, does not comply with Sec. 6.04.03.Q. LDC requirements, this is an existing condition and not a part of the modification area. As such, staff did not address this issue as a part of this Major Modification request.				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Bloomington Ave. – Request to Waive Required Turn Lane	Administrative Variance Withdrawn	N/A - Variance Request Withdrawn
Providence Rd. – Turn Lane Length Reduction	Design Exception Requested	Approvable
Bloomington Ave. – Substandard Road	Design Exception Requested	Approvable
Providence Rd. – Substandard Road	Design Exception Requested	Approvable
Notes: The request to waive the required turn lane was withdrawn. The proposed access plan was redesigned to shift trips from that that access to the next project access to the east.		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Plan re-labeling needed only
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input checked="" type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Charter School - No impact fees Daycare (per 1,000 s.f.) Mobility: \$13,156 * 18 = \$236,808 Fire: \$95 * 18 = \$1,710 Urban Mobility, Central Park, Central Fire - Charter School- no impact fees; and Daycare 18,000 sf				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The PD area proposed for the charter school expansion and childcare use is located along Providence Road, to the south of the existing charter school and athletic field. Residential uses are located to the east of the site within the Winthrop neighborhood and are separated from the subject area by a large retention area. The existing charter school building is located between the subject area and retail uses to the north. The area south of the proposed charter school expansion consists of wetlands under a conservation easement. Lastly, multi-family residential is located to the west, which is separated from the subject area by Providence Road and retention on the multi-family development property.

The school will accommodate both vehicular and walk-up students. The proposed vehicular queuing plan will locate queue lanes within the Winthrop development, around the existing and proposed school buildings. No vehicular queuing will occur within the residential portions or outside of the Winthrop development. Walk-up students will be accommodated with a walking route from a parking area located to the north/northeast of the site – which is developed with retail uses, office uses and live-work units. The walking route will be located along the existing Winthrop Main Street to the charter school, which is not located within the residential portion of the Winthrop development. The drop off/pick up hours for the walking students are anticipated to be short in duration and therefore not anticipated to disrupt commercial/office operations. Signage is proposed to direct parents to the specified parking area, which will also discourage customer parking in the same specified parking area. The applicant has provided a detailed existing/proposed parking count summary which demonstrates that excess parking is available and would therefore be available for the school's off-site parking area. Proposed conditions require school attendants stationed within the vehicle queuing and off-site parking areas to monitor circulation and ensure safety.

Staff finds the project to be compatible with the surrounding development.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

1. The PD plan labels the area south of the Wetland Conservation Area as "Existing Retention Area". That area is in fact a former wetland mitigation area for wetland impacts that were approved for the development of Winthrop and is also under a conservation easement. It is acknowledged that the major modification would not appear to have any impact on the area; however, for clarity on the PD plan, the mislabeled retention area should be labeled Wetland Conservation/Conservation Easement Area.
2. The Proposed Site Data table (Sheet 2) to correct the Early Learning square footage from 12,000 to 11,000 sf.
3. Prior to PD site plan certification, the applicant shall revise Sheet 5 of 6 of the PD the site plan to:
 - 3.1 Add labels at each applicable access corresponding to the colored placard designations within the circulation notes on the sheet (e.g. the Grand Winthrop Ave. entrance shall be labeled with a prominent note indication "Green Placard Entrance Only");
 - 3.2 Modify the circulation notes to correct the placard descriptions/designations, such that all site access points from which students are allowed to enter are accurately described (e.g. no school traffic is permitted to enter via Winthrop Town Center Ave., as such it should not have a designated color or be mentioned).
 - 3.3 Add a note indicating that drop-off and pick-up access from any other project entrance is prohibited, and that such restrictions shall be enforced by the charter school operator, master developer and any property owners' associations within the PD.

Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 30, 2022.

1. Development shall be limited to a maximum of 172,000 square feet of floor space for neighborhood commercial uses (except for buildings 6 and 7 on Page 2 of 2 of the General Certified Site Plan which shall be prohibited convenience stores, gas pumps, and drive through), a child care center serving a maximum of 100 children, ~~a 1,300~~ 1,810-student elementary charter school (K-8th grade), a 180-child care center within the charter school area, 286 multi-family dwellings 412 single-family dwellings units, of which, no more ~~than~~ than 184 units shall be attached single-family townhouse units, and 51 live-work units as defined in condition 1.1.

As an alternative, a maximum of 310 multi-family units with a reduction of one single-family attached unit per each additional multi-family unit over 286 multi-family units shall be permitted. At time of preliminary site plan or plat approval, the applicant shall provide documentation in the form of a table showing the existing number and type of developed units, the proposed number and type of units, and the number of remaining units by type. The document shall include an agreement between the developer and property owner that these entitlements are granted. For the area subject to PRS 13-0175, each block perimeter, defined as the sum of linear feet of each block face, shall not exceed 2,000 linear feet, unless otherwise approved by the Administrator. The Administrator shall only approve deviations from this standard in the minimum amount necessary to address practical design difficulties and the determination shall be made subject to a review of written justification identifying said practical difficulties provided by the applicant.

Of the 172,000 square feet of neighborhood commercial uses, there shall be a minimum of 10,000 square feet of Business, Professional Office uses. Interim agricultural use of cattle grazing and other low scale agricultural uses shall be permitted. Any application to conduct land alteration activities on the property must be submitted

to the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.

- 1.1 A live-work unit (flex house) is a dwelling unit that contains a varying but limited commercial component and is usually a fee simple unit on an alley-served lot that limits the commercial component to the ground level. The size of the commercial component is limited by the provision of one parking place for each 500 square feet of neighborhood commercial floor area in addition to 2 parking spaces for the residential component. Such parking may be provided on-site and along the frontage.
- 1.2 With the exception of Floor Area Ratio, the commercial portion of the project shall be developed in accordance with CG zoning district standards, except that the maximum impervious surface area coverage shall be up to 85 percent. Additionally, the child care ~~facility~~ facilities shall be developed in accordance with the supplemental design standards of the Land Development Code unless otherwise stated herein.
- 1.3 Of the 1,810 charter school students, school enrollment shall be limited as follows:
 - a. A maximum of 600 students in grade levels K-2;
 - b. A maximum of 610 students in grade levels 3-5; and,
 - c. A maximum of 600 students in grade levels 6-8.

Maximum enrollment shall be reduced if required pursuant to Condition 28.

2. The commercial site shall be a maximum of 16 acres in size. Internal access shall be provided as shown on the General Site Plan, and cross access with the existing commercial parcel to the northwest shall be provided if mutually acceptable to both property owners.
3. The commercial structures shall be a maximum of 45 feet in height with the exception of towers as further defined in Section 6.08.04 of the Land Development Code and the commercial structures labeled buildings 6 and 7 on Page 2 of 2 of the General Certified Site Plan which shall have maximum height of 25 feet. An increase in height to 45 feet shall be permitted for building 6 and 7 to accommodate vertical integration of uses via a second floor. Minimum building setbacks from all site boundaries shall be 30 feet. Bike trails, pedestrian paths, signage and fencing may be developed within 10 feet from project boundaries.
4. The commercial structures shall be architecturally finished and painted on all sides. The structures shall have a variety of orientations, both internal and external to the project, so that all shop entrances do not face Bloomingdale Avenue and Providence Road. Commercial buildings located directly on Winthrop Commerce Street shall site their entrances to face Winthrop Commerce Street.
5. The attached single-family townhome units, detached single-family conventional units, and the multi-family units shall be developed in accordance with the Winthrop Village TND Code (attached to the conditions herein) as described in Sections 5C, 5D, and 8D, unless, specified herein, alley lots in the area associated with PRS 08-0076 RV shall be permitted a zero foot rear yard setback along the alley. Lots in the area associated with PRS 12-0594 RV shall be permitted a minimum lot width of 45 feet. In instances where these standards conflict with Land Development Code regulations, these standards, if employed, shall take precedence.
 - 5.1 Multi-family apartments and live/work units shall be a maximum height of three stories. Other dwellings shall be a maximum height of two and one half stories, (a half story is space within roof trusses). Out buildings shall be permitted at all residential units as defined in Section 2A of the attached Winthrop Village TND Code. The developer shall be responsible during the platting process for documenting the

total number of lots. Alleys and rear lanes as shown on the general site plan may be constructed to driveway standards without curbs. Additional specifications are depicted in Section 4B of the Winthrop Village TND Code.

6. Buffering and screening for the non-residential tract(s) of the project shall be in accordance with the Land Development Code. Buffering and screening for the residential tracts and public tracts shall be in accordance with Section 8E, Landscape Standards, of the attached Winthrop Village TND Code.
7. A buffer area with a minimum width of 15 feet shall be provided on Watson Road adjacent to all detached single-family or multi-family lots. Screening shall be installed at the rear of the buffer area in accordance with one of the following options:
 - 7.1 An undulating berm with a minimum height of four feet and crowned with a continuous hedge of evergreen shrubs. The shrubs shall have a minimum height of two feet above berm height and minimum opacity of 75 percent at time of planting. Additionally, a staggered row of Native Florida trees, with a minimum height of 10 feet and minimum caliper of 2 inches at time of planting, shall be placed no more than 20 feet apart on centers between the berm and project boundary.
 - 7.2 A six-foot-high vinyl clad chain link fence or wrought iron, together with vineage and a continuous hedge of evergreen shrubs along the exterior base. Vines shall be spaced a maximum of ten feet apart and staked at time of planting. The shrubs shall have a minimum height of four feet and minimum opacity of 75 percent at time of planting. Additionally, a staggered row of evergreen trees, with a minimum height of 10 feet and minimum caliper of 2 inches at time of planting, shall be placed no more than 20 feet apart on centers between the fence and project boundary. The vertical six foot height shall be measured from project elevation(s) on the interior side of the fence.
 - 7.3 The developer shall preserve, to the greatest extent possible, mature oaks (e.g. Live Oak trees) located in the northeast quadrant and along the north/south segment of Watson Road.
8. An internal vehicular street network shall be provided between all project elements. All internal streets may be developed in accordance with Section 4B, Thoroughfare Standard Illustrations in the attached Winthrop Village TND Code and pursuant to review and approval by the Hillsborough County Public Works Department. All internal streets within the project may be designated by the Developer as private streets or may be dedicated as public streets. Except for Winthrop Market St., Winthrop Town Center Ave., Winthrop Commerce Ave., Winthrop Main St., and Grand Winthrop Ave., which shall not be gated, closed or traffic otherwise diverted except for those cone placements shown on Sheet 5 of 6 (i.e. the Charter School Queuing Plan) during the school pick-up and drop-off periods as discussed herein these conditions, private streets may have controlled access via gates or other security arrangements.
9. An internal pedestrian sidewalk and trail system shall be provided. The trails shall have a minimum pathway width of four feet and shall connect with all required sidewalks in the project.
10. Landscaping shall be installed along Bloomingdale Avenue and Providence Road in accordance with the scenic roadway requirements of the Land Development Code.
11. Parking standards shall be in accordance with Section 5A, Building Use Standards, of the attached Winthrop Village TND Code. The Winthrop Village TND Code's parking standards shall supersede Land Development Code parking requirements in the event there is a conflict between the respective standards contained therein.

12. The general location, design and number of access points, except where otherwise restricted by these conditions, shall be as shown on the general site plan, subject to compliance with Hillsborough County Access Management regulations as found in the Land Development Code. The design and construction of curb cuts shall be subject to approval of the Hillsborough County Development Services Department. Final design may include, but is not limited to, left turn lanes, acceleration lanes and deceleration lanes. Access points may be restricted in movements.
13. Prior to access being permitted on any portion of Watson Road, the developer shall submit an analysis documenting potential impacts at the project driveway locations on the road, as well as the intersection of Watson and Bloomingdale Avenue, and the intersection of Watson and Providence Road. The developer shall be responsible for any improvements which the County may deem necessary as a result of the analysis.
14. Subject to Hillsborough County approval, the developer shall provide, at his expense, left-turn storage lanes on Providence Road of sufficient length to accommodate anticipated project traffic turning into the site (southbound to eastbound) at each access point where a left turn is permitted. Prior to Construction Plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, indicating the amount of left-turn storage needed to serve development traffic. The design and construction of the turn lanes shall be subject to approval of Hillsborough County, and shall be completed with proper transitions from the widened section of the existing roadway pavement.
15. Prior to the completion of the site, the developer shall provide Hillsborough County with a signal warrant study for the intersections of Watson Road/Providence Road and the intersection of Bloomingdale/Watson. If a signal should be warranted at the intersection of Watson Road and Bloomingdale Avenue or at the intersection of Watson Road and Providence, the developer shall install, at his expense, and with the concurrence of the County, a signal and appropriate interconnect adjacent signals. The developer shall submit the 60% roadway construction plans for all collector or arterial roadways to Public Works (Traffic Section) for inclusion of possible signal interconnect communications conduit and pull boxes. The route, number and size of conduit will be stipulated by this review process. If signals are not immediately warranted, the cable will not be required for installation. (This is intended to prevent the need to retrofit new roadways with conduit once signals are warranted). The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department.
16. Prior to Construction Plan approval or within 90 days of request by Hillsborough County, whichever occurs first, the applicant shall dedicate to Hillsborough County up to 32 feet of additional right-of-way along the east side of Providence Road to render a total of 62 feet of right-of-way as measured from the existing centerline of right-of-way.

Conditions 17 through 31 shall apply to development permitted under MM 22-1112:

17. Of the 1,810 charter school students, school enrollment shall be limited as follows:
 - a. A maximum of 600 students in grade levels K-2;
 - b. A maximum of 610 students in grade levels 3-5; and,
 - c. A maximum of 600 students in grade levels 6-8.

Maximum enrollment shall be reduced if required pursuant to Condition 28.

18. Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to assess the sufficiency of queuing both on-site and off-site at the project access points. Such report shall be submitted to the Hillsborough County Development Service and Public Works

Departments. This annual monitoring requirement shall remain in effect for one (1) year beyond the time the total enrollment reaches 1,810 students. In the event that significant offsite queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered arrival/departure times and/or a revised onsite circulation plan to alleviate off-site queuing. Such revised plan shall be subject to review and approval by Hillsborough County Public Works.

19. The school shall utilize split arrival and dismissal schedules. The following conditions shall apply to school schedules:
- a. Grade levels K-2 shall have an arrival time of 8:00 a.m. and a dismissal time of 3:00 p.m.;
 - b. Grade levels 3-5 shall have an arrival time of 8:30 a.m. and a dismissal time of 3:30 p.m.;
 - c. Grade levels 6-8 shall have an arrival time of 7:30 a.m. and a dismissal time of 2:30 p.m.; and,
 - d. Modifications to the above bell times may be permitted as necessary for traffic circulation and queue management purposes without a zoning modification; however, all such modifications shall be reviewed and approved by the Hillsborough County Public Works and Development Services Departments and are subject to the other conditions herein this approval. Modification to the time periods will require updates to the signage required for the "Parking Area for Walk-Up Students" as further described below.
20. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, the morning and afternoon bell times shall be separated by a period of no less than 30 minutes from each other's grade level's morning and afternoon arrival and dismissal times.
21. Access management, vehicle queuing, and staff placement shall occur consistent with the Queuing Plan (Sheet 5 of 6). Modifications to these plans may be submitted in accordance with Condition 18, above, or as otherwise approved by the Hillsborough County Public Works and Development Services Departments. No queuing or stacking may occur on Grand Winthrop Ave. or any other facility not identified as a queuing area on Sheet 5 of 6.
22. The charter school operator, master developer and any property owners' associations within the PD shall strictly adhere to the circulation and queuing plan shown on Sheet 5 of 6. Prior to the start of each school year, the school shall issue colored vehicle placards to parents consistent with notes shown under the "Site Access" heading of the notes on Sheet 5 of 6. School staff shall carefully monitor incoming vehicles to ensure that only those authorized vehicles displaying the appropriate placard are utilizing the appropriate entrances to the various queue lines and maintain a process for immediately curing any issues and preventing their repetition. Access locations corresponding to each color placard are labeled on Sheet 5 of 6.
23. Prior to or concurrent with the next increment of development following approval of MM 22-1112, the developer shall construct the following site access improvements:
- a. A northbound to eastbound right turn lane on Providence Rd. onto Grand Winthrop Ave.;
 - b. A northbound to eastbound right turn lane on Providence Rd. onto Winthrop Market St.; and,
 - c. An eastbound to southbound right turn lane on Bloomingdale Ave. onto Winthrop Commerce Ave.
24. Notwithstanding anything on the General Site Plan to the contrary, bicycle/pedestrian access shall be permitted anywhere along the property boundary.

25. Event Parking shall be provided in accordance with the Event Parking Plan (Sheet 6 of 6). Modifications to Event Parking Plan shall be permitted, subject to review and approval of the Hillsborough County Public Works and Development Services Departments.
26. With the exception of the "Parking Area for Walk-Up Students" identified on Sheet 5 of 6 of the PD site plan, which is further addressed in Condition 28 below, the charter school shall not permit students to be dropped off outside of the school property, including along the project's Providence Rd., Bloomingdale Ave., and Watson Rd. frontages, nor along any internal project roadways (including Grand Winthrop Ave.). In such instance, the school, master developer and property owners' association, shall take any and all actions necessary to ensure such violations of the conditions of approval, Site Plan and/or Queuing Plan are cured.
27. Prior to or concurrent with each increment of development, the developer shall submit a parking analysis which examines the existing parking supply, existing development parking requirements, as well as the proposed parking supply and parking required for newly proposed uses. This analysis will be utilized to determine if additional parking must be constructed and/or whether the developer must enter into shared parking agreements (to include reciprocal easements recorded in the Official Records of Hillsborough County pursuant to Sec. 6.05.02.B.)
28. Prior to or concurrent with the next increment of development for the charter school, the developer shall provide a "Parking Area for Walk-Up Students" for up to 131 vehicles, in the location identified on Sheet 5 of 6 of the PD site plan. Additionally:
- a. Each of the up to 131 parking spaces shall be fronted by a sidewalk facility with a minimum clear width of 5-feet. Each parking space shall contain a raised wheel stop. The closest edge of the sidewalk shall be no closer than 2 feet from closest edge of the adjacent wheel stop. The sidewalk shall be designed to meet all requirements of the United States Department of Justice's 2010 ADA Standards and Sec. 6.03.02. of the LDC.
 - b. Compliance with the above standards will require removal or relocation of existing trees and light poles within the walking pathway. In the event these facilities must be located within new or expanded parking lot islands which reduce the number of spaces which can be provided below the 131 required, the maximum number of students which may be enrolled within the school shall be reduced by 4 students for each parking space not provided (or which does not comply with the above design standards).
 - c. The developer shall undertake an audit of the walking pathway between the "Parking Area for Walk-Up Students" and the school. All portions of the walking pathway which do not meet applicable ADA/LDC requirements shall be retrofitted for compliance (e.g. where there are a lack of ADA compliant curb ramps, such curb ramps shall be installed and/or existing curb ramps modified to ensure compliance).
 - d. Parents or guardians shall be required to walk their student from the school to the "Parking Area for Walk-Up Students" to the school camps both in the a.m. arrival and p.m. dismissal periods.
29. If MM 22-1112 is approved, the County Engineer will approve a Design Exception (dated October 24, 2022) which was found approvable by the County Engineer (on November 7, 2022) for the eastbound to southbound right turn lane on Bloomingdale Ave. onto Winthrop Commerce Ave. Pursuant to the Hillsborough County Transportation Technical Manual (TTM) and applicant's analysis, a turn lane length of 185 feet is required; however, the approved Design Exception will waive 135 feet of the required turn lane, such that only a 50-foot-long turn lane will be required.

30. If MM 22-1112 is approved, the County Engineer will approve a Design Exception (dated October 24, 2022) which was found approvable by the County Engineer (on November 7, 2022) for the Bloomingdale Ave. substandard road improvements. As Bloomingdale Ave. is a substandard arterial roadway, the developer will be required to make certain improvements to Bloomingdale Ave. consistent with the Design Exception. Specifically, between Providence Rd. and the eastern project boundary (i.e. a for a distance of +/- 2,550 feet), the developer shall be required to widen the existing sidewalks such that they are a minimum of 6-feet in width; however, less width may be required in certain areas where not feasible due to right-of-way constraints or utility conflicts, as determined by County staff.
31. If MM 22-1112 is approved, the County Engineer will approve a Design Exception (dated October 24, 2022) which was found approvable by the County Engineer (on November 7, 2022) for the Providence Rd. substandard road improvements. As Providence Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Providence Rd. consistent with the Design Exception. Specifically, along the west side of Providence Rd., between Bloomingdale Ave. and the first driveway south of the intersection of Bloomingdale Ave. and Providence Rd. (i.e. a distance of +/- 250 feet), the developer shall be required to widen the existing sidewalk along the west side of the roadway to a minimum width of 10 feet.
1732. The developer's neighborhood park and impact obligation of six acres, for the project may be met by either (a) dedication upon approval of the Parks and Recreation Department of significant land which would benefit the County to be in public ownership; (b) dedication of a portion of the neighborhood Park land and payment of the remaining applicable District park Impact Assessment; or (c) payment of the applicable District park Impact Assessment. The park shall be located Watson Road in close proximity to the public elementary school.
1833. The developer may utilize Community Development Districts within the Project in accordance with applicable Florida law and subject to the customary review and approval process by governmental authorities having jurisdiction.
1934. Development of the project shall comply with all applicable regulations of the Hillsborough County Environmental Protection Commission.
2035. Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
- 20.1 ~~Prior to certification, in the table titled Proposed Site Data as of 01/18/2013, the number of Multi Family shall be changed to 286. The note on the general site plan next to the subject site shall be changed to "PRS 13 0175 Proposed Multi Family 7.81 acres Road network is conceptual and subject to Winthrop Village TND code, Land Development Code, and final conditions of approval. An illustration of the multi-family alternative with the conceptual block layout pattern shall be provided on a separate sheet.~~


APPLICATION NUMBER: MM 22-1112

ZHM HEARING DATE: November 14, 2022

BOCC LUM MEETING DATE: January 10, 2023

Case Reviewer: Michelle Heinrich, AICP

Zoning Administrator Sign Off:


J. Brian Grady
Tue Nov 8 2022 10:22:35

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

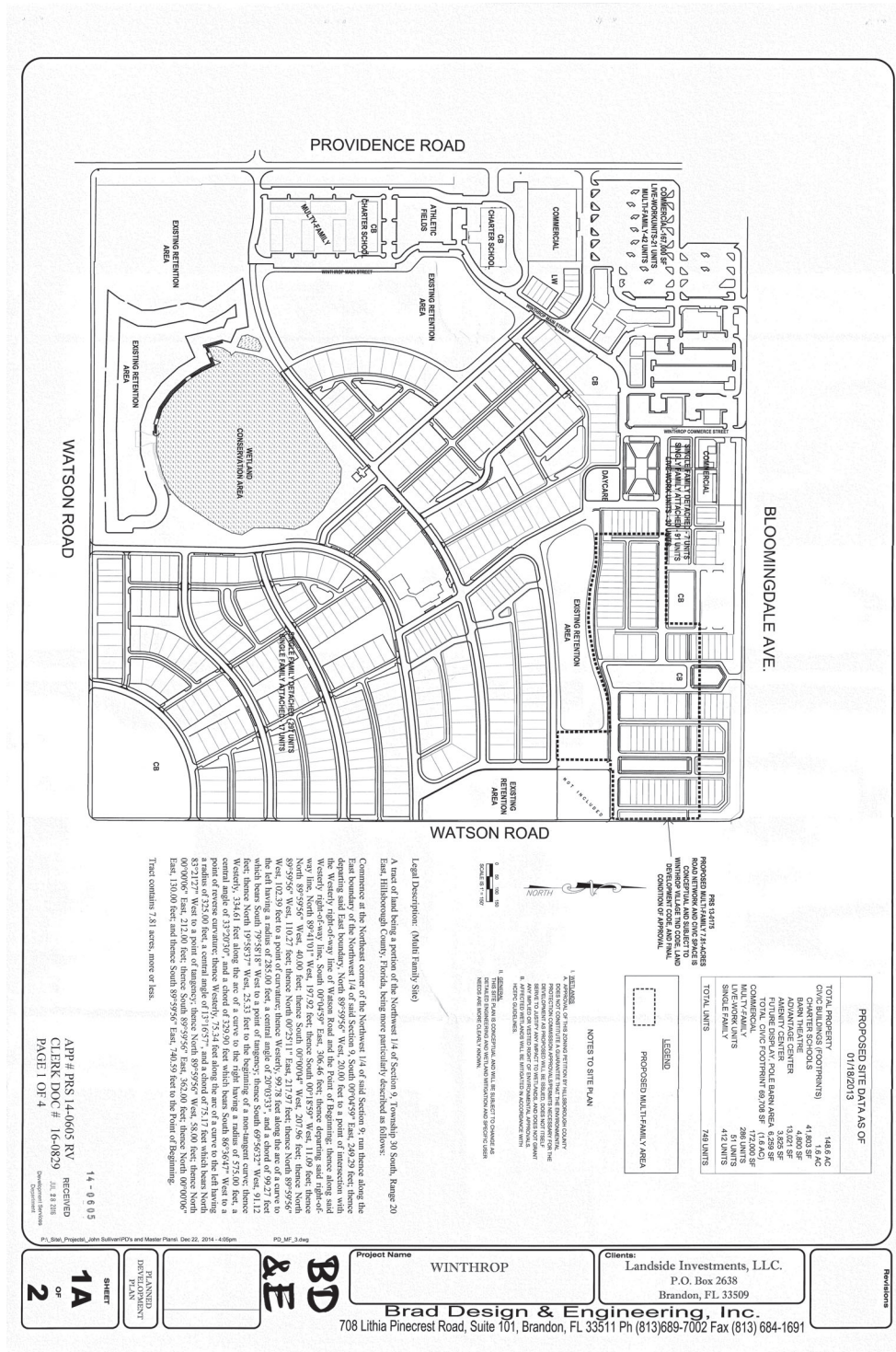
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are 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

None.

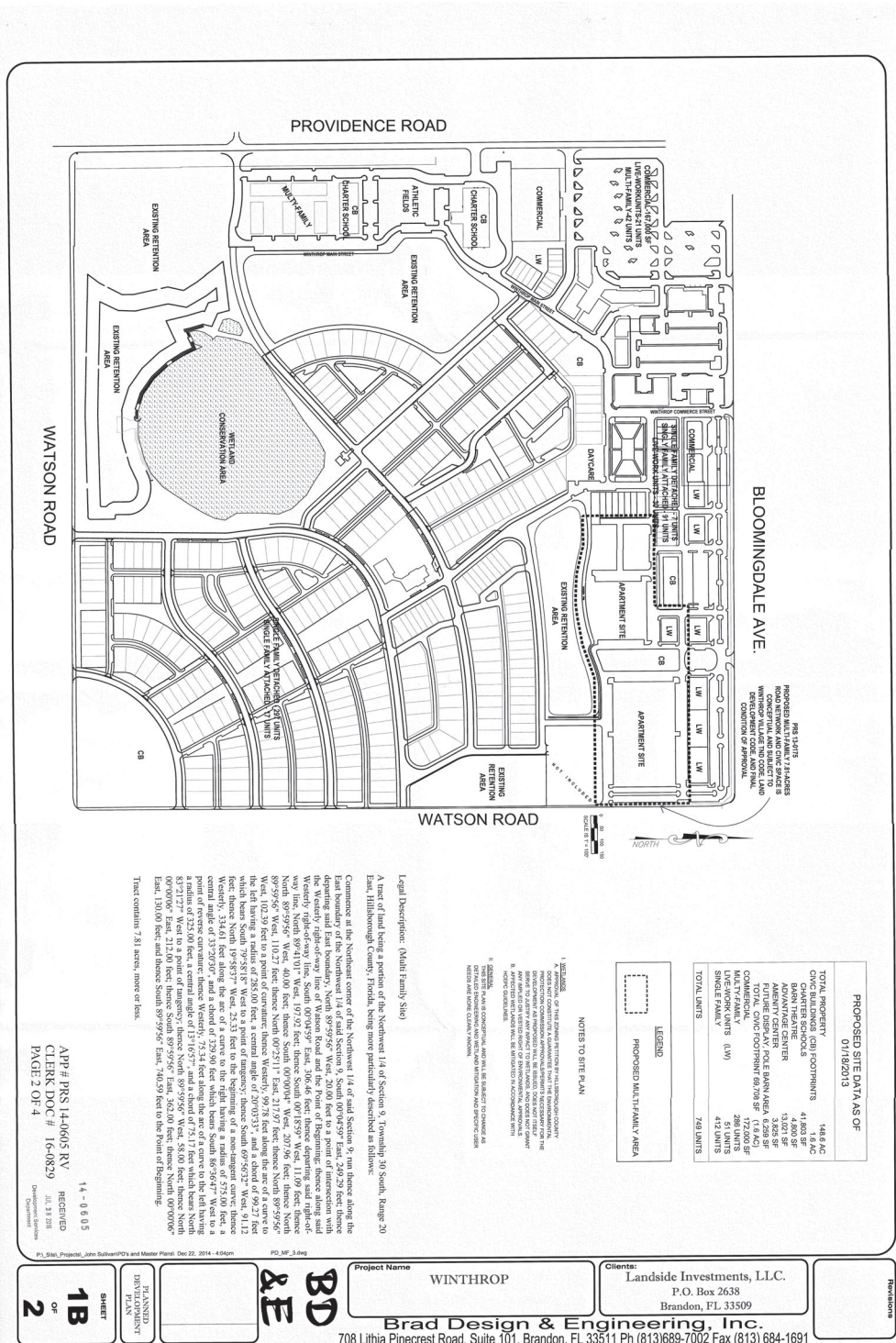
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



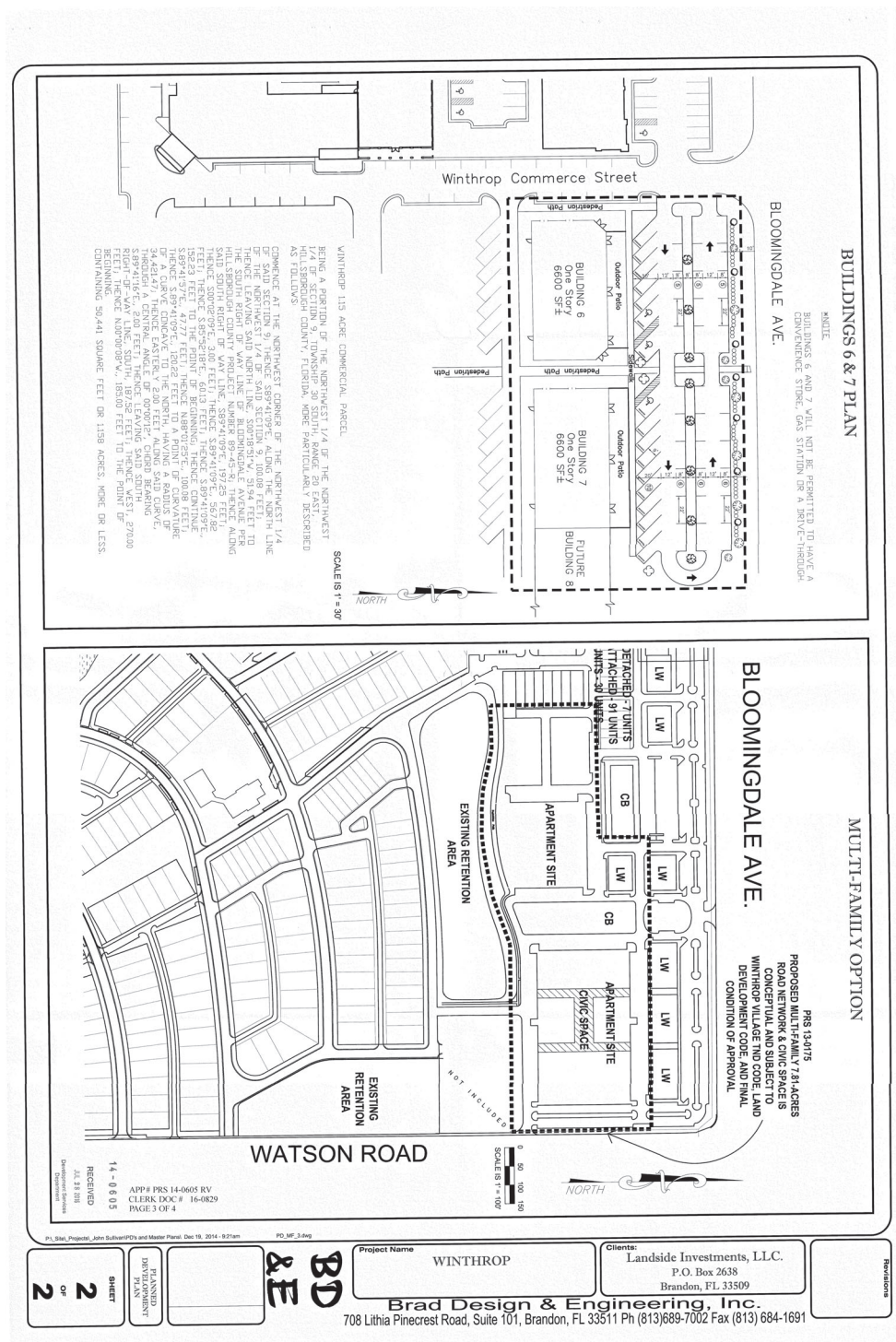
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



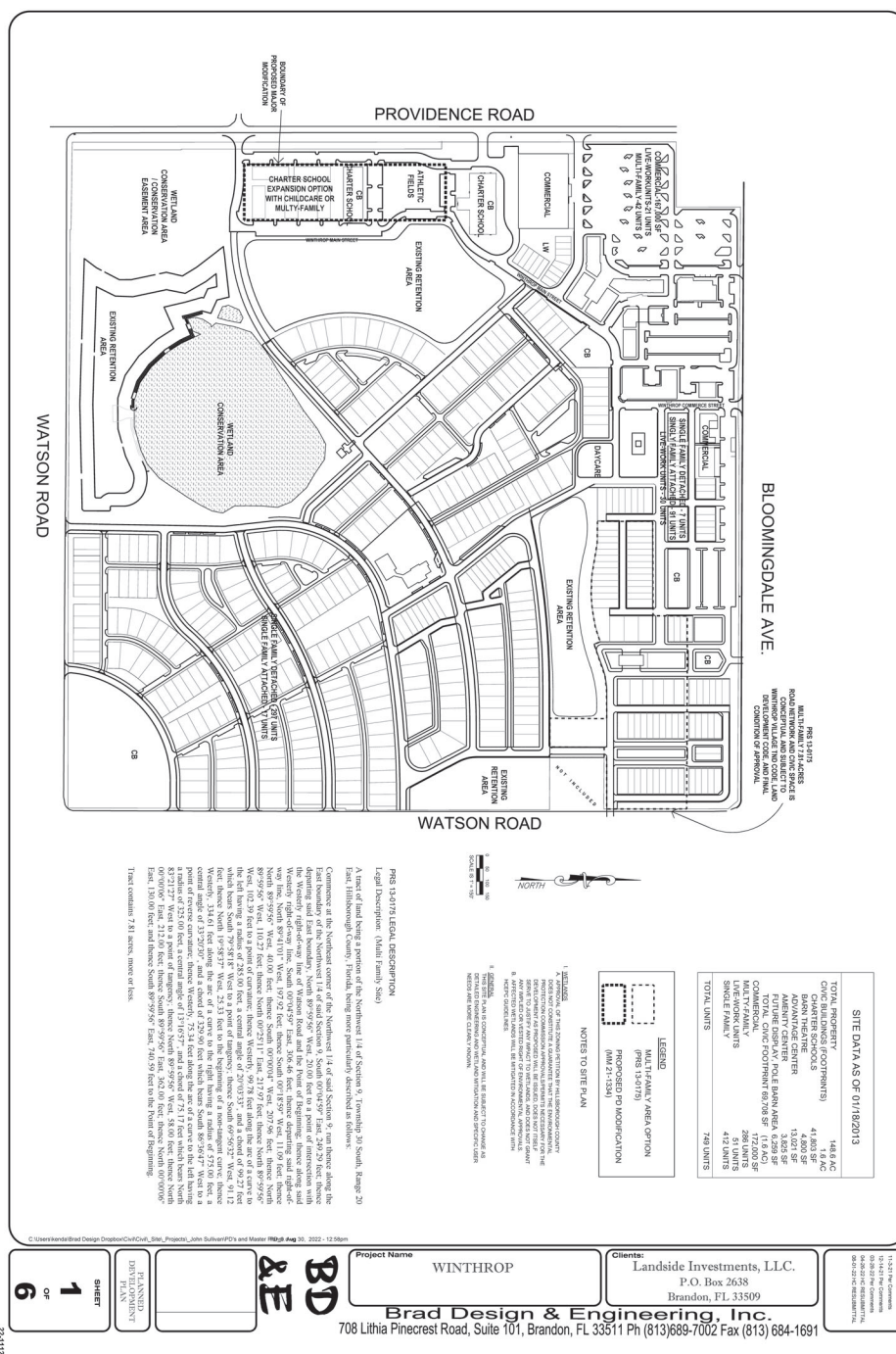
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



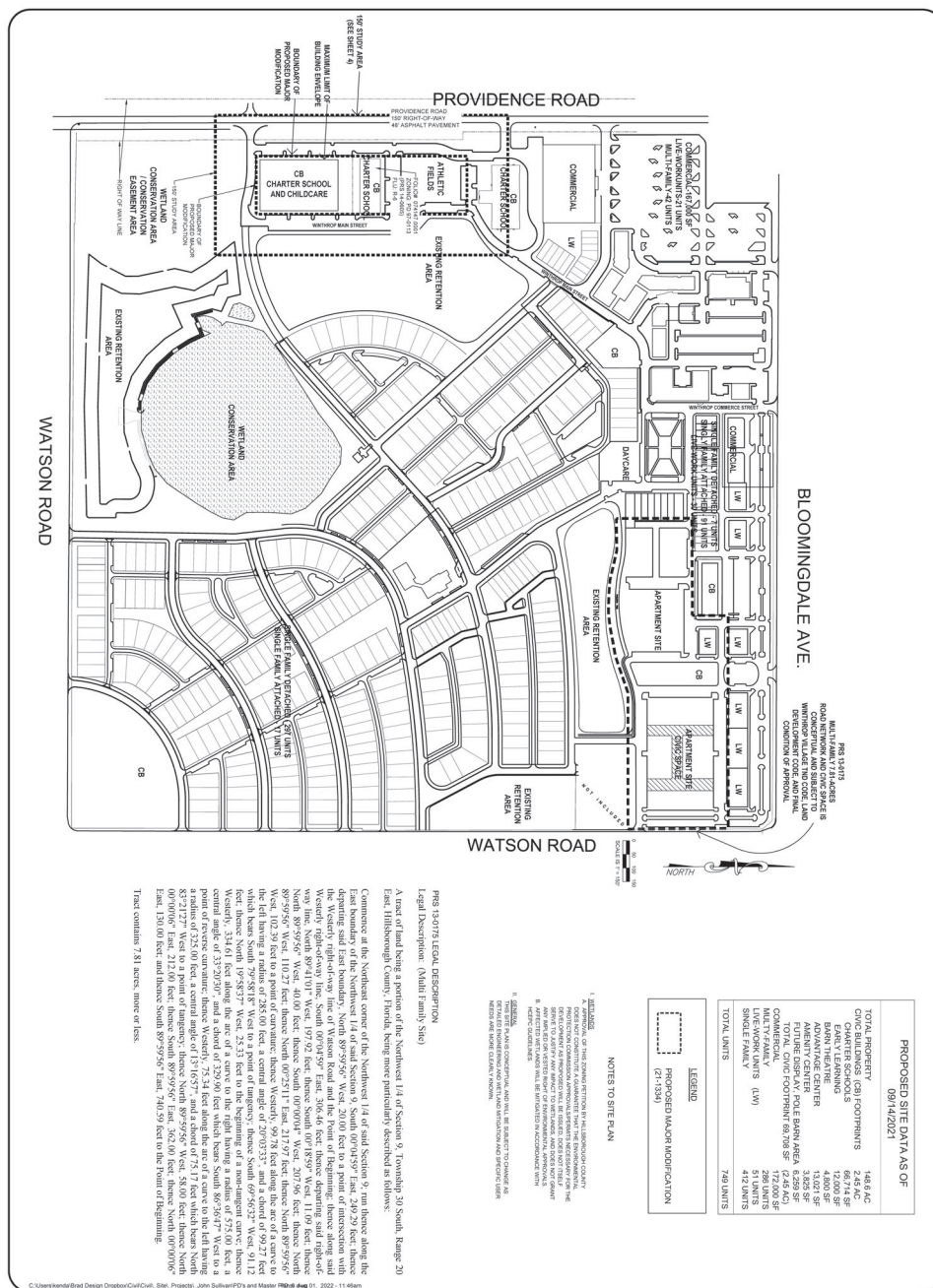
8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



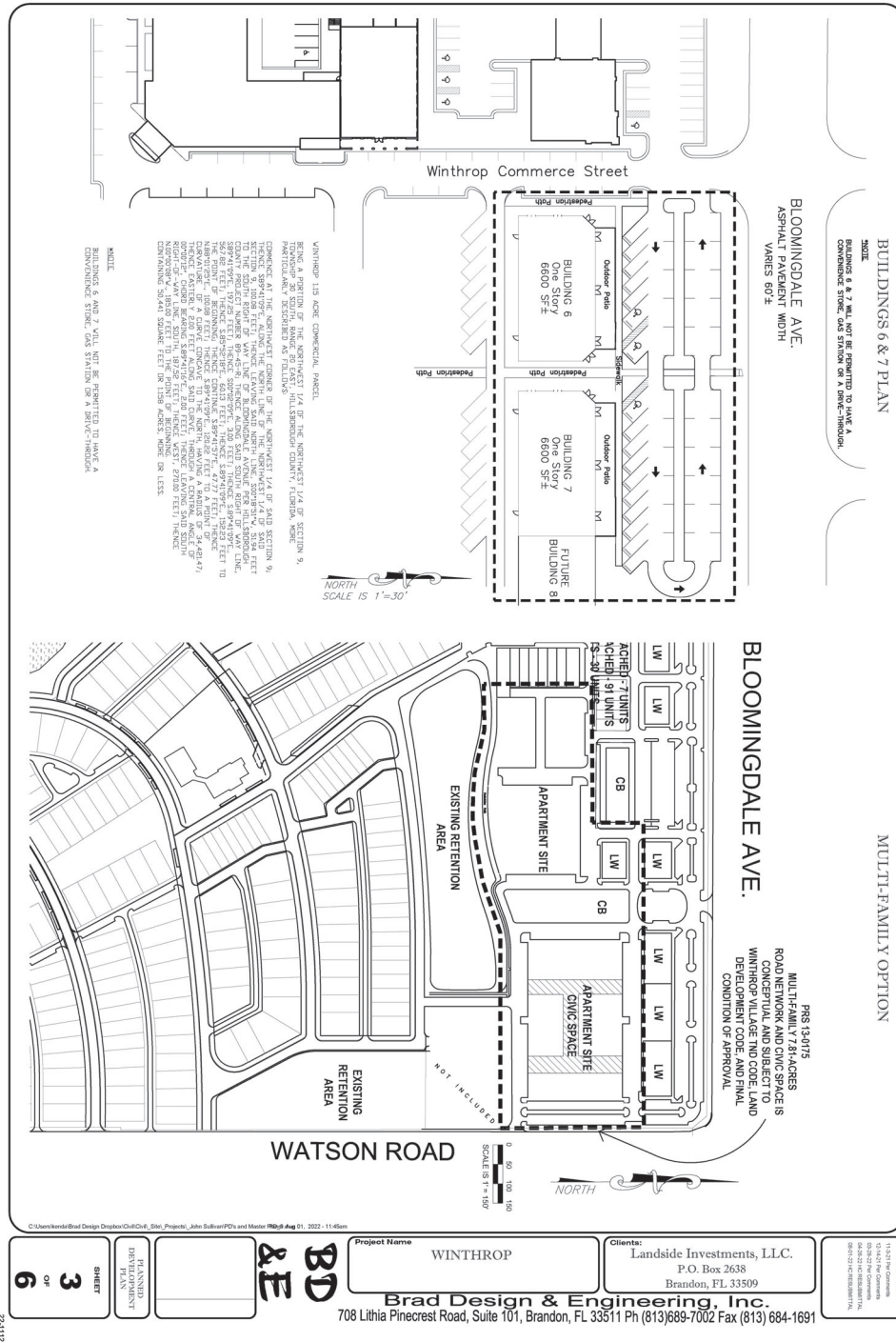
8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



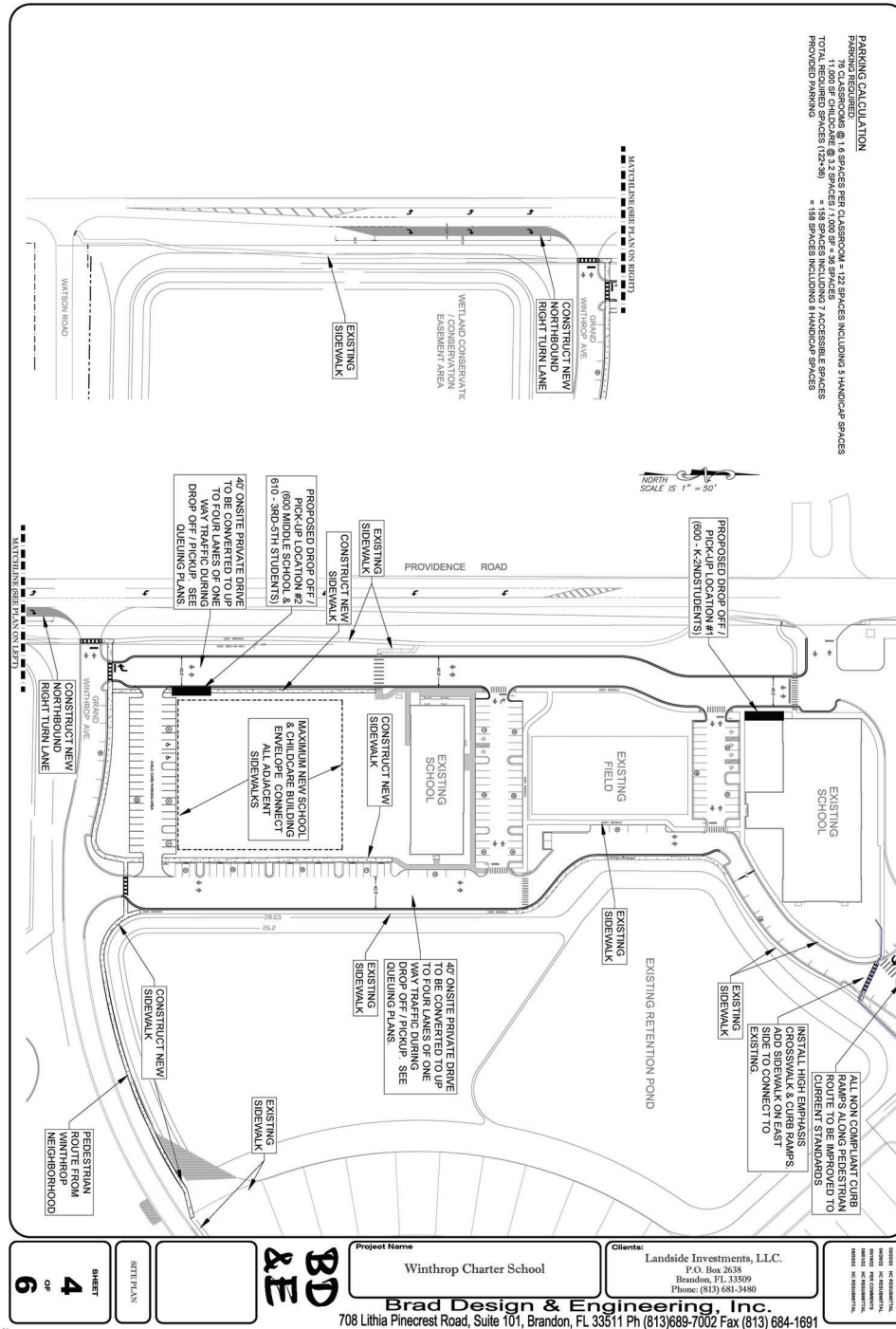
8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



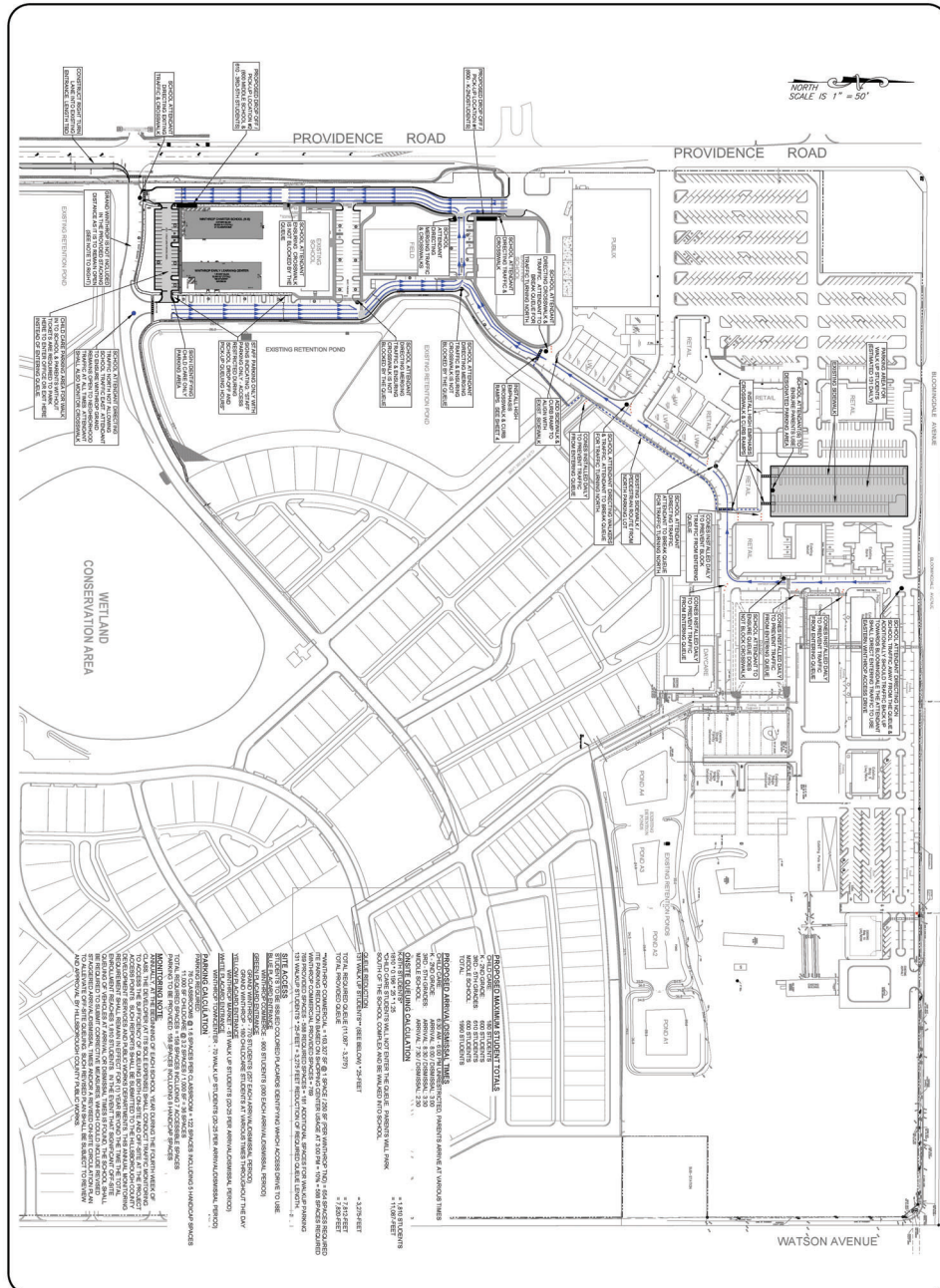
8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



SHEET 5 OF 6	DRAWING PLAN	BD &E	Project Name	Client:
			Winthrop Charter School Winthrop Village Brandon, FL 33509	Landside Investments, LLC. P.O. Box 2638 Brandon, FL 33509 Phone: (813) 681-3480
708 Lithia Pinecrest Road, Suite 101, Brandon, FL 33511 Ph (813) 689-7002 Fax (813) 684-1691			Revision	

APPLICATION NUMBER: MM 22-1112

ZHM HEARING DATE: November 14, 2022

BOCC LUM MEETING DATE: January 10, 2023

Case Reviewer: Michelle Heinrich, AICP

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 09/11/2022

Revised: 10/10/2022

Revised: 11/07/2022

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: South/ RV

PETITION NO: MM 22-1112

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

NEW AND REVISED CONDITIONS OF APPROVAL

Revised Conditions

1. Development shall be limited to a maximum of 172,000 square feet of floor space for neighborhood commercial uses (except for buildings 6 and 7 on Page 2 of 2 of the General Certified Site Plan which shall be prohibited convenience stores, gas pumps, and drivethrough), ~~a two~~ child care centers serving a maximum of ~~100-280~~ children, an ~~1,300~~ 1,810-student ~~elementary~~ charter school (K-8th grade) as further restricted hereinbelow, 286 multi-family dwellings 412 single-family dwellings units, of which, no more than 184 units shall be attached single-family townhouse units, and 51 live-work units as defined in condition 1.1.

As an alternative, a maximum of 310 multi-family units with a reduction of one single-family attached unit per each additional multi-family unit over 286 multi-family units shall be permitted. At time of preliminary site plan or plat approval, the applicant shall provide documentation in the form of a table showing the existing number and type of developed units, the proposed number and type of units, and the number of remaining units by type. The document shall include an agreement between the developer and property owner that these entitlements are granted. For the area subject to PRS 13-0175, each block perimeter, defined as the sum of linear feet of each block face, shall not exceed 2,000 linear feet, unless otherwise approved by the Administrator. The Administrator shall only approve deviations from this standard in the minimum amount necessary to address practical design difficulties and the determination shall be made subject to a review of written justification identifying said practical difficulties provided by the applicant.

Of the 172,000 square feet of neighborhood commercial uses, there shall be a minimum of 10,000 square feet of Business, Professional Office uses. Interim agricultural use of cattle grazing and other low scale agricultural uses shall be permitted. Any application to conduct land alteration activities on the property must be submitted to the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.

- 1.1 A live-work unit (flex house) is a dwelling unit that contains a varying but limited commercial component and is usually a fee simple unit on an alley-served lot that limits the commercial component to the ground level. The size of the commercial component is limited by the provision of one parking place for each 500 square feet of neighborhood commercial floor area

in addition to 2 parking spaces for the residential component. Such parking may be provided on-site and along the frontage.

- 1.2 With the exception of Floor Area Ratio, the commercial portion of the project shall be developed in accordance with CG zoning district standards, except that the maximum impervious surface area coverage shall be up to 85 percent. Additionally, the child care ~~facility~~ facilities shall be developed in accordance with the supplemental design standards of the Land Development Code unless otherwise stated herein.

[Staff is proposing to modify this condition to reflect the applicant's proposed entitlements.]

8. An internal vehicular street network shall be provided between all project elements. All internal streets may be developed in accordance with Section 4B, Thoroughfare Standard Illustrations in the attached Winthrop Village TND Code and pursuant to review and approval by the Hillsborough County Public Works Department. All internal streets within the project may be designated by the Developer as private streets or may be dedicated as public streets. Except for Winthrop Market St., Winthrop Town Center Ave., Winthrop Commerce Ave., Winthrop Main St., and Grand Winthrop Ave., which shall not be gated, closed or traffic otherwise diverted except for those cone placements shown on Sheet 5 of 6 (i.e. the Charter School Queuing Plan) during the school pick-up and drop-off periods as discussed herein these conditions, Private streets may have controlled access via gates or other security arrangements.

[Staff is proposing to modify this condition to ensure that all businesses, residents and guests within the entire PD maintains direct access to Providence Rd. and Bloomingdale Ave. at all times of the day.]

New Conditions (highlighted condition references must be corrected by staff before final certification)

1. Of the 1,810 charter school students, school enrollment shall be limited as follows:
 - a. A maximum of 600 students in grade levels K-2;
 - b. A maximum of 610 students in grade levels 3-5; and,
 - c. A maximum of 600 students in grade levels 6-8.

Maximum enrollment shall be reduced if required pursuant to **Condition 12**.

2. Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to assess the sufficiency of queuing both on-site and off-site at the project access points. Such report shall be submitted to the Hillsborough County Development Service and Public Works Departments. This annual monitoring requirement shall remain in effect for one (1) year beyond the time the total enrollment reaches 1,810 students. In the event that significant offsite queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered arrival/departure times and/or a revised onsite circulation plan to alleviate off-site queuing. Such revised plan shall be subject to review and approval by Hillsborough County Public Works
3. The school shall utilize split arrival and dismissal schedules. The following conditions shall apply to school schedules:
 - a. Grade levels K-2 shall have an arrival time of 8:00 a.m. and a dismissal time of 3:00 p.m.;
 - b. Grade levels 3-5 shall have an arrival time of 8:30 a.m. and a dismissal time of 3:30 p.m.;

- c. Grade levels 6-8 shall have an arrival time of 7:30 a.m. and a dismissal time of 2:30 p.m.; and,
 - d. Modifications to the above bell times may be permitted as necessary for traffic circulation and queue management purposes without a zoning modification; however, all such modifications shall be reviewed and approved by the Hillsborough County Public Works and Development Services Departments and are subject to the other conditions herein this approval. Modification to the time periods will require updates to the signage required for the “Parking Area for Walk-Up Students” as further described below.
4. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, the morning and afternoon bell times shall be separated by a period of no less than 30 minutes from each other’s grade level’s morning and afternoon arrival and dismissal times.
 5. Access management, vehicle queuing, and staff placement shall occur consistent with the Queuing Plan (Sheet 5 of 6). Modifications to these plans may be submitted in accordance with **Condition 2**, above, or as otherwise approved by the Hillsborough County Public Works and Development Services Departments. No queueing or stacking may occur on Grand Winthrop Ave. or any other facility not identified as a queuing area on Sheet 5 of 6.
 6. The charter school operator, master developer and any property owners’ associations within the PD shall strictly adhere to the circulation and queuing plan shown on Sheet 5 of 6. Prior to the start of each school year, the school shall issue colored vehicle placards to parents consistent with notes shown under the “Site Access” heading of the notes on Sheet 5 of 6. School staff shall carefully monitor incoming vehicles to ensure that only those authorized vehicles displaying the appropriate placard are utilizing the appropriate entrances to the various queue lines and maintain a process for immediately curing any issues and preventing their repetition. Access locations corresponding to each color placard are labeled on Sheet 5 of 6.
 7. Prior to or concurrent with the next increment of development following approval of MM 22-1112, the developer shall construct the following site access improvements:
 - a. A northbound to eastbound right turn lane on Providence Rd. onto Grand Winthrop Ave.;
 - b. A northbound to eastbound right turn lane on Providence Rd. onto Winthrop Market St.; and,
 - c. An eastbound to southbound right turn lane on Bloomingdale Ave. onto Winthrop Commerce Ave.
 8. Notwithstanding anything on the General Site Plan to the contrary, bicycle/pedestrian access shall be permitted anywhere along the property boundary.
 9. Event Parking shall be provided in accordance with the Event Parking Plan (Sheet 6 of 6). Modifications to Event Parking Plan shall be permitted, subject to review and approval of the Hillsborough County Public Works and Development Services Departments.
 10. With the exception of the “Parking Area for Walk-Up Students” identified on Sheet 5 of 6 of the PD site plan, which is further addressed in **Condition 12** below, the charter school shall not permit students to be dropped off outside of the school property. This prohibition includes but is not limited to dropping off of any students along the project’s Providence Rd., Bloomingdale Ave., and Watson Rd. frontages, nor along any internal project roadways (including Grand Winthrop Ave.), nor within any other parking lot except the one designated for such purpose herein these conditions. When prohibited drop-offs are discovered, then in such instance the school, master developer and property

owners' association, shall take any and all actions necessary to ensure such violations of the conditions of approval, Site Plan and/or Queuing Plan are cured.

11. Prior to or concurrent with each increment of development, the developer shall submit a parking analysis which examines the existing parking supply, existing development parking requirements, as well as the proposed parking supply and parking required for newly proposed uses. This analysis will be utilized to determine if additional parking must be constructed and/or whether the developer must enter into shared parking agreements (to include reciprocal easements recorded in the Official Records of Hillsborough County pursuant to Sec. 6.05.02.B.)
12. Prior to or concurrent with the next increment of development for the charter school, the developer shall provide a "Parking Area for Walk-Up Students" for up to 131 vehicles, in the location identified on Sheet 5 of 6 of the PD site plan. Additionally:
 - a. Each of the up to 131 parking spaces shall be fronted by a sidewalk facility with a minimum clear width of 5-feet. Each parking space shall contain a raised wheel stop. The closest edge of the sidewalk shall be no closer than 2 feet from closest edge of the adjacent wheel stop. The sidewalk shall be designed to meet all requirements of the United States Department of Justice's 2010 ADA Standards and Sec. 6.03.02. of the LDC.
 - b. Compliance with the above standards will require removal or relocation of existing trees and light poles within the walking pathway. In the event these facilities must be located within new or expanded parking lot islands which reduce the number of spaces which can be provided below the 131 required, the maximum number of students which may be enrolled within the school shall be reduced by 4 students for each parking space not provided (or which does not comply with the above design standards).
 - c. The developer shall undertake an audit of the walking pathway between the "Parking Area for Walk-Up Students" and the school. All portions of the walking pathway which do not meet applicable ADA/LDC requirements shall be retrofitted for compliance (e.g. where there are a lack of ADA compliant curb ramps, such curb ramps shall be installed and/or existing curb ramps modified to ensure compliance).
 - d. Parents or guardians shall be required to walk their student from the school to the "Parking Area for Walk-Up Students" to the school camps both in the a.m. arrival and p.m. dismissal periods.
13. If MM 22-1112 is approved, the County Engineer will approve a Design Exception (dated October 24, 2022) which was found approvable by the County Engineer (on November 7, 2022) for the eastbound to southbound right turn lane on Bloomindale Ave. onto Winthrop Commerce Ave. Pursuant to the Hillsborough County Transportation Technical Manual (TTM) and applicant's analysis, a turn lane length of 185 feet is required; however, the approved Design Exception will waive 135 feet of the required turn lane, such that only a 50-foot-long turn lane will be required.
14. If MM 22-1112 is approved, the County Engineer will approve a Design Exception (dated October 24, 2022) which was found approvable by the County Engineer (on November 7, 2022) for the Bloomingdale Ave. substandard road improvements. As Bloomingdale Ave. is a substandard arterial roadway, the developer will be required to make certain improvements to Bloomingdale Ave. consistent with the Design Exception. Specifically, between Providence Rd. and the eastern project boundary (i.e. a for a distance of +/- 2,550 feet), the developer shall be required to widen the

existing sidewalks such that they are a minimum of 6-feet in width; however, less width may be required in certain areas where not feasible due to right-of-way constraints or utility conflicts, as determined by County staff.

15. If MM 22-1112 is approved, the County Engineer will approve a Design Exception (dated October 24, 2022) which was found approvable by the County Engineer (on November 7, 2022) for the Providence Rd. substandard road improvements. As Providence Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Providence Rd. consistent with the Design Exception. Specifically, along the west side of Providence Rd., between Bloomingdale Ave. and the first driveway south of the intersection of Bloomingdale Ave. and Providence Rd. (i.e. a distance of +/- 250 feet), the developer shall be required to widen the existing sidewalk along the west side of the roadway to a minimum width of 10 feet.

Other Conditions

- Prior to PD site plan certification, the applicant shall revise Sheet 5 of 6 of the PD the site plan to:
 - Add labels at each applicable access corresponding to the colored placard designations within the circulation notes on the sheet (e.g. the Grand Winthrop Ave. entrance shall be labeled with a prominent note indication “Green Placard Entrance Only”);
 - Modify the circulation notes to correct the placard descriptions/designations, such that all site access points from which students are allowed to enter are accurately described (e.g. no school traffic is permitted to enter via Winthrop Town Center Ave., as such it should not have a designated color or be mentioned).
 - Add a note indicating that drop-off and pick-up access from any other project entrance is prohibited, and that such restrictions shall be enforced by the charter school operator, master developer and any property owners’ associations within the PD.

PROJECT OVERVIEW AND TRIP GENERATION

The applicant is requesting a Major Modification to a +/- 76.36 ac. parcel previously approved via Planned Development (PD) #97-0113, and as most recently modified via PRS 14-0605. The existing PD is approved for 172,000 s.f. of neighborhood commercial uses (with certain restrictions), a childcare center serving a maximum of 100 children, and 1,300 student K-8 charter school, 286 multi-family dwelling units, 412 single-family dwelling units (of which no more may be 184 single-family attached units), and 51 live/work units. The applicant is proposing the following modifications:

- Expand/modify the school approval to increase the total enrollment to 1,810 students, with maximum enrollment by grade levels as follows:
 - Kindergarten through 2nd grades, 600 students;
 - 3rd Grade through 5th grades, 610 students; and,
 - 6th through 8th grades, 600 students.
- Add entitlements for a second child care facility within the project to be located on the school campus, with a maximum of 180 students, for a new total of 280 students allowed within the project.

- Modify traffic circulation within the project during drop-off/pick-up periods to accommodate required queuing and stacking; and,
- Allow for use of excess existing parking spaces and certain other non-excess spaces which may be free during drop-off/pick-up periods to serve as parking for parents walking their child to school, which in turn is being requested as a method of reducing minimum queue requirements for the charter school.

The existing school was approved prior to adoption of the Section 6.03.13 regulations governing private and charter schools, and more modern methods of evaluating school impacts. As such, the applicant was required to provide queuing and circulation plan, as well as parking plans, in order to evaluate whether the school can be accommodated within the existing PD and ensure the schools' transportation impacts are being appropriately managed.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the subject site. Staff prepared the below analysis, comparing trips potentially generated by development under the approved and proposed zoning, utilized a generalized worst-case scenario. Data provided below is based on information from the Institute of Transportation Engineer's Trip Generation Manual, 10th Edition. Data for 24-hour two-way volume (AADT) is based upon ITE LUC 534 (K-8 Private School) due to a lack of AADT data using LUC 537. These rates are in line with rates developed by FDOT during its 2017 Study of 10 area charter schools.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
1,300 Student K-8 (ITE LUC 534/537)	5,343	1,443	182
100 Students Child Care Center (ITE LUC 565)	409	78	79
463 Single-Family Detached and Live/Work Units (ITE LUC 210)	4,259	334	442
286 Multi-Family Dwelling Units (ITE LUC 220)	2,121	129	150
172,000 s.f. Non-Residential Uses (ITE LUC 534/537)	6,493	162	655
Subtotal:	18,625	2,146	1,508

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
600 Student Grades K-2 (ITE LUC 534/537)	2,466	666	84
610 Students Grades 3-5 (ITE LUC 534/537)	2,507	677	85

600 Students Grades 6-8 (ITE LUC 534/537)	2,466	666	84
280 Students in Two Child Care Centers (ITE LUC 565)	1,145	218	221
463 Single-Family Detached and Live/Work Units (ITE LUC 210)	4,259	334	442
286 Multi-Family Dwelling Units (ITE LUC 220)	2,121	129	150
172,000 s.f. Non-Residential Uses (ITE LUC	6,493	162	655
Subtotal:	21,457	2,852	1,721

Difference:

	24 Hour Two- Way Volume	Total Peak Hour Trips	
		AM	PM
	(+) 2,832	(+) 706	(+) 213

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Providence Rd. is a 4-lane, divided, publicly maintained, substandard, collector roadway. The roadway is characterized by 11-foot wide travel lanes in average condition. The roadway lies within a +/- 140-foot wide right-of-way along the project's frontage. There are +/- 5 to 6-foot wide sidewalks along portions of the roadway in the vicinity of the proposed project. There are +/- 5-foot wide bicycle facilities on paved shoulders and +/- 4-foot wide on-street bicycle lanes along portions of the project's frontage and in the vicinity of the proposed project.

Bloomington Ave. is a 4-lane, divided, publicly maintained, substandard, arterial roadway. The roadway is characterized by 11-foot wide travel lanes in average condition. The roadway lies within a variable width right-of-way (between +/- 88 and +/- 97 feet in width) along the project's frontage. There are +/- 4 to 5-foot wide sidewalks along both sides of the roadway in the vicinity of the proposed project. There are no bicycle facilities along the roadway in the vicinity of the proposed project.

Grand Winthrop Ave. is a 2-lane, undivided, privately maintained (along the frontage of the school campus, and publicly maintained continuing east beginning +/- 400 feet east of the school campus), local roadway which runs internal to the PD. The public portions of the roadway lie within a +/- 50-foot wide right-of-way. Other portions of the roadway are not located within a defined right-of-way. The roadway consists of +/- 11-foot wide travel lanes in average condition. There is +/- 5-foot wide sidewalk along both sides of the public portions of the roadway. There are no sidewalks along the privately maintained portions of the roadway. There are no bicycle facilities along any portion of the roadway.

Winthrop Main St., Winthrop Market St. and Winthrop Commerce Ave. are 2-lane, undivided, privately maintained local roadways/driveways which run internal to the PD. The roadways are not located within a defined right-of-way. Other portions of the roadway are not located within a right-of-way. The roadway consists of +/- 11-foot wide travel lanes in average condition. There is on-street parallel parking along portions of the roadways. There are +/- 5 to 6-foot wide sidewalks along portions of both sides of the roadways. There are no bicycle facilities along any portion of the roadways.

Winthrop Town Center Ave. is a 2-lane, undivided, privately maintained driveway. There are no bicycle facilities or sidewalks along Winthrop Town Center Ave.

SITE ACCESS

The Winthrop PD is served by a variety of access connections, including three (3) connections to Providence Rd., three (3) connections to the east-west portion of Watson Rd., ten (10) connections to the north/south portion of Watson Rd., and three (3) connections to Bloomingdale Ave. No changes to site access are being proposed; however, there are changes to internal circulation which will be required during certain times of the day to accommodate charter school queueing as proposed within the Circulation and Queuing plan, discussed further below.

The applicant's transportation analysis indicates that anticipated traffic volumes at four project driveways is anticipated to meet Sec. 6.04.04.D. turn lane warrants whereby a right turn lane is required. The applicant is proposing to construct the following right turn lanes:

1. A northbound to eastbound right turn lane on Providence Rd. onto Grand Winthrop Ave.;
2. A northbound to eastbound right turn lane on Providence Rd. onto Winthrop Market St.; and,
3. An eastbound to southbound right turn lane on Bloomingdale Ave. onto Winthrop Commerce Ave.

Design Exceptions relative to turn lanes provided are discussed hereinbelow.

CIRCULATION AND QUEUING/ WALK-IN PARKING/ EVENT PARKING

The applicant submitted a traffic circulation and queuing plan (Sheet 5 of 6) to illustrate the flow of traffic during Drop-Off and Pick-Up (hereafter referred to as DO/PU) periods for the 1,810 K-8 charter school students. Although the new childcare use student count is included on the sheet, staff notes that these students were excluded from the required queue calculations since the parking lots to access the childcare facility parking is outside the queue areas. The plan also shows the location of staff monitoring and managing traffic flow, and DO/PU of students (both at the vehicular DO/PU point and along the route for those +/- 131 students who are walked in via the special parking area located +/- 800 feet northwest of the school). Other staff positions have been indicated to ensure the queue line does not block those side streets to/from which certain turning movements have not been restricted with cones.

The circulation plan proposed is the most complicated charter school plan proposed to date, and requires careful coordination with parents prior to the start of the school year. In order to balance the number of students arriving at certain entrances, which will help ensure the queue lines remain balanced and moving, the applicant has opted to provide colored vehicle placards to parents, who will then only be permitted to use that corresponding entrance/queue line. Because the site does cannot fully accommodate the Sec. 6.03.13 queuing requirements within the PD, the developer is proposing an alternative queue satisfaction method (i.e. the above and below described special parking area). Parents utilizing this method will be given a different colored placard which permits them to park within this area.

The applicant is also proposing staggered arrival and dismissal times for different grade levels, although to comply with the LDC and protect future flexibility for any needed adjustments to the DO/PU times, the queue must be provided based on the total student count as if all students were arrival at one time, and not

the maximum count for any one arrival cohort. The applicant is proposing grade levels 6-8 arrive at 7:30 a.m. and dismiss at 2:30 p.m., grade levels K-2 arrive at 8:00 a.m. and dismiss at 3:00 p.m., and grade levels 3-5 arrive at 8:30 a.m. and dismiss at 3:30 p.m.

As shown on Sheet 5 of 6, 1,810 students require 11,087 feet of vehicle queueing and stacking pursuant to Sec. 6.03.13 of the LDC. The proposed queueing plan provides only 7,820 feet of queue. In order to satisfy the remaining 3,267 feet of space, the applicant is proposing to use the special parking area for up to 131 vehicles. Each vehicle would otherwise take up 25 feet of space in the queue. Given this, 131 spaces will accommodate up to 3,275 feet of required queue (which exceeds the 3,267 feet of remaining need). These 131 spaces are currently serving the surrounding retail/office/bank development. In order to confirm that these spaces were available, the applicant provided a parking analysis which examines the number of spaces constructed within the project to date, as well examined the number of spaces required to serve development constructed to date, based on the Winthrop Village TND Code, as referenced in existing zoning condition 11, and as governed by the Winthrop TND Regulating Plan (provided by both zoning staff and the developer).

The developer's analysis appears to indicate there are a total of 126 excess parking spaces available for the project as a whole. Furthermore, the Institute of Transportation Engineer's Parking Generation Manual, 5th Edition, indicates that for general office uses the existing parking spaces serving office uses will be between 13% and 88% of capacity during a.m. arrival periods, and between 85 and 95% of capacity during p.m. dismissal periods. Similarly, those spaces in retail use parking are expected to be nearly 0% utilized during the a.m. arrival period and between 76% and 98% of capacity during the p.m. dismissal periods. As such, there is a small percentage of existing spaces which can be "double counted" in light of the fact that they are not needed during certain hours of the day.

The applicant has indicated that they have the ability to modify the existing parking lots and place restrictions on those spaces as may be needed to satisfy LDC requirements regarding shared use easements, and design requirements necessary to facility the safe walking of parents and students through the project from the special parking lot to the school. It should be noted that the applicant has indicated that all parents will be required to walk their child from the special parking area to the school as an additional safety measure. Staff has proposed conditions which will requires a more detailed parking analysis be conducted at the time of site/construction plan review, as well as address these other requirements.

Staff notes that there are challenges with the conversion of this area for the intended use. Issues include:

1. The existing parking lot is currently used by other businesses during a large portion of the day. The applicant will be required to install appropriate signage in order to advise parkers that these spaces are restricted to school use only during certain times of the day, and advise of a towing policy (which will have to be monitored and enforced by the school and master developer).
2. There are portions of the existing walking pathway which do not meet ADA/LDC requirements (example photo shown below, where there is no curb ramp). The applicant will be required to conduct an audit of the entire walking route between the special parking area and school in order to ensure it complies with applicable LDC and ADA requirements.



3. The accessible walking routes from the proposed special parking area to the school must travel through an existing colonnade (see photo below) which does not appear to meet applicable LDC requirements. The applicant will need to conduct a detailed survey of this area to ensure it complies with applicable LDC and ADA requirements by removing columns and/or redesigning the parking lot and drive aisles to ensure a compliance facility is provided.



4. The area where the accessible walking path between the vehicle parking rows (shown below) may not meet width requirements, and also contain trees and lighting structures. In order to ensure a walking route with a minimum width of 5-feet, it will be necessary to relocate these items. This will likely cause a reduction in the number of parking spaces which can be provided. As such, staff has conditioned the zoning accordingly so that the maximum student county is contingent upon provision of all 131 spaces (with a reduction of 4 students per each space not able to be provided which meets the required standards).



Staff has proposed conditions which will requires a more detailed parking analysis be conducted at the time of site/construction plan review, as well as address these and other requirements.

REQUESTED DESIGN EXCEPTION #1 – TURN LANE LENGTH

The applicant's transportation analysis indicated that an eastbound to southbound right turn lane on Bloomindale Ave. onto Winthrop Commerce Ave. is warranted. Pursuant to the Hillsborough County Transportation Technical Manual (TTM) and applicant's analysis, a turn lane length of 185 feet is required. The applicant states that due to right-of-way constraints and utility conflicts, only 50 feet can be constructed.

In accordance with Sec. 1.7.2. and other applicable sections of the TTM, the applicant submitted a Design Exception request (dated October 24, 2022) from the turn lane length requirements. For reasons explained in the Design Exception, the County Engineer found the request approvable (on November 7, 2022). If MM 22-1112 is approved by the Hillsborough County Board of County Commissioners, the County Engineer will approve the Design Exception.

REQUESTED DESIGN EXCEPTION #2 – SUBSTANDARD RD. – BLOOMINGDALE AVE.

Given that Bloomingdale Ave. is a substandard arterial roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated October 24, 2022) for Bloomingdale Ave. to determine the specific improvements that would be required by the County Engineer. Based on factors presented within the Design Exception request, the County Engineer found the Roadway Design Exception approvable (on November 7, 2022). The deviations from the TS-6 Typical Section (4-Lane, Divided, Urban Collectors) include:

1. The developer shall be permitted to utilize the existing lanes, consisting of 14-foot wide outside lanes, 10-foot wide inside lanes, and the 13-foot wide two-way left turn lane in lieu of the 11-foot wide lanes typically required pursuant to TS-6 of the Hillsborough County Transportation Technical Manual (TTM); and,
2. TS-6 requires 7-foot wide buffered bicycle lanes. The developer shall be permitted to eliminate the required bicycle facilities, and is instead proposing to widen the existing 4-foot wide sidewalks between Providence Rd. and the eastern project boundary to 6-feet in width (with less width required in certain areas where not feasible due to right-of-way constraints or utility conflicts, as determined by County staff).

If MM 22-1112 is approved by the Hillsborough County Board of County Commissioners, the County Engineer will approve the Design Exception.

REQUESTED DESIGN EXCEPTION #3 – SUBSTANDARD RD. – PROVIDENCE RD.

Given that Providence Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated October 24, 2022) for Providence Rd. to determine the specific improvements that would be required by the County Engineer. Based on factors presented within the Design Exception request, the County Engineer found the Roadway Design Exception approvable (on November 7, 2022). The deviations from the TS-6 Typical Section (4-Lane, Divided, Urban Collectors) include:

1. TS-6 requires 7-foot wide buffered bicycle lanes. The developer shall be permitted to eliminate the required bicycle facilities, and is instead proposing to widen the existing sidewalk on the west side of Providence Rd. (the opposite site from the proposed project), between Bloomindale Ave. and the first retail driveway to its south, to a width of 10-feet.

If MM 22-1112 is approved by the Hillsborough County Board of County Commissioners, the County Engineer will approve the Design Exception.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Bloomington Ave.	Gornto Lake Rd.	Kings Ave.	D	F
Providence Rd.	Riverview Dr.	Bloomington Ave.	D	C

Source: Hillsborough County 2020 Level of Service Report

Ratliff, James

From: Williams, Michael
Sent: Monday, November 7, 2022 9:55 AM
To: Steven Henry
Cc: wmolloy@mjlaw.us; Heinrich, Michelle; Tirado, Sheida; Ratliff, James; PW-CEIntake; Morales, Cintia
Subject: FW: MM 22-1112 Design Exceptions Review
Attachments: 22-1112 DEAddInf 10-24-22_1.pdf; 22-1112 DEAddInf 10-24-22_2.pdf; 22-1112 DEAddInf 10-24-22_3.pdf

Importance: High

Steve,

I have found the attached Design Exceptions (DE) for PD 22-1112 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Cintia Morales (moralescs@hillsboroughcounty.org or 813-307-1709) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HillsboroughCounty.org
W: HCFLGov.net

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

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

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

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Wednesday, November 2, 2022 11:15 AM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: Morales, Cintia <MoralesCS@hillsboroughcounty.org>
Subject: MM 22-1112 Design Exceptions Review
Importance: High

Hello Mike,

The attached Design Exceptions are approvable to me. Please include the following people in your response email:

wmolloy@mjlaw.us
shenry@lincks.com
heinrichm@hillsboroughcounty.org
ratliffja@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE *(she/her/hers)*
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

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

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

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



LINCKS & ASSOCIATES, INC.

October 24, 2022

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

Re: Winthrop Charter School
MM 22-1112
Lincks Project No. 21041
Folio(s) 74147.0000
74147.0031
74147.0525

The purpose of this letter is to request a Design Exception per Section 1.7 to Section 5.6 of the Hillsborough County Transportation Technical Manual for the length of the right turn lane for the access to Bloomingdale Avenue for the above referenced project. The existing Winthrop Charter School proposes an expansion of the school from 1,332 students to 1,810 students and a 180 student Day Care. The school is within the existing Winthrop Development that has access to Providence Road, Bloomingdale Avenue and Watson Road. In conjunction with the expansion of the school, right turn lanes are proposed to be added at the following locations:

- Providence Road and Grand Winthrop Avenue – Northbound right turn lane
- Providence Road and Winthrop Market Street – Northbound right turn lane
- Bloomingdale Avenue and Winthrop Commerce Avenue - Eastbound right turn lane

According to the Hillsborough County Roadways Functional Classification Map, Bloomingdale Avenue is classified as an arterial roadway. The subject site is within the Hillsborough County Urban Service Area.

Lincks & Associates, Inc. has conducted an Access Management Analysis for the project. A copy of the relevant pages is included in the appendix of this letter. Based on the results of this analysis, an eastbound right turn lane is warranted at the intersection of Bloomingdale Avenue and Winthrop Commerce Avenue. The required length is 185 feet. Due to right of way constraints and utility conflicts, a 50 foot eastbound right turn lane is proposed.

The justification of the Design Exception is as follows:

1. The subject access to Bloomingdale Avenue is an existing access for the overall Winthrop Development.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
8133 287 0674 Telefax
www.Lincks.com Website

22-1112

Mr. Michael Williams
October 24, 2022
Page 2

2. There is not sufficient right of way to extend this turn lane. Figure 1 illustrates the existing right of way at the subject access versus what is required for the extension of the right turn lane beyond the 50 feet. As shown, there is approximately 10 feet from the existing edge of pavement of Bloomingdale Avenue to the southern right of way line. In order to provide the right turn lane, approximately 11 feet of additional right of way would be required. The additional 11 feet consists of buffering, landscaping and parking. The developer does not have the ability to eliminate the impacted parking due to existing leases and ownership.
3. There are major utility conflicts with extending the turn lane. Pictures of the utility conflicts are included in the Appendix.

Please do not hesitate to contact us if you have any questions or require any additional information.

Mr. Michael Williams
October 24, 2022
Page 3

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555

A handwritten signature in blue ink, with the date "10/24/22" written below it. The signature is stylized and appears to be "S. J. Henry".

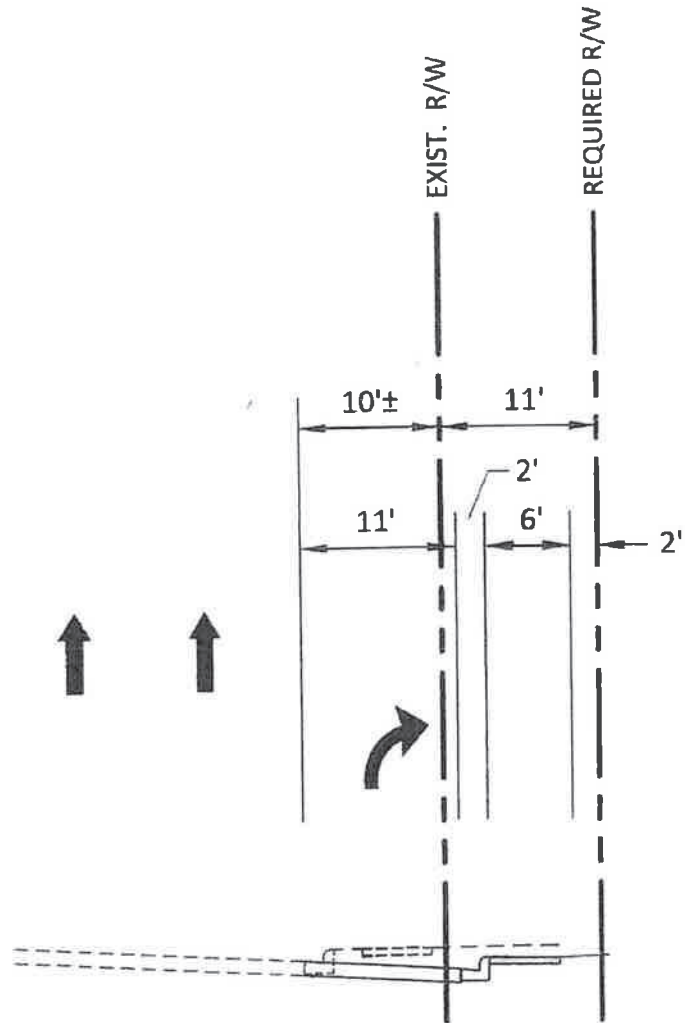
Based on the information provided by the applicant, this request is:

_____ Disapproved
_____ Approved
_____ Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E.

Sincerely,

Michael J. Williams
Hillsborough County Engineer



BLOOMINGDALE AVENUE RIGHT TURN LANE

FIGURE 1

APPENDIX



PD PLAN



Revisions
11-21-21 Per Comments
12-14-21 Per Comments
03-28-22 Per Comments
04-28-22 HC RESUBMITTAL
08-01-22 HC RESUBMITTAL
08-24-22 HC RESUBMITTAL

Landside Investments, LLC.
P.O. Box 2638
Brandon, FL 33509

Project Name
WINTHROP

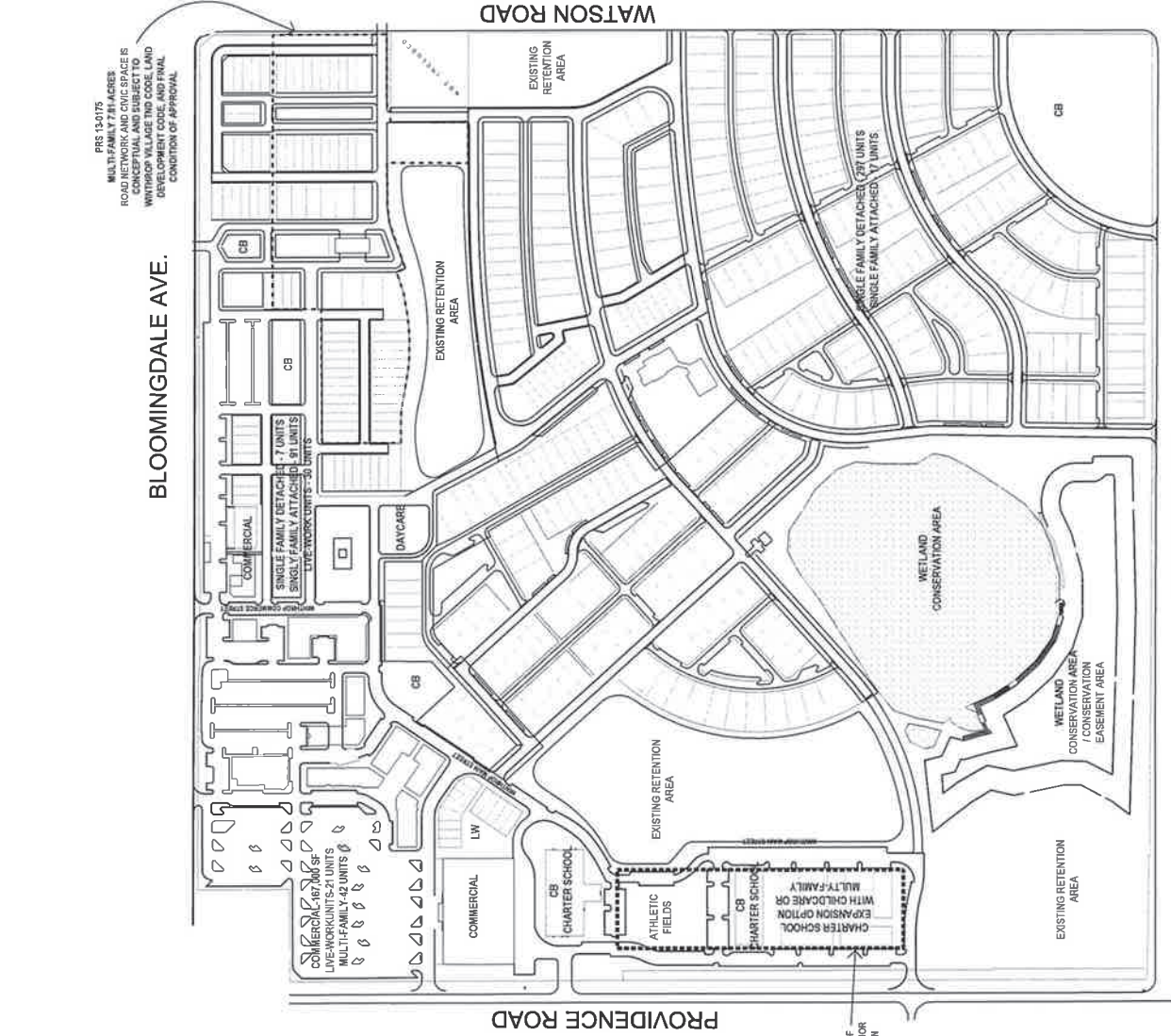
BD & E

PLANNED DEVELOPMENT PLAN

Development Services
SHEET 1 OF 6

SITE DATA AS OF 01/18/2013	
TOTAL PROPERTY	148.6 AC
CIVIC BUILDINGS (FOOTPRINTS)	1.6 AC
CHARTER SCHOOLS	41,800 SF
BOY SCOUTS	4,800 SF
AMENITY CENTER	3,824 SF
FUTURE DISPLAY, POLE BARN AREA	6,259 SF
TOTAL CIVIC FOOTPRINT	69,708 SF (1.6 AC)
COMMERCIAL	172,000 SF
MULTI-FAMILY	288 UNITS
LIVE-WORK UNITS	51 UNITS
SINGLE FAMILY	412 UNITS
TOTAL UNITS	749 UNITS

LEGEND	NOTES TO SITE PLAN
MULTI-FAMILY AREA OPTION (PRS 13-0175)	
PROPOSED PD MODIFICATION (MM 22-1112)	



PRS 13-0175 LEGAL DESCRIPTION
Legal Description: (Multi Family Site)
A tract of land being a portion of the Northwest 1/4 of Section 9, Township 30 South, Range 20 East, Hillsborough County, Florida, being more particularly described as follows:
Commence at the Northeast corner of the Northwest 1/4 of said Section 9; run thence along the East boundary of the Northwest 1/4 of said Section 9, South 00°04'59" East, 249.29 feet; thence departing said East boundary, North 89°59'56" West, 20.00 feet to a point of intersection with the Western right-of-way line of Watson Road and the Point of Beginning, thence along said Western right-of-way line, South 00°04'59" East, 316.46 feet, thence departing said right-of-way line, North 89°41'01" West, 197.92 feet; thence South 00°18'59" West, 11.09 feet; thence North 89°59'56" West, 40.00 feet, thence South 00°00'04" West, 207.96 feet; thence North 89°59'56" West, 110.27 feet; thence North 00°25'11" East, 217.97 feet; thence North 89°59'56" West, 102.39 feet to a point of curvature, thence Westerly, 99.78 feet along the arc of a curve to the left having a radius of 285.00 feet, a central angle of 20°03'33", and a chord of 99.27 feet which bears South 79°58'18" West to a point of tangency; thence South 69°36'32" West, 91.12 feet; thence North 19°58'31" West, 25.33 feet to the beginning of a non-tangent curve; thence Westerly, 324.61 feet along the arc of a curve to the right having a radius of 1,550.00 feet, a central angle of 135°20'00", and a chord of 329.90 feet; thence North 89°59'56" West, 16.86 feet; thence South 00°04'59" East, 329.90 feet to a point of tangency; thence Westerly, 75.34 feet along the arc of a curve to the left having a radius of 325.00 feet, a central angle of 13°16'57", and a chord of 75.17 feet which bears North 83°21'27" West to a point of tangency; thence North 89°59'56" West, 58.00 feet; thence North 00°10'06" East, 212.00 feet; thence South 89°59'56" East, 362.00 feet; thence North 00°00'06" East, 130.00 feet; and thence South 89°59'56" East, 740.59 feet to the Point of Beginning.
Tract contains 7.81 acres, more or less.

PROPOSED SITE DATA AS OF 09/14/2021

TOTAL PROPERTY	148.6 AC
CIVIC BUILDINGS (CB) FOOTPRINTS	245 AC
CHARTER SCHOOLS	12,000 SF
EARLY LEARNING	4,800 SF
BARN THEATRE	13,021 SF
ADVANTAGE CENTER	3,825 SF
FUTURE DISPLAY, POLE BARN AREA	6,259 SF
TOTAL CIVIC FOOTPRINT 65,708 SF	(245 AC)
COMMERCIAL	172,000 SF
MULTI-FAMILY	286 UNITS
LIVE-WORK UNITS (LW)	51 UNITS
SINGLE FAMILY	47 UNITS
TOTAL UNITS	748 UNITS



NOTES TO SITE PLAN

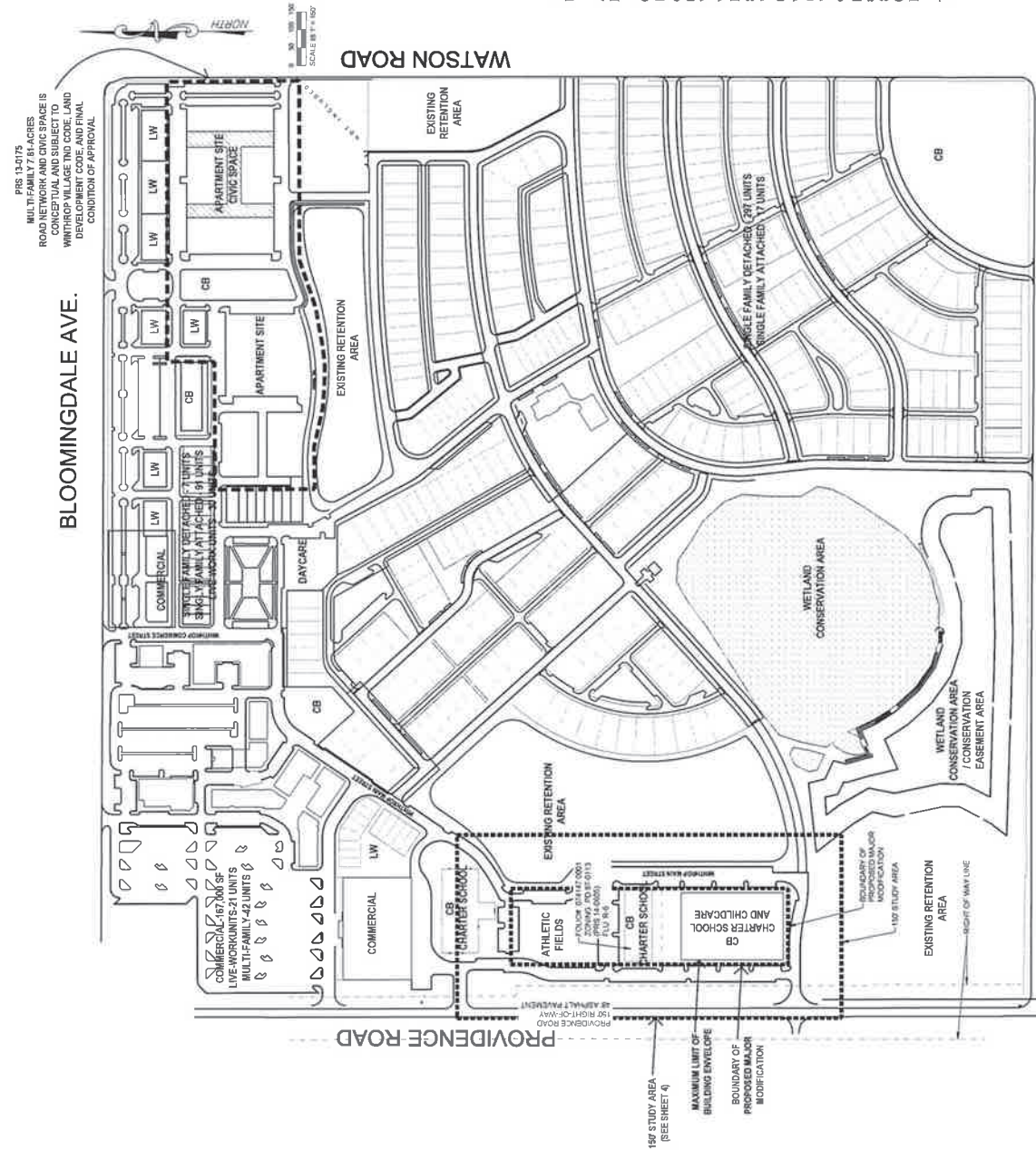
1. THE ABOVE APPROVAL OF THIS ZONING PETITION BY HILLSBOROUGH COUNTY DOES NOT CONSTITUTE A GUARANTEE THAT THE ENVIRONMENTAL PROTECTION COMMISSION APPROVALS ARE NECESSARY FOR THE PROPOSED DEVELOPMENT. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM ALL AFFECTED AGENCIES. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM ALL AFFECTED AGENCIES. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM ALL AFFECTED AGENCIES.
2. THE ABOVE APPROVAL OF THIS ZONING PETITION BY HILLSBOROUGH COUNTY DOES NOT CONSTITUTE A GUARANTEE THAT THE ENVIRONMENTAL PROTECTION COMMISSION APPROVALS ARE NECESSARY FOR THE PROPOSED DEVELOPMENT. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM ALL AFFECTED AGENCIES. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM ALL AFFECTED AGENCIES. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM ALL AFFECTED AGENCIES.
3. THE ABOVE APPROVAL OF THIS ZONING PETITION BY HILLSBOROUGH COUNTY DOES NOT CONSTITUTE A GUARANTEE THAT THE ENVIRONMENTAL PROTECTION COMMISSION APPROVALS ARE NECESSARY FOR THE PROPOSED DEVELOPMENT. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM ALL AFFECTED AGENCIES. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM ALL AFFECTED AGENCIES. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM ALL AFFECTED AGENCIES.
4. THE ABOVE APPROVAL OF THIS ZONING PETITION BY HILLSBOROUGH COUNTY DOES NOT CONSTITUTE A GUARANTEE THAT THE ENVIRONMENTAL PROTECTION COMMISSION APPROVALS ARE NECESSARY FOR THE PROPOSED DEVELOPMENT. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM ALL AFFECTED AGENCIES. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM ALL AFFECTED AGENCIES. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM ALL AFFECTED AGENCIES.

PRS 19-0176 LEGAL DESCRIPTION
Legal Description: (Multi Family Site)

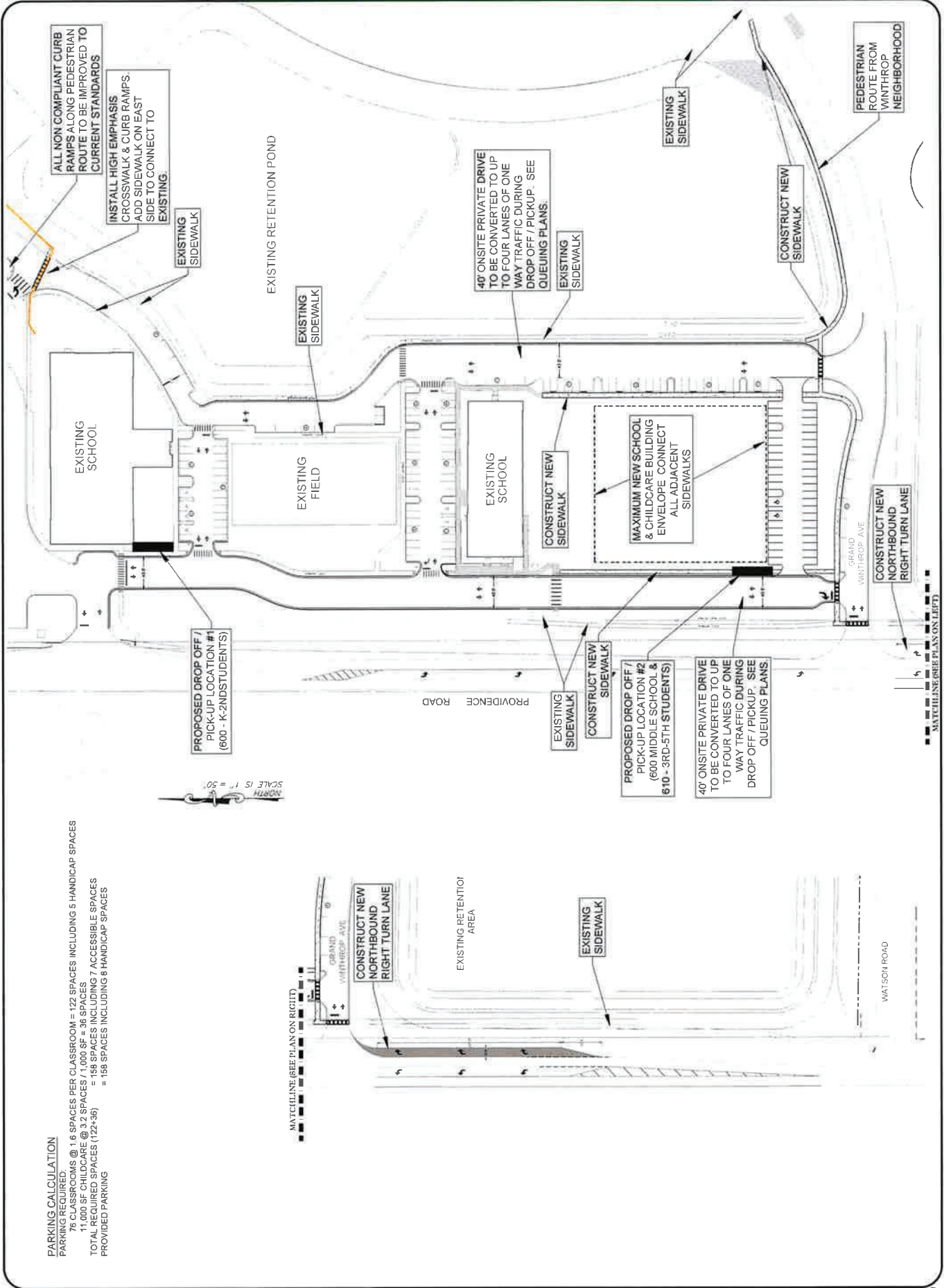
A tract of land being a portion of the Northwest 1/4 of Section 9, Township 30 South, Range 20 East, Hillsborough County, Florida, being more particularly described as follows:

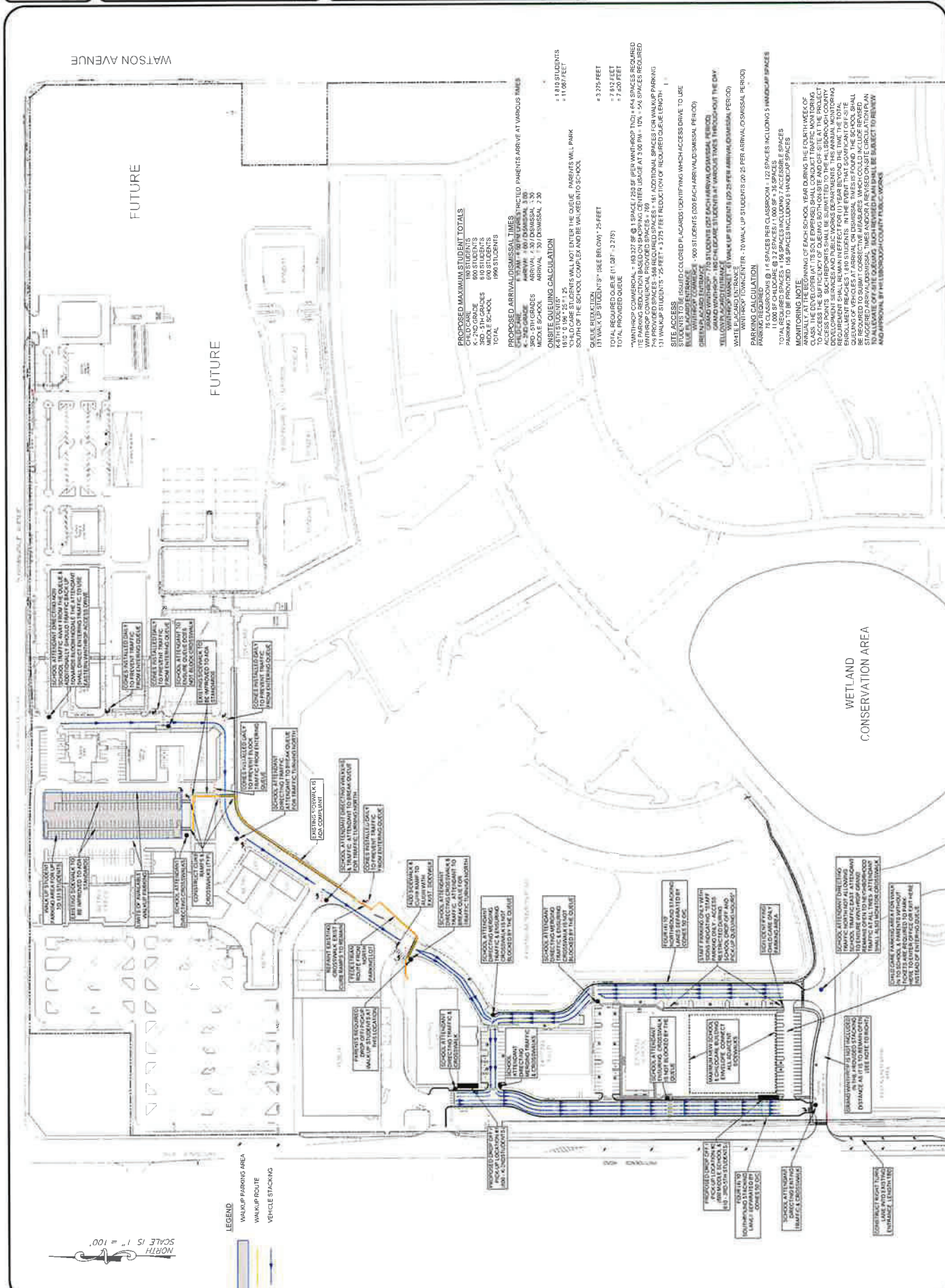
Commence at the Northeast corner of the Northwest 1/4 of said Section 9; run thence along the East boundary of the Northwest 1/4 of said Section 9, South 00°04'59" East, 249.29 feet; thence departing said East boundary, North 89°59'56" West, 20.00 feet to a point of intersection with the West side of the right-of-way line of Watson Road and the Point of Beginning; thence along said West side of the right-of-way line, South 00°04'59" East, 306.46 feet; thence departing said right-of-way line, North 89°41'01" West, 197.92 feet; thence South 00°18'59" West, 11.69 feet; thence North 89°59'56" West, 40.00 feet; thence South 00°00'04" West, 207.96 feet; thence North 89°59'56" West, 102.39 feet to a point of curvature; thence West, 99.78 feet along the arc of a curve to the left having a radius of 285.00 feet, a central angle of 20°03'33"; and a chord of 99.27 feet which bears North 19°38'37" West, 25.33 feet to a point of tangency; thence South 69°56'32" West, 91.12 feet; thence North 19°38'37" West, 25.33 feet to the beginning of a non-tangent curve; thence a central angle of 33°20'50", and a chord of 329.90 feet which bears South 86°36'47" West to a point of reverse curvature; thence West, 75.34 feet along the arc of a curve to the left having a radius of 325.00 feet, a central angle of 13°16'57", and a chord of 75.17 feet which bears North 83°21'27" West to a point of tangency; thence North 89°59'56" West, 38.00 feet; thence North 00°00'06" East, 212.00 feet; thence South 89°59'56" West, 362.00 feet; thence North 00°00'06" East, 130.00 feet; and thence South 89°59'56" East, 740.59 feet to the Point of Beginning.

Tract contains 7.81 acres, more or less.



Revisions 000000 NC RESUBMITTAL 000000 NC RESUBMITTAL 000000 NC RESUBMITTAL 000000 NC RESUBMITTAL 000000 NC RESUBMITTAL 000000 NC RESUBMITTAL	Client: Landside Investments, LLC P.O. Box 2638 Brandon, FL 33509 Phone: (813) 681-3480	Project Name: Winthrop Charter School 708 Lithia Pinecrest Road, Suite 101, Brandon, FL 33511 Ph (813) 689-7002 Fax (813) 684-1691	BD & E	SITE PLAN	SHEET 4 OF 6
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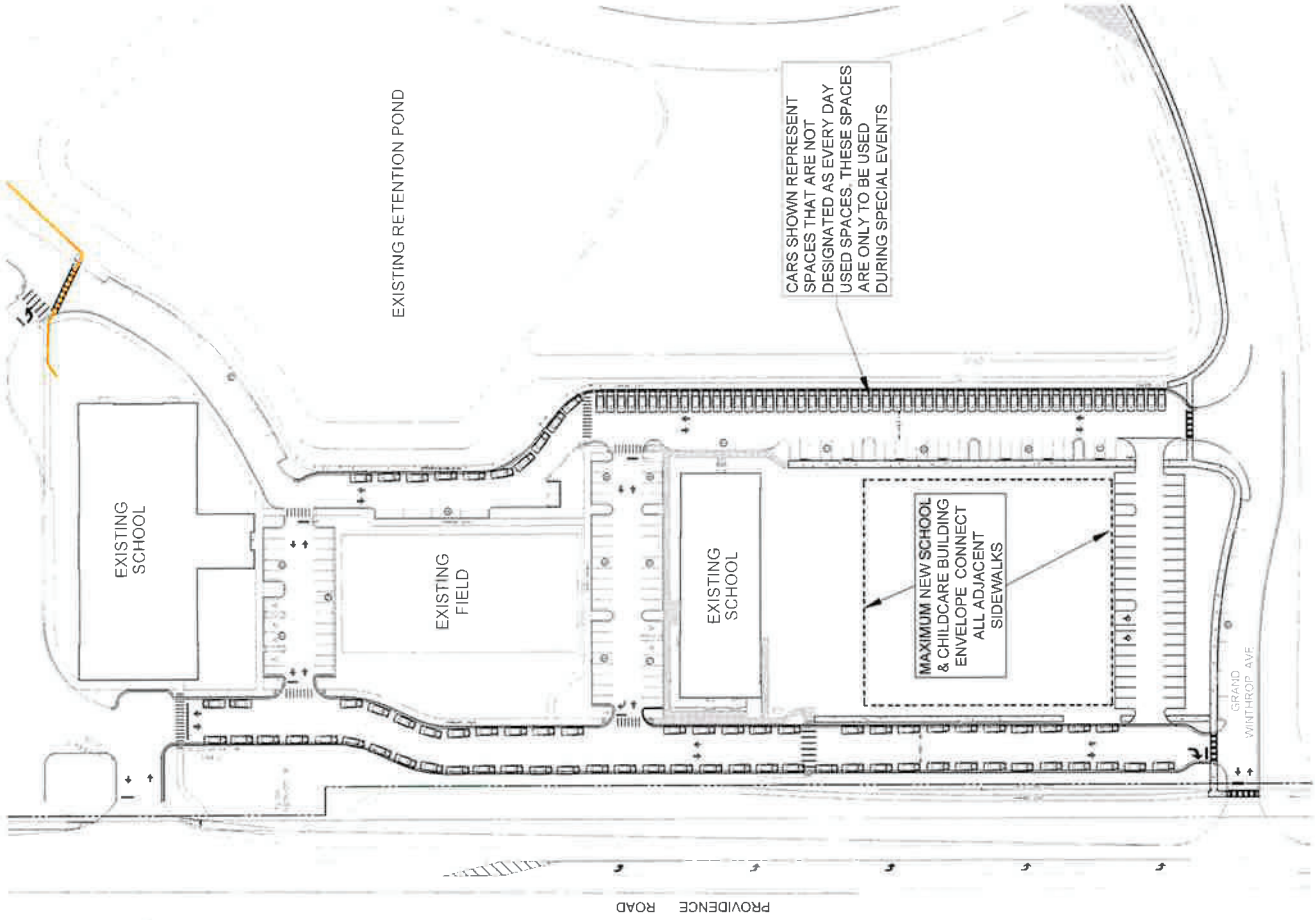


Revisions 09/27/22 HC PERMITS 09/27/22 HC PERMITS 09/27/22 HC PERMITS 09/27/22 HC PERMITS 09/27/22 HC PERMITS	Client: Landside Investments, LLC P.O. Box 2638 Brandon, FL 33509 Phone: (813) 684-1800	Project Name: Winthrop Charter School	BD & E	Project Address: 708 Lithia Pinecrest Road, Suite 101, Brandon, FL 33511 Ph (813) 689-7002 Fax (813) 684-1691	Sheet: 6 OF 6	Project: WINSTON PARKING PLAN
---	--	---	-------------------	---	-------------------------	---

PARKING CALCULATION

76 TOTAL CLASSROOMS @ 1.6 SPACES / CLASSROOM = 122 REQUIRED SPACES
 11,000 SF CHILDCARE @ 3.2 SPACES / 1000 SF = 39 REQUIRED SPACES
 TOTAL REQUIRED SPACES = 158 SPACES INCLUDING 7 HANDICAP SPACES
 TOTAL PROVIDED STRIPED SPACES = 158 SPACES INCLUDING 8 HANDICAP SPACES
 TOTAL SPACES SHOWN HEREIN = 283
 TOTAL EVENT PARKING SPACES PROVIDED (283-158) = 125 SPACES

NORTH
SCALE IS 1" = 50'



ACCESS MANAGEMENT ANALYSIS



ACCESS MANAGEMENT ANALYSIS

WINTHROP CHARTER SCHOOL

Prepared For

LANDSIDE INVESTMENTS, LLC

Prepared By



LINCKS & ASSOCIATES, INC.
Engineers – Planners
Tampa, Florida

ACCESS MANAGEMENT ANALYSIS

WINTHROP CHARTER SCHOOL

Prepared For

LANDSIDE INVESTMENTS, LLC

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

Revised February, 2022
September, 2021

Project No. 21041

Steven J. Henry, P.E.
P.E. No. 51555

Date



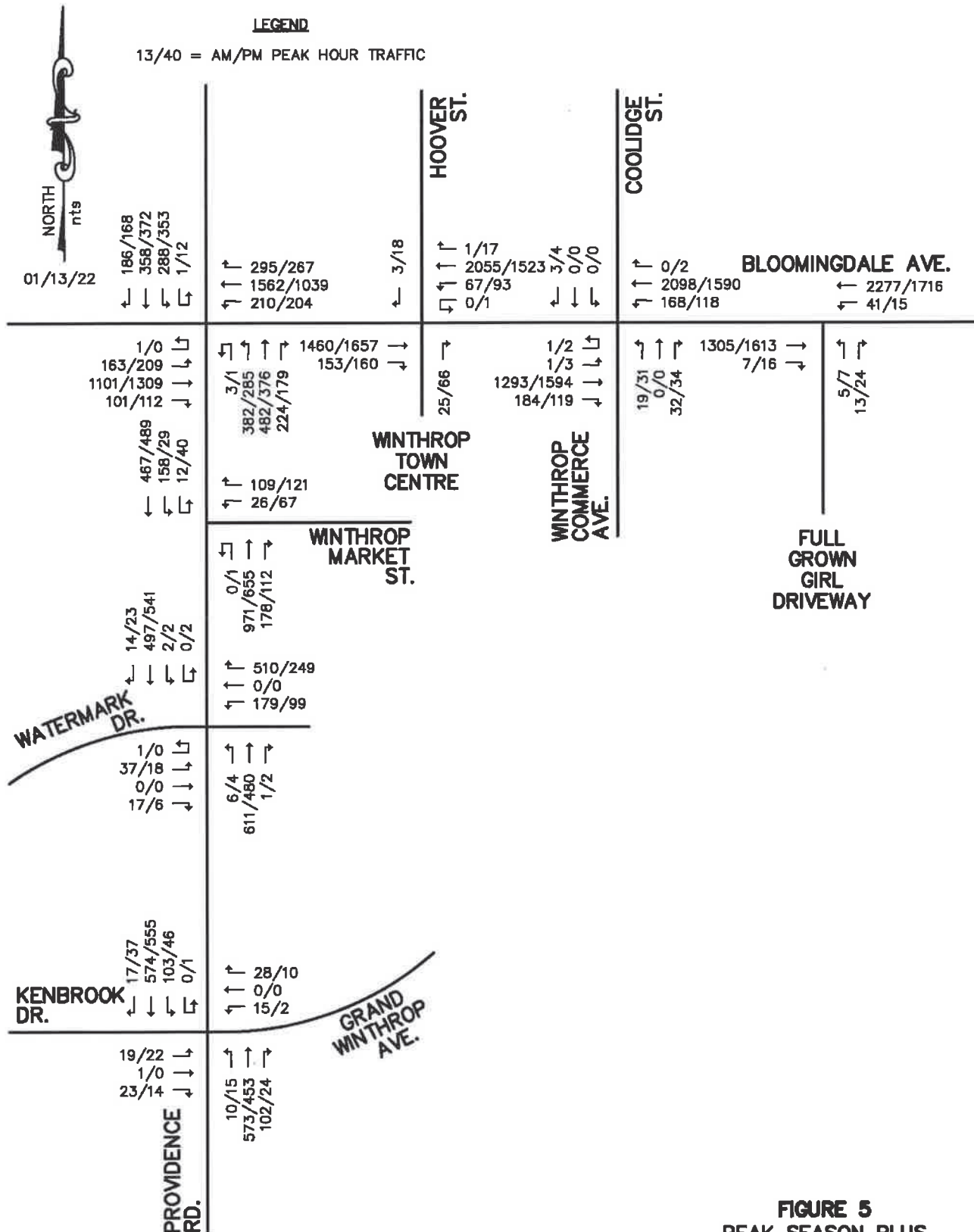


FIGURE 5
PEAK SEASON PLUS
PROJECT TRAFFIC



TABLE 6

ACCESS RECOMMENDATIONS

<u>Intersection</u>	<u>Movement</u>	<u>Volume (1)</u>	<u>Turn Lane Warranted (2)</u>	<u>Queue Length (3)</u>	<u>Deceleration Length (4)</u>	<u>Total Length Required</u>	<u>Existing Length</u>	<u>Recommended Length</u>
Providence Rd and Grand Winthrop Ave	NBR	102/24	Proposed	50'	185'	235'	-	235'
	SBL	103/47	Existing	100'	185'	285'	600'	600'
Providence Rd and Winthrop Market St	NBR	178/112	Yes	50'	185'	235'	-	185'
	SBL	170/69	Existing	150'	185'	335'	195'	195'
Bloomingdale Ave and Winthrop Town Centre	EBR	153/160	Yes	-	-	-	-	-
	WBL	67/94	Existing	(6)	-	-	-	-
Bloomingdale Ave and Winthrop Commerce Ave	EBR	184/119	Yes	(5)	-	-	-	50' ±
	WBL	168/118	Existing	(6)	-	-	-	-
Bloomingdale Ave and Full Grown Girl Drwy	EBR	7/16	No	-	-	-	-	-
	WBL	41/15	Existing	(6)	-	-	-	-

(1) See Figure 5, Peak Season plus Project Traffic, of this report.

(2) Based on Section 6.04.04 of Hillsborough County Land Development Code.

(3) Queue length calculation:

Providence Rd and Grand Winthrop Rd

SBL: $103/30 \times 25 = 86'$ Use 100'

Providence Rd and Winthrop Market St

SBL: $170/30 \times 25 = 142'$ Use 150'

(4) Based on FDOT Design Manual Exhibit 212-1 and the following posted speed limits:

Providence Rd - 45 MPH

Bloomingdale Ave - 45 MPH

(5) Not feasible due to right of way constraints and utility impacts.

(6) Existing two way left turn lane.



HILLSBOROUGH COUNTY LAND DEVELOPMENT
TRANSPORTATION TECHNICAL MANUAL



Public Works Department



Hillsborough
County Florida

Transportation Technical Manual for Subdivision and Site Development Projects

October 2021



5.3 MINIMUM RETURN RADII REQUIREMENTS

Minimum return radii are largely dependent upon the design vehicle. The designer must verify and confirm the turning movement of the design vehicle in consideration for the intersection that is being designed. Additionally, it is recommended that street corner radii in residential areas be reduced to minimize speeds and create a safe and walkable environment for pedestrians. Verify selected design vehicle can negotiate turning movement without encroachment onto adjacent curbs and sidewalks. Encroachment into adjacent lanes may be permissible on low-volume roads.

Table 5-1: Minimum Return Radii

Type of Development	Type of Design Vehicle	Roadway Classification	Minimum Radius
Residential	P, SU	Local Road	25'
	P, SU	Collector Road	35'
	P, SU, WB-40, WB-50	Arterial Road	50'
Commercial	P, SU, WB-40, WB-50	Local Road	35'
	P, SU, WB-40, WB-50	Collector Road	50'
	P, SU, WB-40, WB-50	Arterial Road	50'

5.4 CONTROL RADII

The control radii requirements for minimum turning paths at intersections must be determined using Table 3-13 of the FDOT Florida Intersection Design Guide.

5.5 INTERSECTION SIGHT DISTANCE REQUIREMENTS

The minimum required sight distance requirements at intersections for various design speeds and vehicles must be determined using Chapter 210 of the FDOT Design Manual and Figures 3-3 and 3-4 of the Florida Greenbook. The more stringent design standard must be used to determine the sight distance at intersections.

5.6 AUXILIARY LANES

Auxiliary lanes must be provided at subdivisions and commercial sites when warranted in accordance with the LDC. The criteria for the minimum length of auxiliary lanes and tapers at intersections must be determined by criteria in Chapter 212 of the FDOT Design Manual. Queue lengths for required turn lanes must, at a minimum, be equal to the value required by the analysis outputs. Notwithstanding the forgoing, turn lanes are to be sized as depicted in Table 5-2 below:

Table 5-2: Minimum Queue Lengths*

Turn Lane Type	Project Location	
	Within Urban Service Area	Within Rural Service Area
Left	100	50
Right	50	50
Freeflow Right	0	0

*Unless otherwise required by analysis

HILLSBOROUGH COUNTY LAND DEVELOPMENT
TRANSPORTATION TECHNICAL MANUAL



the developer shall design and build the appropriate cross-access to the property line of the adjacent parcel.

- b. If the adjacent site is developed but, in the opinion of Hillsborough County, cross-access is not feasible at this time, the developer shall design and designate on the site plan the location of future cross access, but will not be required to construct the cross-access at the time of initial site development. The owner shall commit, in writing, to construct and allow cross-access at such time as Hillsborough County determines that cross-access is feasible and desirable.
- c. If the adjacent site is undeveloped, the developer shall design and build the cross-access to the property line of the adjacent parcel in anticipation of future connection when that site is developed.
- d. The minimum width of a vehicular cross-access shall be 24 feet. The minimum width of a pedestrian cross-access shall be five feet.

R. Corner Clearance

Corner clearances for all connections shall meet or exceed the minimum connection spacing requirements of 6.04.07 of this division except as provided below:

- 1. Type I. The minimum corner clearance for a Type I connection shall be ten feet.
- 2. All Other Types. Isolated Corner Property—A single connection (on each frontage) may be placed closer to the intersection if, due to property size, the applicable minimum spacing standards in Table I cannot be met, and where joint access which meets or exceeds the applicable connection spacing cannot be obtained with a neighboring property or, it is determined by the County that joint access is not feasible based on conflicting land uses or conflicting traffic volumes/characteristics, then the minimum corner clearance given in 6.04.08 can be used. Such properties, for the purpose of this document will be called "isolated corner properties".
- 3. In cases where connections are permitted under this criteria, the permit will contain the following conditions:
 - a. There will be no more than one connection per frontage.
 - b. When joint or alternative access which meets or exceeds the applicable minimum connection spacing becomes available, the permittee will close the permitted connection, unless the permittee shows that such closure is not feasible because of conflicting land use or conflicting traffic volumes/characteristics or existing structures which preclude a change in the existing connection.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 01-30, § 2, 11-15-01; Ord. No. 02-13, § 2, 8-1-02; Ord. No. 09-62, Item B, 10-26-09, eff. 2-1-2010; Ord. No. 20-17, § 2(Exh. A), 9-24-20, eff. 10-2-20)

Sec. 6.04.04. - Design Standards

A. Driveway Width/Length

Driveways provide the physical transition between a site and the abutting roadway. Driveways should be located and designed to minimize impacts on traffic while providing safe entry and exit from the development served. The location and design of the connection must take into account characteristics of the roadway, the site, and the potential users.

The actual width and length of driveways shall be subject to internal and external traffic flow considerations. The driveway width considerations include, but are not limited to the number of lanes, the driveway geometrics, internal obstructions, traffic safety, etc. The length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. The driveway length therefore, will be subject to the anticipated required stacking length of entering and exiting vehicle during the peak period.

1. For driveways that will be signalized, driveway length should be determined by a traffic study of expected traffic and queues. An important measurement in determining the driveway length is the outbound queue.
2. For unsignalized driveways, the following minimum lengths will be used:

Land Use	Driveway Length (In Feet)
Any major entrance with 4 or more total lanes in the in the driveway. Typically malls, and "Super" retail centers	300 or greater, based on traffic study
Regional Shopping Centers (over 150,000 sq. ft.)	250
Community Shopping Center (100-150,000 sq. ft.) (Supermarket, drug store, etc.)	150
Small Strip Shopping Center	50
Smaller Commercial Development (convenience store with gas pumps)	30

3. For residential developments, the maximum length shall be:

Land Use	Driveway Length (In Feet)
Residential Developments	250

B. Driveway Grades

1. Driveway grades shall conform to the requirements of FDOT Roadway and Traffic Design Standard Indices, I, edition.
2. For driveways with high volumes and where curve radii turnouts would be a prime benefit to traffic movements, the following factors should be considered:
 - a. It is desirable to have driveway slope upward from gutter line without any vertical curve. The upward slope with curbs will allow better control of drainage.
 - b. It is desirable to have a relatively flat area adjacent to the roadway, where vehicles may turn off without an immediate climbing or descending need. Then exiting vehicles may wait to enter traffic flow at approximately roadway level.
 - c. Within the limits of curve radii, no drop curb shall be allowed except as required for curb cut ramps.

C. Traffic Control Devices

1. The installation of signs and pavement markings at private roadways and residential or commercial driveways, and the installation of traffic signals at high-volume commercial Type III driveways may be required in order to provide for safe and efficient movement of traffic. All traffic control devices shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the current County standards and specifications and shall be approved by the County Public Works Department, Traffic Section.
2. The approval to install traffic signals shall be based on a traffic engineering study which addresses the warrants, the design, and the operation of the signals. The study and design shall be approved by the County Public Works Department, Traffic Section and FDOT, if on the State Highway System. The responsibility for the engineering study shall rest with the permittee. If a traffic signal is installed, all signal elements and appropriate portions of the access approach to assure efficient signal operation, shall be on public right-of-way or on easements granted to the public.
3. Any required traffic control devices, including signs, signals or pavement markings shall be installed by the permittee. The permittee shall be responsible for all purchase and installation costs involved.

D. Auxiliary Lanes

Auxiliary Lanes refer to left-turn, right-turn, acceleration, deceleration, and storage lanes. Developments which generate AM or PM Peak Hour Traffic which exceeds the following thresholds shall provide the following site related acceleration, deceleration, and storage lanes:

1. If more than 20 left turning vehicles per hour on a two-lane arterial or collector roadway, then left turn lanes are warranted,
2. If more than 50 right turning vehicles per hour on a two-lane arterial or collector roadway, then right turn lanes are warranted,
3. If more than 40 right turning vehicles per hour, on a four-lane rural roadway, then a right turn lane is warranted,
4. If more than 80 right turning vehicles per hour, on a four-lane urban roadway, then a right turn lane is warranted,
5. If more than 60 right turning vehicles per hour, on a six-lane rural roadway, then a right turn lane is warranted,

6. If more than 100 right turning vehicles per hour, on a six-lane urban roadway, then a right turn lane is warranted,
7. On multi-lane roadways, left turn lanes shall be constructed when there are more than 20 left turning vehicles.

(Ord. No. 00-38, § 2, 11-2-00; Ord. No. 05-22, § 2, 11-17-05; Ord. No. 07-18, § 2, 7-19-07, eff. 10-1-07)

Sec. 6.04.05. - Access Pavement Requirements

A. Type I

1. Rural Section—Driveway does not need to be paved except for a four-foot paved transition extending from the edge of the roadway towards the site. The purpose of the paved transition is to protect the edge of pavement of the public roadway from damage and deterioration. This requirement does not apply when the public roadway has a four-foot (or wider) paved shoulder.
2. Urban Section—Driveway shall be paved to the right-of-way line or to the back of sidewalk, whichever is less.

B. Type II

1. Urban Section. These accesses shall be paved to the right-of-way line or to the back of sidewalk, whichever is distance is less.
2. Rural Section. These accesses shall be paved to the right-of-way line.

C. Type III

Rural and Urban Sections. These accesses shall be paved to the right-of-way line.

D. Surfacing Requirements

The pavement should be structurally adequate to meet the expected traffic loads an shall not be less than the requirements contained in the Hillsborough County Transportation Technical Manual, latest edition.

Sec. 6.04.06. - Maintenance Responsibilities

A. Introduction

The purpose of this section is to identify the various responsibilities relative to maintenance of access points. The occupant and the owner of the property services by the access shall be responsible for meeting the terms and conditions of the permit, if any.

B. Maintenance Responsibility by Jurisdiction

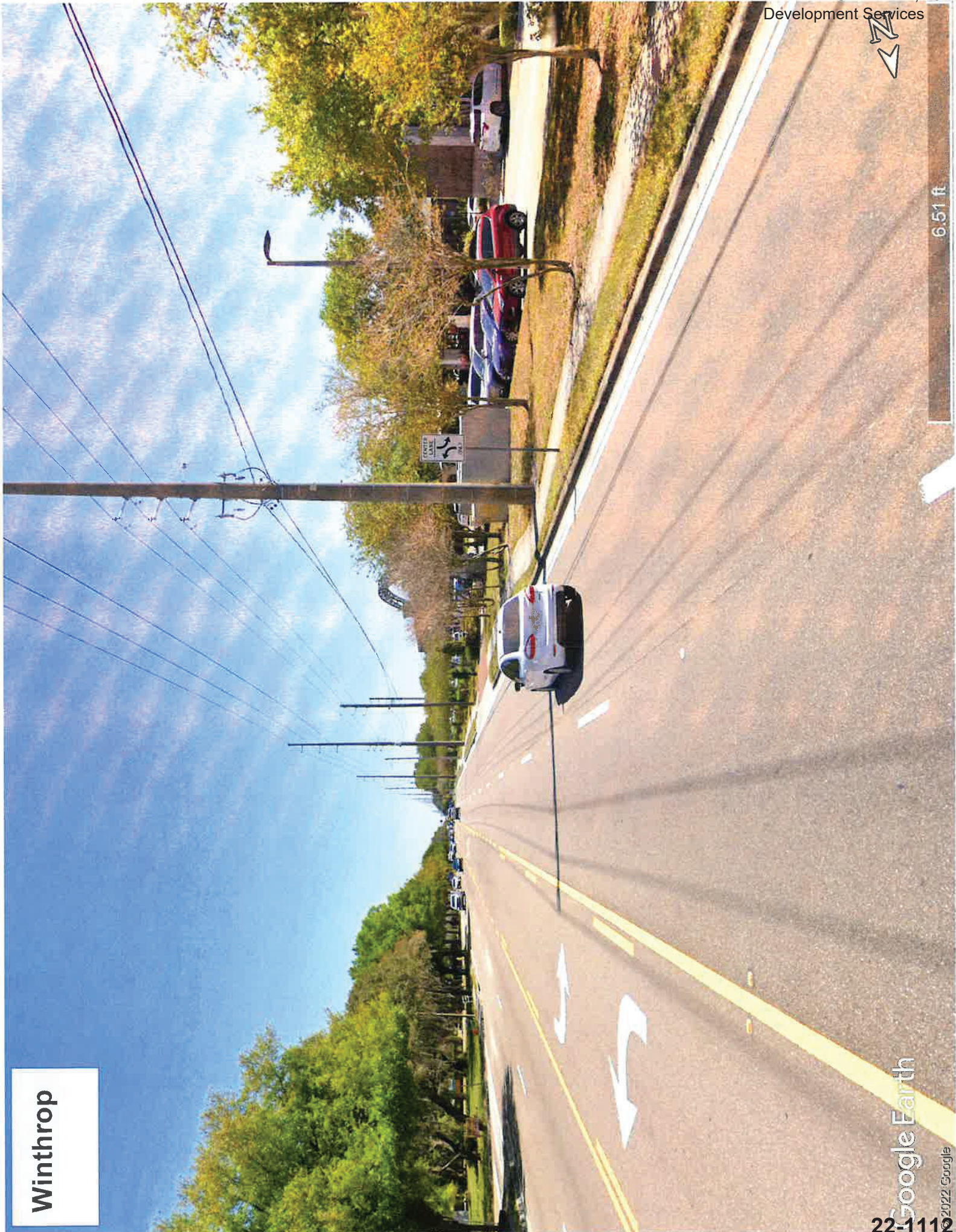
1. State Highway System. For those connections onto the State Highway System, the Florida Department of Transportation will normally maintain the connection surface, sidewalks, and all drainage facilities within the right-of-way.
2. County Roadway System. For the connections onto the County Roadway System, within the unincorporated portion of the County, the County Public Works Department will maintain the first four feet, nearest the edge of pavement, of the connection. In addition, the Department will maintain drainage structures within the right-of-way which accommodates roadway drainage.

UTILITY CONFLICTS





6.51 ft



Winthrop

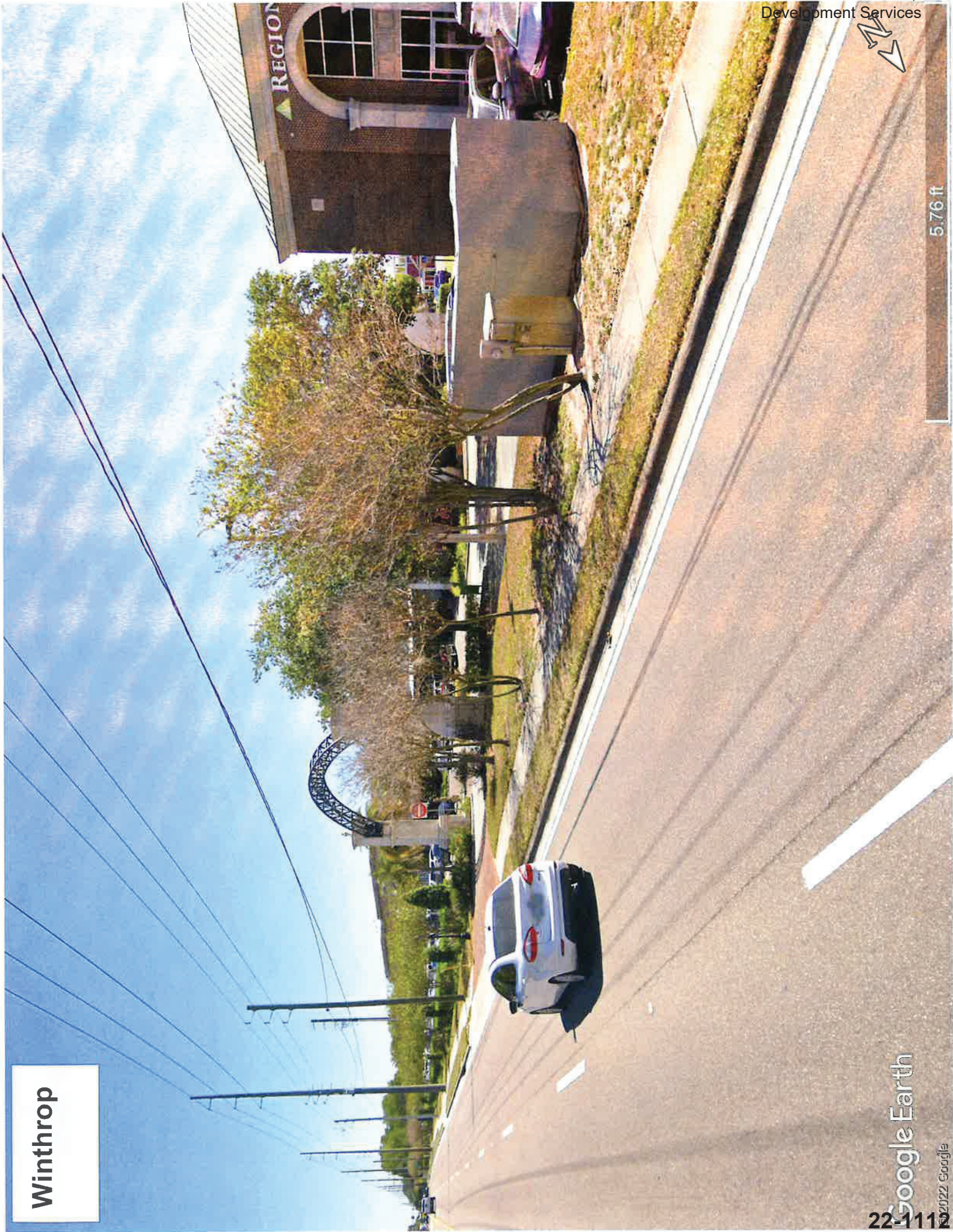


5.76 ft

Google Earth

22/11/2022 Google

Winthrop





LINCKS & ASSOCIATES, INC.

October 24, 2022

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

Re: Winthrop Charter School
MM 22-1112
Lincks Project No. 21041
Folio(s) 74147.0000
74147.0031
74147.0525

The purpose of this letter is to request a Design Exception per Section 1.7 of the Hillsborough County Transportation Technical Manual to meet the Land Development Code Section 6.04.03L for Bloomingdale Avenue along the project frontage. The existing Winthrop Charter School proposes an expansion of the school from 1,332 students to 1,810 students and a 180 student Day Care. The school is within the existing Winthrop Development that has access to Providence Road, Bloomingdale Avenue and Watson Road. In conjunction with the expansion of the school, right turn lanes are proposed to be added at the following locations:

- Providence Road and Grand Winthrop Avenue – Northbound right turn lane
- Providence Road and Winthrop Market Street – Northbound right turn lane
- Bloomingdale Avenue and Winthrop Commerce Avenue - Eastbound right turn lane

According to the Hillsborough County Roadways Functional Classification Map, Bloomingdale Avenue is classified as an arterial roadway. The subject site is within the Hillsborough County Urban Service Area.

The request is for a Design Exception to TS-6 of the Hillsborough County Transportation Technical Manual for Bloomingdale Avenue, which is currently a five (5) lane roadway. The following exceptions are requested to accommodate the proposed project.

- 1) Lane Width – TS-6 has 11 foot lanes. The existing roadway has 14 feet outside lanes and 10 feet inside lanes adjacent to the two-way left turn lane which is 13 feet. This was the standard at the time of construction of Bloomingdale Avenue.

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

22-1112

Mr. Michael Williams
October 24, 2022
Page 2

- 2) Bike Lane – TS-6 has 7 foot buffered bike lanes. The existing road does not have bike lanes.
- 3) Sidewalk – TS-6 has 5 foot sidewalks on both sides of the roadway. There are currently 4 feet sidewalk on both sides of Bloomingdale Avenue.

To mitigate the impact of the project, the developer proposes the following:

1. The developer will widen the sidewalk on the south side of Bloomingdale Avenue from Providence Road along the property frontage to 6 feet. There may be limited deviations to the 6 feet sidewalk where not feasible due to right of way constraints or utility conflicts as determined by County staff. Figure 1 illustrates the limits of the improvements which is approximately 1,895 feet.

Based on the above, it is our opinion, the proposed improvements to Bloomingdale Avenue mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

Mr. Michael Williams
October 24, 2022
Page 3

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

10/24/22

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

_____ **Disapproved**
_____ **Approved**
_____ **Approved with Conditions**

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E.

Sincerely,

**Michael J. Williams
Hillsborough County Engineer**

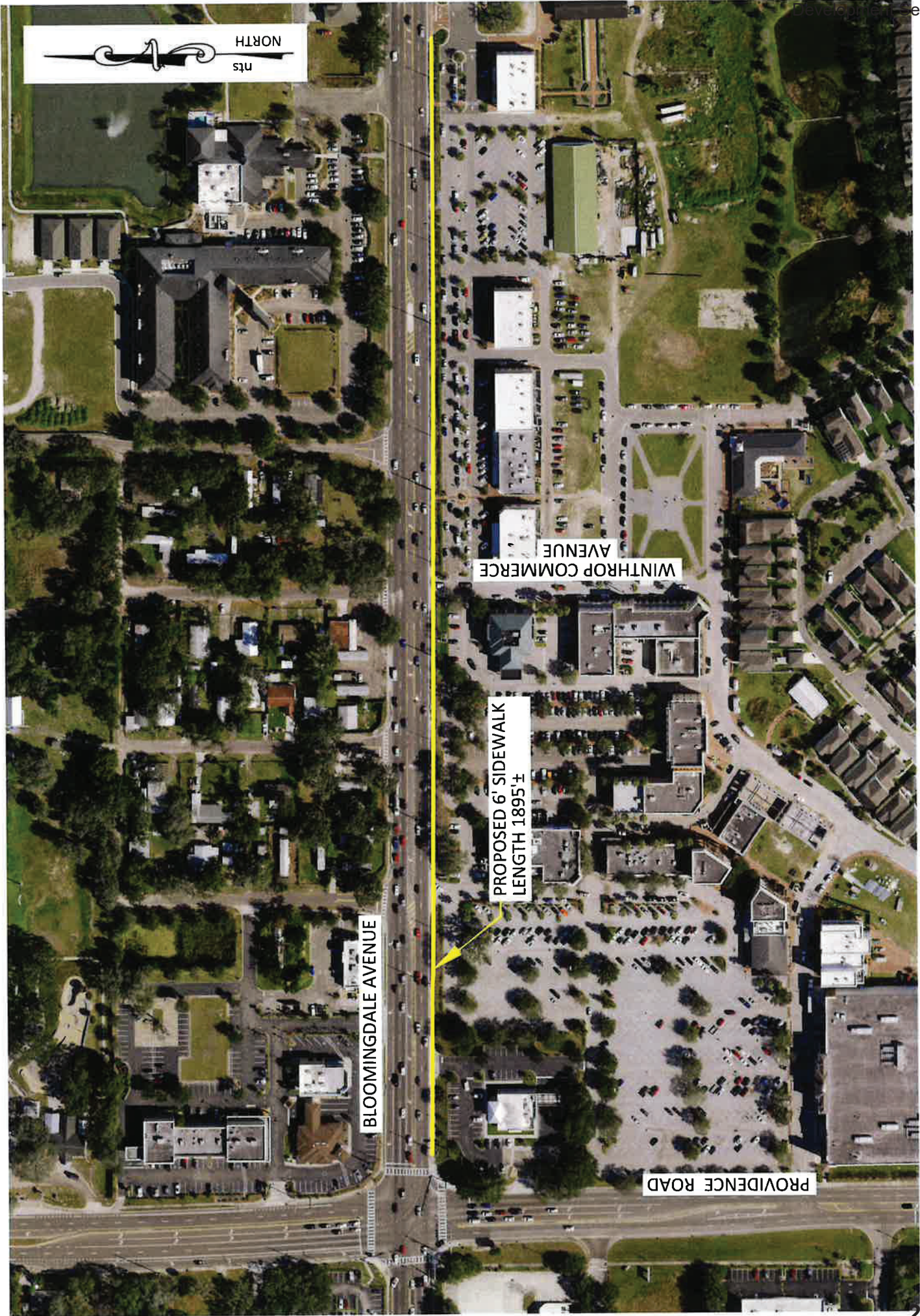


FIGURE 1
PROPOSED IMPROVEMENTS

APPENDIX



PD PLAN



Revisions
11.3.21 Per Comments
12.14.21 Per Comments
04.06.22 Per Comments
06.01.22 Per Comments
09.26.22 Per Comments

Landside Investments, LLC
P.O. Box 2638
Brandon, FL 33509

Brad Design & Engineering, Inc.
Brandon, FL 33509

WINTHROP

BD & E

PLANNED DEVELOPMENT PLAN
SHEET 1 OF 6

SITE DATA AS OF 01/18/2013	
TOTAL PROPERTY	148.6 AC
CIVIC BUILDINGS (FOOTPRINTS)	1.8 AC
CHARTER SCHOOLS	41,803 SF
BARN AREA	13,021 SF
ADVANTAGE CENTER	3,825 SF
AVENUE DISPLAY	6,259 SF
TOTAL CIVIC FOOTPRINT	68,708 SF (1.6 AC)
COMMERCIAL	172,000 SF
MULTY-FAMILY	286 UNITS
LIVE-WORK UNITS	51 UNITS
SINGLE FAMILY	412 UNITS
TOTAL UNITS	749 UNITS

LEGEND

MULTI-FAMILY AREA OPTION
(PRS 13-0175)

PROPOSED PD MODIFICATION
(MM 22-1112)

NOTES TO SITE PLAN

- I. WETLANDS
- A. APPROVAL OF THIS ZONING PETITION BY HILLSBOROUGH COUNTY COMMISSION IS NECESSARY FOR THE PROTECTION OF WETLANDS. APPROVING AGENCIES ARE NECESSARY FOR THE DIVISION OF LAND USE AND PLANNING, FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, AND THE FLORIDA WETLANDS DETERMINATION ACT. ANY WETLANDS OR WETLANDS OF SIGNIFICANT WETLANDS WILL BE MITIGATED IN ACCORDANCE WITH ADEP GUIDELINES.
- II. GENERAL
- A. THIS SITE PLAN IS CONCEPTUAL AND WILL BE SUBJECT TO CHANGE AS NECESSARY. THE SITE PLAN IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE NECESSARY PERMITS AND APPROVALS.

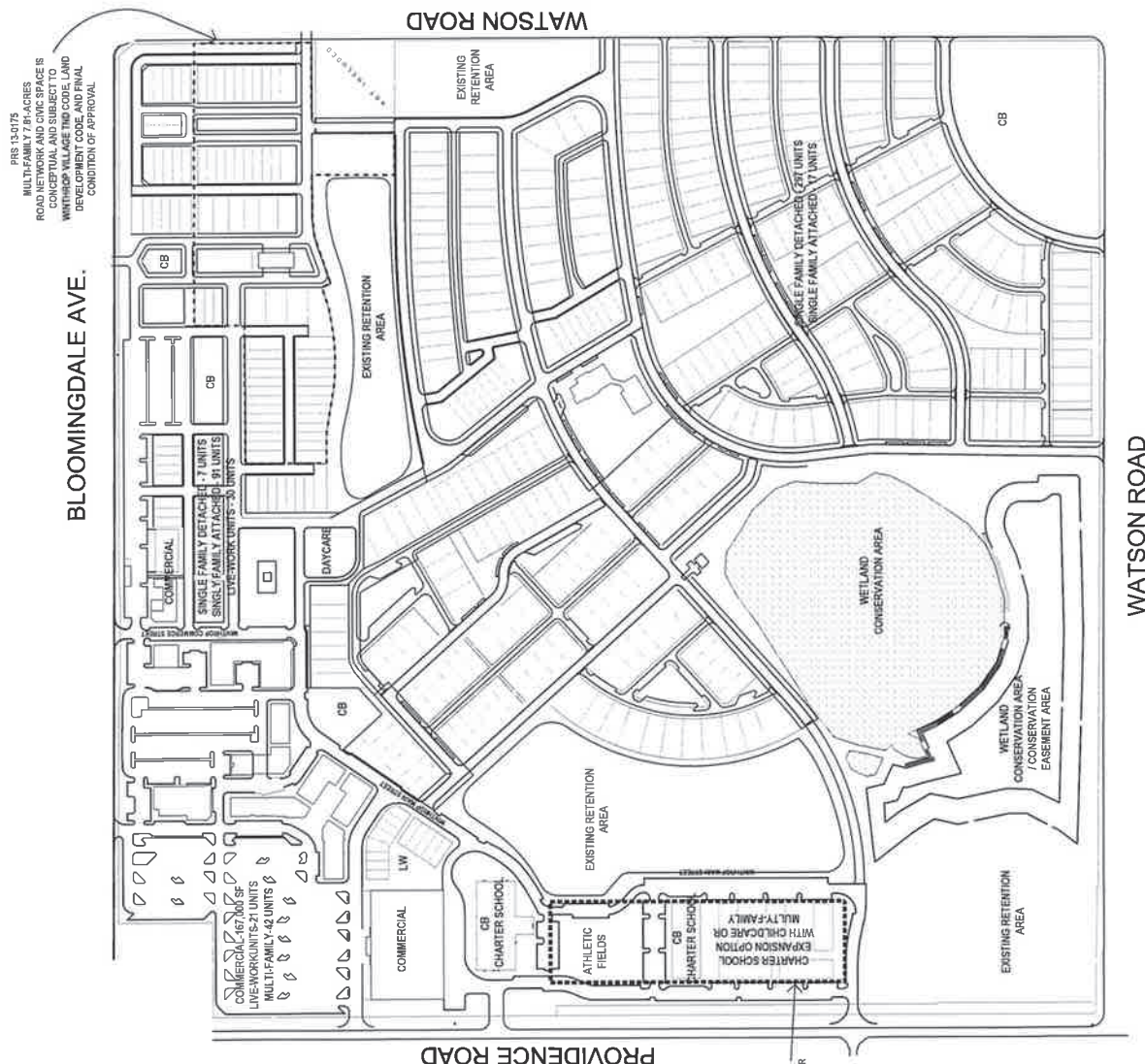
PRS 13-0175 LEGAL DESCRIPTION

Legal Description: (Multi Family Site)

A tract of land being a portion of the Northwest 1/4 of Section 9, Township 30 South, Range 20 East, Hillsborough County, Florida, being more particularly described as follows:

Commence at the Northeast corner of the Northwest 1/4 of said Section 9; run thence along the East boundary of the Northwest 1/4 of said Section 9, South 00°04'59" East, 249.29 feet, thence departing said East boundary, North 89°59'56" West, 20.00 feet to a point of intersection with the Westerly right-of-way line of Watson Road and the Point of Beginning, thence along said Westerly right-of-way line, South 00°04'59" East, 306.46 feet, thence departing said right-of-way line, North 89°59'56" West, 197.92 feet; thence South 00°18'59" West, 11.09 feet; thence North 89°59'56" West, 40.00 feet; thence South 00°00'04" West, 207.06 feet; thence North 89°59'56" West, 110.27 feet; thence North 00°25'11" East, 217.97 feet; thence North 89°59'56" West, 102.39 feet to a point of tangency, thence Westerly, 99.78 feet along the arc of a curve to the left having a radius of 285.00 feet, a central angle of 20°03'33", and a chord of 99.27 feet which bears South 79°58'18" West to a point of tangency, thence South 69°56'32" West, 91.12 feet; thence South 14°58'37" West, 25.53 feet to the beginning of a non-tangent curve, thence Westerly, 334.61 feet along the arc of a curve to the right having a radius of 575.00 feet, a central angle of 33°50'00", and a chord of 320.90 feet which bears South 86°36'47" West to a point of tangency, thence Westerly, 25.34 feet along the arc of a curve to the left having a radius of 325.00 feet, a central angle of 13°16'57", and a chord of 75.17 feet which bears North 83°21'27" West to a point of tangency, thence North 89°59'56" West, 48.00 feet; thence North 00°00'06" East, 212.00 feet; thence South 89°59'56" East, 362.00 feet; thence North 00°00'06" East, 130.00 feet; and thence South 89°59'56" East, 740.50 feet to the Point of Beginning.

Tract contains 7.81 acres, more or less.



WATSON ROAD

PROVIDENCE ROAD

BLOOMINGDALE AVE.

PRS 13-0175
MULTI-FAMILY 7.81-ACRES
ROAD NETWORK AND CIVIC SPACE IS
CONSIDERED AN ESSENTIAL PART OF
THE DEVELOPMENT AND SHALL BE
MAINTAINED IN ACCORDANCE WITH
THE DEVELOPMENT CODE AND FINAL
CONDITION OF APPROVAL

LEGEND

 PROPOSED MAJOR MODIFICATION
(22-1112)

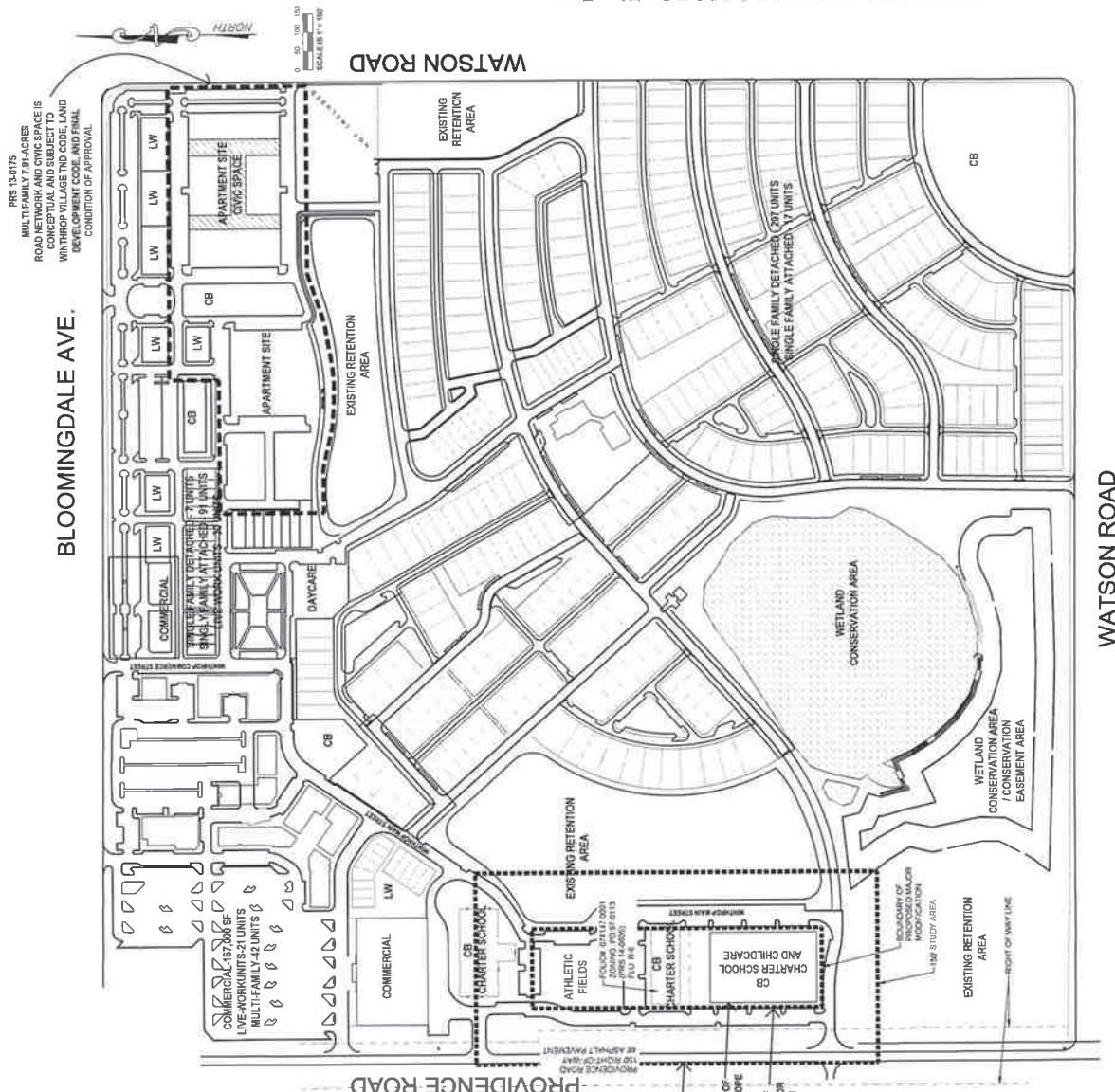
APPROVAL OF THIS ZONING PETITION BY HILLSBOROUGH COUNTY DOES NOT CONSTITUTE A GUARANTEE THAT THE ENVIRONMENTAL PROTECTION COMMISSION APPROVAL/PERMITS NECESSARY FOR THE DEVELOPMENT AS PROPOSED WILL BE ISSUED, DOES NOT ITSELF SERVE TO ASSURE THAT THE PROJECT WILL BE SUCCESSFUL, DOES NOT GUARANTEE THAT THE PROJECT WILL BE AFFECTED BY OTHERS, AND THAT THE PROJECT WILL BE MITIGATED IN ACCORDANCE WITH HCSPC GUIDELINES

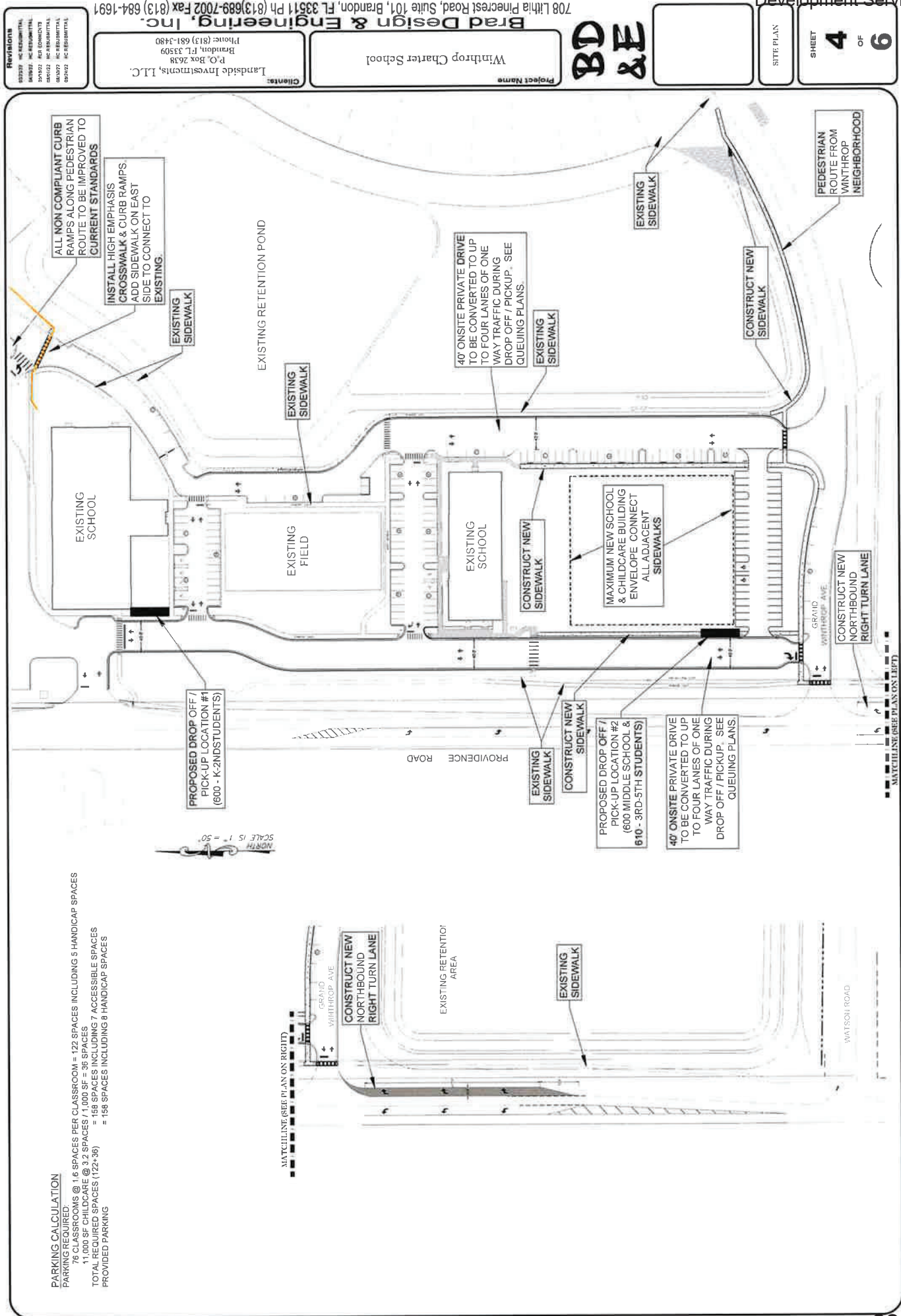
Legal Description: (Multi Family Site)

A tract of land being a portion of the Northwest 1/4 of Section 9, Township 30 South, Range 20 East, Hillsborough County, Florida, being more particularly described as follows:

Commence at the Northeast corner of the Northwest 1/4 of said Section 9, run thence along the East boundary of the Northwest 1/4 of said Section 9, South 00°04'59" West, 249.29 feet; thence departing said East boundary, North 89°59'56" West, 20.00 feet to a point of intersection with the Westerly right-of-way line of Watson Road and the Point of Beginning, thence said line of the Westerly right-of-way line, South 07°04'59" East, 306.46 feet, thence departing said right-of-way line, North 89°47'41" West, 197.92 feet, thence North 07°18'59" West, 11.09 feet; thence North 89°59'56" West, 40.00 feet; thence South 00°04'59" West, 207.96 feet; thence North 89°59'56" West, 110.27 feet; thence North 09°25'11" East, 217.97 feet; thence North 89°59'56" West, 102.39 feet to a point of curvature; thence Westerly, 99.78 feet along the arc of a curve to the left having a radius of 285.00 feet, a central angle of 27°03'33", and a chord of 99.27 feet, which bears South 79°58'18" West to a point of tangency; thence South 69°56'32" West, 91.12 feet to a point of curvature; thence North 19°58'37" West, 25.33 feet to the beginning of a non-tangent curve; thence North 89°59'56" West, 334.61 feet along the arc of the right having a radius of 575.00 feet, a central angle of 33°20'30", and a chord of 329.34 feet which bears South 86°36'47" West to a point of reverse curvature; thence Westerly, 75.34 feet along the arc of a curve to the left having a radius of 325.00 feet, a central angle of 13°16'57", and a chord of 75.17 feet which bears North 89°59'56" West, 212.00 feet to a point of tangency; thence North 89°59'56" West, 58.00 feet; thence North 09°07'00"6" East, 130.00 feet; thence South 89°59'56" East, 362.00 feet; thence North 09°07'00"6" East, 130.00 feet; and thence South 89°59'56" East, 740.59 feet to the Point of Beginning.

Tract contains 7.81 acres, more or less.





SHEET
5
OF
6

CIRCULATION &
QUEUING PLAN

BD
& E

Project Name
Winthrop Charter School

Client:
Landslide Investments, LLC
P.O. Box 2638
Brandon, FL 33509
Phone: (813) 681-3480
Fax: (813) 684-1691

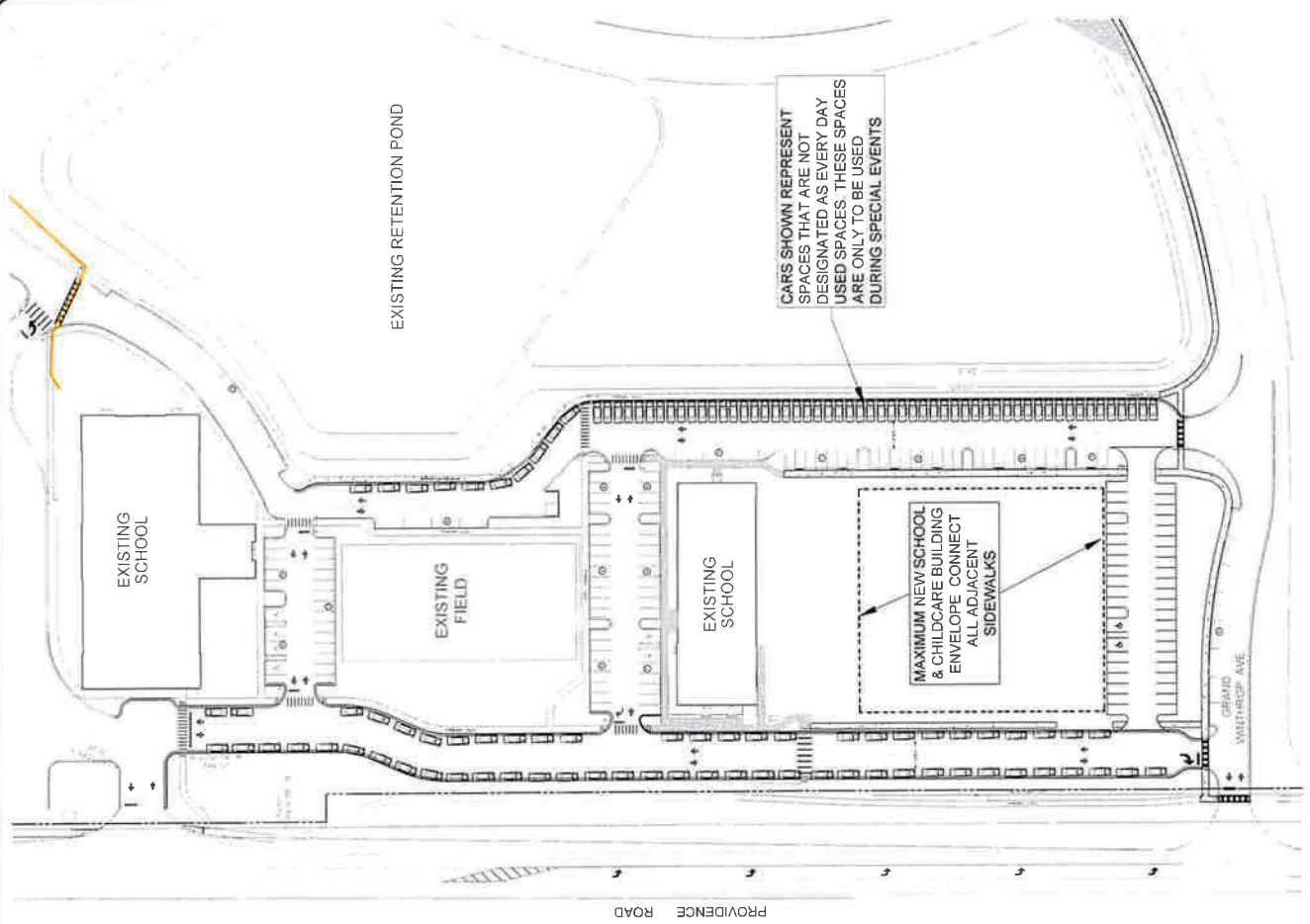
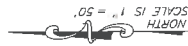
Revisions
1. 10/20/22
2. 10/20/22
3. 10/20/22
4. 10/20/22
5. 10/20/22
6. 10/20/22
7. 10/20/22
8. 10/20/22
9. 10/20/22
10. 10/20/22



Revisions 000001 AC MEASUREMENTAL 000002 AC MEASUREMENTAL 000003 AC MEASUREMENTAL 000004 AC MEASUREMENTAL	Brad Design & Engineering, Inc. 708 Lithia Pinecrest Road, Suite 101, Brandon, FL 33511 Ph (813) 689-7002 Fax (813) 684-1691 P.O. Box 2638 Brandon, FL 33509 Phone: (813) 681-3480	Winthrop Charter School Clients:	BD & E	EVENT PARKING PLAN	SHEET 6 OF 6
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PARKING CALCULATION

76 TOTAL CLASSROOMS @ 1.6 SPACES / CLASSROOM = 122 REQUIRED SPACES
 11,000 SF CHILDCARE @ 3.2 SPACES / 1000 SF = 39 REQUIRED SPACES
 TOTAL REQUIRED SPACES = 158 SPACES INCLUDING 7 HANDICAP SPACES
 TOTAL PROVIDED STRIPED SPACES = 158 INCLUDING 8 HANDICAP SPACES
 TOTAL SPACES SHOWN HEREIN = 283
 TOTAL EVENT PARKING SPACES PROVIDED (283-158*) = 125 SPACES



HILLSBOROUGH COUNTY
ROADWAY FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Legend

Functional Classifications
Authority/Classification

State, Principal Arterial

State, Arterial

Hillsborough, Arterial

Hillsborough, Collector

Urban Service Area Boundary

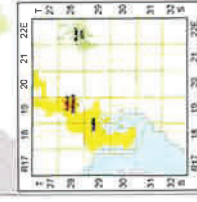
City Limits

The Hillsborough County Roadways Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

- PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.10.00 CITIUS PARK VILLAGE DEVELOPMENT STANDARDS
- PART 3.12.00 COUNTRY CLUB DEVELOPMENT STANDARDS
- PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.07.00 FENCES AND WALLS
- PART 6.08.00 FENCES AND WALLS
- PART 11.01.00 DESIGNATIONS
- OTHER PARTS OF THE LDC NOT LISTED ABOVE

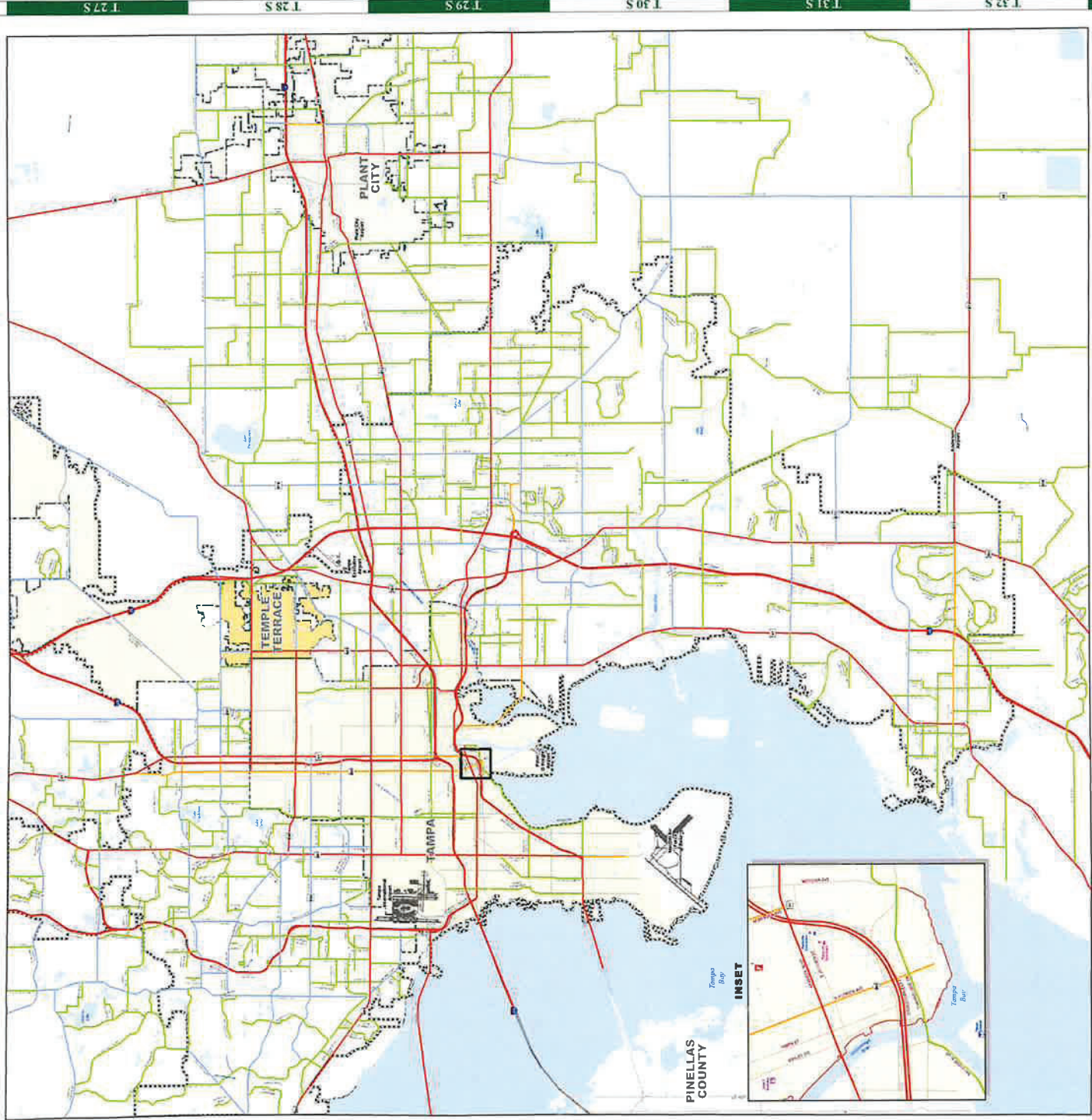
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program

Locator Map



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the map. The map is for informational purposes only and should not be used for any other purpose. The map is not a legal document and should not be used for any legal purpose. The map is not a legal document and should not be used for any legal purpose. The map is not a legal document and should not be used for any legal purpose.

801 E. Kennedy Blvd.
Tampa, FL 33602
(813) 272-5810
printroom@hillsboroughcounty.org



ACCESS MANAGEMENT ANALYSIS



ACCESS MANAGEMENT ANALYSIS

WINTHROP CHARTER SCHOOL

Prepared For

LANDSIDE INVESTMENTS, LLC

Prepared By



LINCKS & ASSOCIATES, INC.
Engineers – Planners
Tampa, Florida

ACCESS MANAGEMENT ANALYSIS

WINTHROP CHARTER SCHOOL

Prepared For

LANDSIDE INVESTMENTS, LLC

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

Revised February, 2022
September, 2021

Project No. 21041

Steven J. Henry, P.E.
P.E. No. 51555

Date



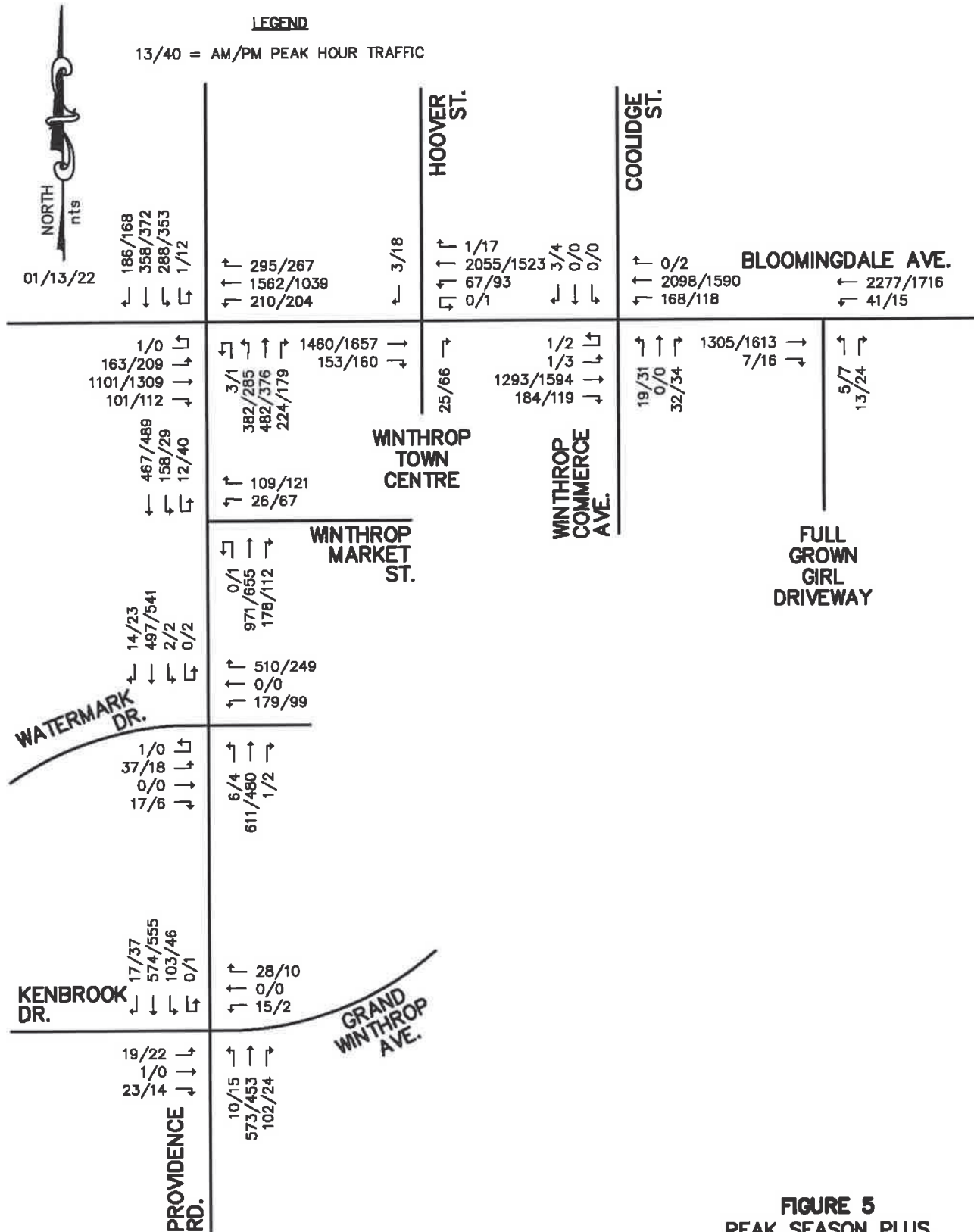


FIGURE 5
PEAK SEASON PLUS
PROJECT TRAFFIC



TABLE 6

ACCESS RECOMMENDATIONS

<u>Intersection</u>	<u>Movement</u>	<u>Volume (1)</u>	<u>Turn Lane Warranted (2)</u>	<u>Queue Length (3)</u>	<u>Deceleration Length (4)</u>	<u>Total Length Required</u>	<u>Existing Length</u>	<u>Recommended Length</u>
Providence Rd and Grand Winthrop Ave	NBR	102/24	Proposed	50'	185'	235'	-	235'
	SBL	103/47	Existing	100'	185'	285'	600'	600'
Providence Rd and Winthrop Market St	NBR	178/112	Yes	50'	185'	235'	-	185'
	SBL	170/69	Existing	150'	185'	335'	195'	195'
Bloomingdale Ave and Winthrop Town Centre	EBR	153/160	Yes	-	-	-	-	-
	WBL	67/94	Existing	(6)	-	-	-	-
Bloomingdale Ave and Winthrop Commerce Ave	EBR	184/119	Yes	(5)	-	-	-	50' ±
	WBL	168/118	Existing	(6)	-	-	-	-
Bloomingdale Ave and Full Grown Girl Drwy	EBR	7/16	No	-	-	-	-	-
	WBL	41/15	Existing	(6)	-	-	-	-

(1) See Figure 5, Peak Season plus Project Traffic, of this report.

(2) Based on Section 6.04.04 of Hillsborough County Land Development Code.

(3) Queue length calculation:

Providence Rd and Grand Winthrop Rd

SBL: $103/30 \times 25 = 86'$ Use 100'

Providence Rd and Winthrop Market St

SBL: $170/30 \times 25 = 142'$ Use 150'

(4) Based on FDOT Design Manual Exhibit 212-1 and the following posted speed limits:

Providence Rd - 45 MPH

Bloomingdale Ave - 45 MPH

(5) Not feasible due to right of way constraints and utility impacts.

(6) Existing two way left turn lane.



Public Works Department



Hillsborough
County Florida

Transportation Technical Manual for Subdivision and Site Development Projects

October 2021



5.3 MINIMUM RETURN RADII REQUIREMENTS

Minimum return radii are largely dependent upon the design vehicle. The designer must verify and confirm the turning movement of the design vehicle in consideration for the intersection that is being designed. Additionally, it is recommended that street corner radii in residential areas be reduced to minimize speeds and create a safe and walkable environment for pedestrians. Verify selected design vehicle can negotiate turning movement without encroachment onto adjacent curbs and sidewalks. Encroachment into adjacent lanes may be permissible on low-volume roads.

Table 5-1: Minimum Return Radii

Type of Development	Type of Design Vehicle	Roadway Classification	Minimum Radius
Residential	P, SU	Local Road	25'
	P, SU	Collector Road	35'
	P, SU, WB-40, WB-50	Arterial Road	50'
Commercial	P, SU, WB-40, WB-50	Local Road	35'
	P, SU, WB-40, WB-50	Collector Road	50'
	P, SU, WB-40, WB-50	Arterial Road	50'

5.4 CONTROL RADII

The control radii requirements for minimum turning paths at intersections must be determined using Table 3-13 of the FDOT Florida Intersection Design Guide.

5.5 INTERSECTION SIGHT DISTANCE REQUIREMENTS

The minimum required sight distance requirements at intersections for various design speeds and vehicles must be determined using Chapter 210 of the FDOT Design Manual and Figures 3-3 and 3-4 of the Florida Greenbook. The more stringent design standard must be used to determine the sight distance at intersections.

5.6 AUXILIARY LANES

Auxiliary lanes must be provided at subdivisions and commercial sites when warranted in accordance with the LDC. The criteria for the minimum length of auxiliary lanes and tapers at intersections must be determined by criteria in Chapter 212 of the FDOT Design Manual. Queue lengths for required turn lanes must, at a minimum, be equal to the value required by the analysis outputs. Notwithstanding the forgoing, turn lanes are to be sized as depicted in Table 5-2 below:

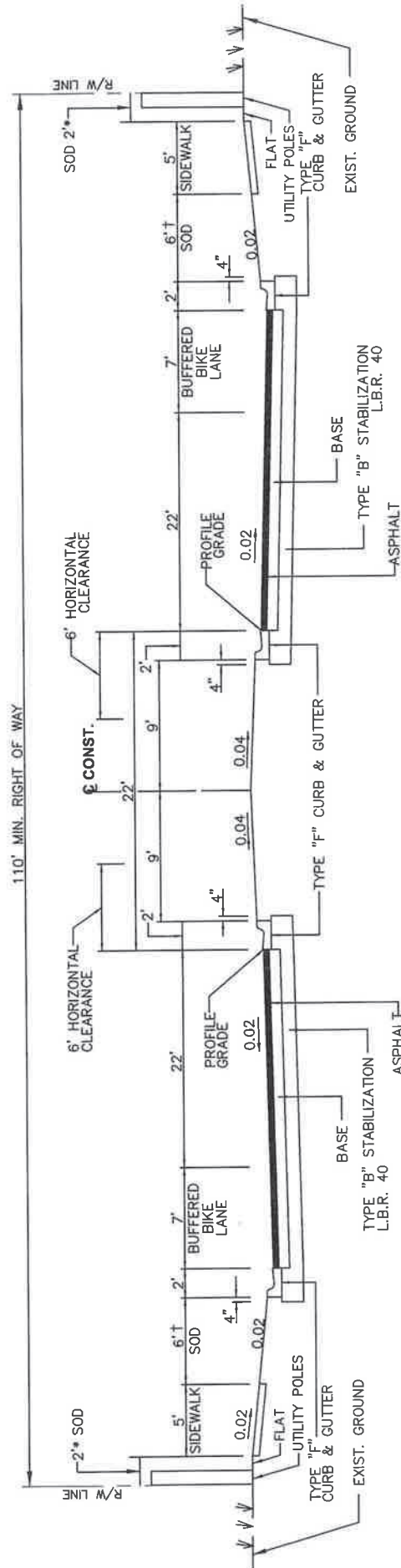
Table 5-2: Minimum Queue Lengths*

Turn Lane Type	Project Location	
	Within Urban Service Area	Within Rural Service Area
Left	100	50
Right	50	50
Freeflow Right	0	0

*Unless otherwise required by analysis

TS-6





TYPICAL SECTION

N.T.S.

10,000 TO LESS THAN 20,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 45 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)



TRANSPORTATION TECHNICAL MANUAL

REVISION DATE:

10/17

URBAN COLLECTORS (4 LANE DIVIDED) TYPICAL SECTION

DRAWING NO. TS-6

SHEET NO. 1 OF 1



LINCKS & ASSOCIATES, INC.

October 24, 2022

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

Re: Winthrop Charter School
MM 22-1112
Lincks Project No. 21041
Folio(s) 74147.0000
74147.0031
74147.0525

The purpose of this letter is to request a Design Exception per Section 1.7 of the Hillsborough County Transportation Technical Manual to meet Land Development Code Section 6.04.03L for Providence Road from the Grand Winthrop Avenue to Bloomingdale Avenue. The existing Winthrop Charter School proposes an expansion of the school from 1,332 students to 1,810 students and a 180 student Day Care. The school is within the existing Winthrop Development that has access to Providence Road, Bloomingdale Avenue and Watson Road. In conjunction with the expansion of the school, right turn lanes are proposed to be added at the following locations:

- Providence Road and Grand Winthrop Avenue – Northbound right turn lane
- Providence Road and Winthrop Market Street – Northbound right turn lane
- Bloomingdale Avenue and Winthrop Commerce Avenue - Eastbound right turn lane

According to the Hillsborough County Roadways Functional Classification Map, Providence Road is classified as a collector roadway. The subject site is within the Hillsborough County Urban Service Area.

Providence Road has two distinct roadway sections, as shown in Figure 1, which are as follows:

Segment A – From Grand Winthrop to Winthrop Market Street, the roadway is a rural two (2) lane roadway

Segment B – From Winthrop Market Street to Providence Road is a two (2) lane urban roadway

Mr. Michael Williams
October 24, 2022
Page 2

The request is to waive the requirement to improve Providence Road (between Grand Winthrop Avenue and Bloomingdale Avenue) to current County roadway standards, the standards for which are found within the Hillsborough County Transportation Technical Manual.

Segment A

The justification for the Design Exception to the TS-7 standards is as follows:

1. Sidewalk – TS-7 has sidewalk on both sides of the roadway. The existing roadway has sidewalk on the east side of the road and on the west side except for approximately 300 feet due to existing wetlands.

The justification for the Design Exception is as follows:

1. The subject property is on the east side of Providence Road and the developer has constructed a continuous sidewalk on the east side of the road from Watson Road to Bloomingdale Avenue.
2. There are no pedestrian crossings along the subject segment of Providence Road. Due to the speed and width of the roadway, pedestrian crossings should not be encouraged.

Segment B

The justification for the Design Exception to the TS-6 standard is as follows:

1. Bike Lanes – TS-6 has 7 foot buffered bike lanes. The existing road does not have bike lanes.

The justification for the Design Exception is as follows:

1. The developer proposes to widen the sidewalk on the west side of Providence Road from Bloomingdale Avenue to the retail access to 10 feet for a distance of approximately 260 feet, as shown in Figure 2. This will then connect to the existing bike lanes on the west side of Providence Road.
2. There is not sufficient right of way on the east side of Providence Road to provide the buffered bike lanes or widen the sidewalk.

Mr. Michael Williams
October 24, 2022
Page 3

Based on the above, it is our opinion the proposed improvements to Providence Road will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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**
_____ **Approved with Conditions**

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E.

Sincerely,

Michael J. Williams
Hillsborough County Engineer



FIGURE 1

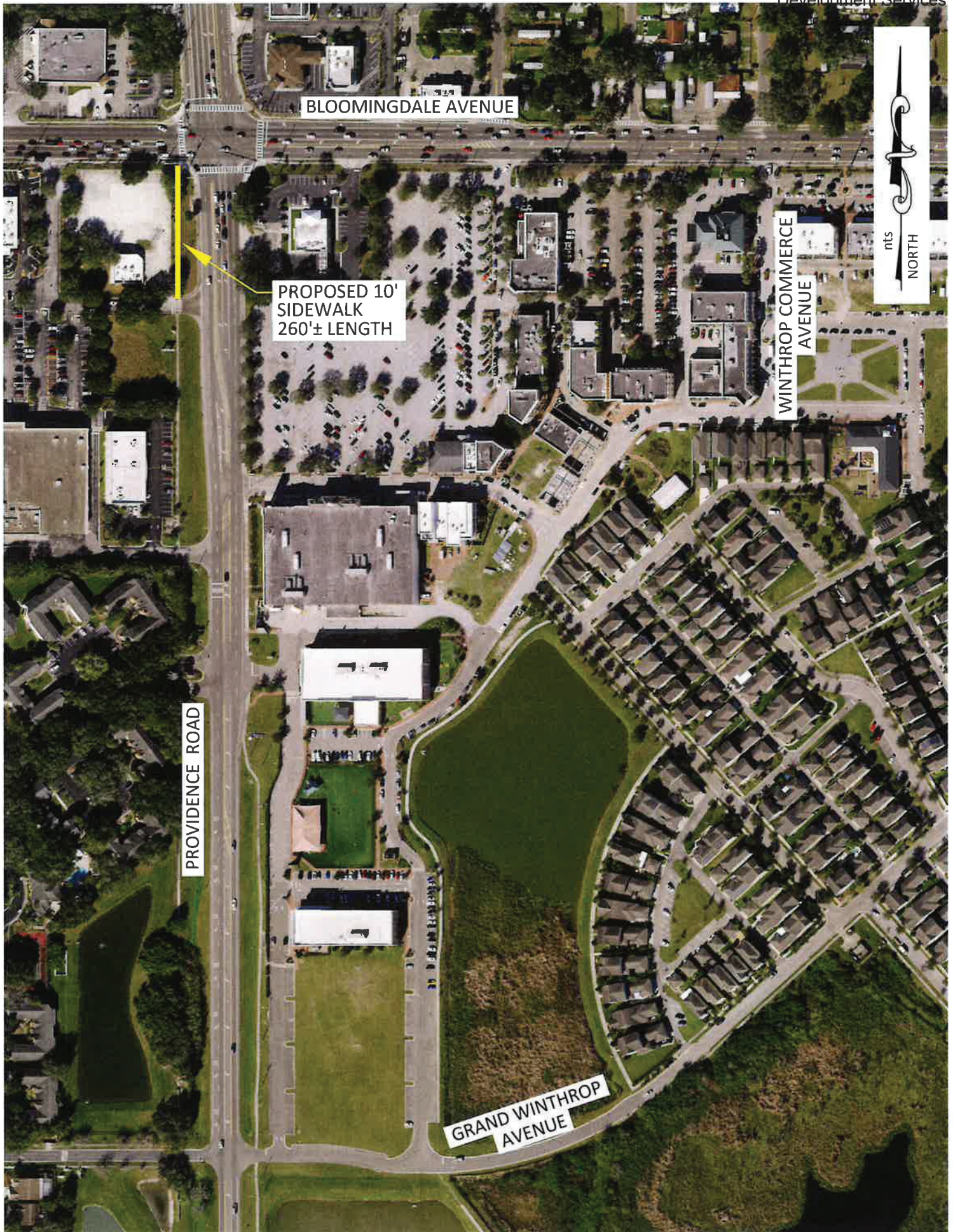


FIGURE 2
PROPOSED IMPROVEMENTS 22-1112

APPENDIX



PD PLAN





PLANNED DEVELOPMENT PLAN
SHEET
2
OF
6

BD & E

Project Name

WINTHROP

Clients:

Landside Investments, LLC.

P.O. Box 2638

Brandon, FL 33509

708 Lithia Pinecrest Road, Suite 101, Brandon, FL 33511 Ph (813) 689-7002 Fax (813) 684-1691

Revisions
11.3.21 Per Comments
12.14.21 Per Comments
03.26.22 Per Comments
04.26.22 AC RESUBMITTAL
08.01.22 AC RESUBMITTAL
09.26.22 AC RESUBMITTAL

PROPOSED SITE DATA AS OF 09/14/2021	
TOTAL PROPERTY	148.8 AC
CIVIC BUILDINGS (CB) FOOTPRINTS	2,45 AC
CHARTER SCHOOLS	66,714 SF
EARLY LEARNING	12,000 SF
BARN THEATRE	4,800 SF
ADVANTAGE CENTER	13,021 SF
FUTURE DISPLAY, POLE BARN AREA	3,825 SF
TOTAL CIVIC FOOTPRINT 69,708 SF (2.45 AC)	
COMMERCIAL	172,000 SF
MULTI-FAMILY	286 UNITS
LIVE-WORK UNITS (LW)	51 UNITS
SINGLE-FAMILY	412 UNITS
TOTAL UNITS	749 UNITS

LEGEND	
	PROPOSED MAJOR MODIFICATION (22-1112)

NOTES TO SITE PLAN

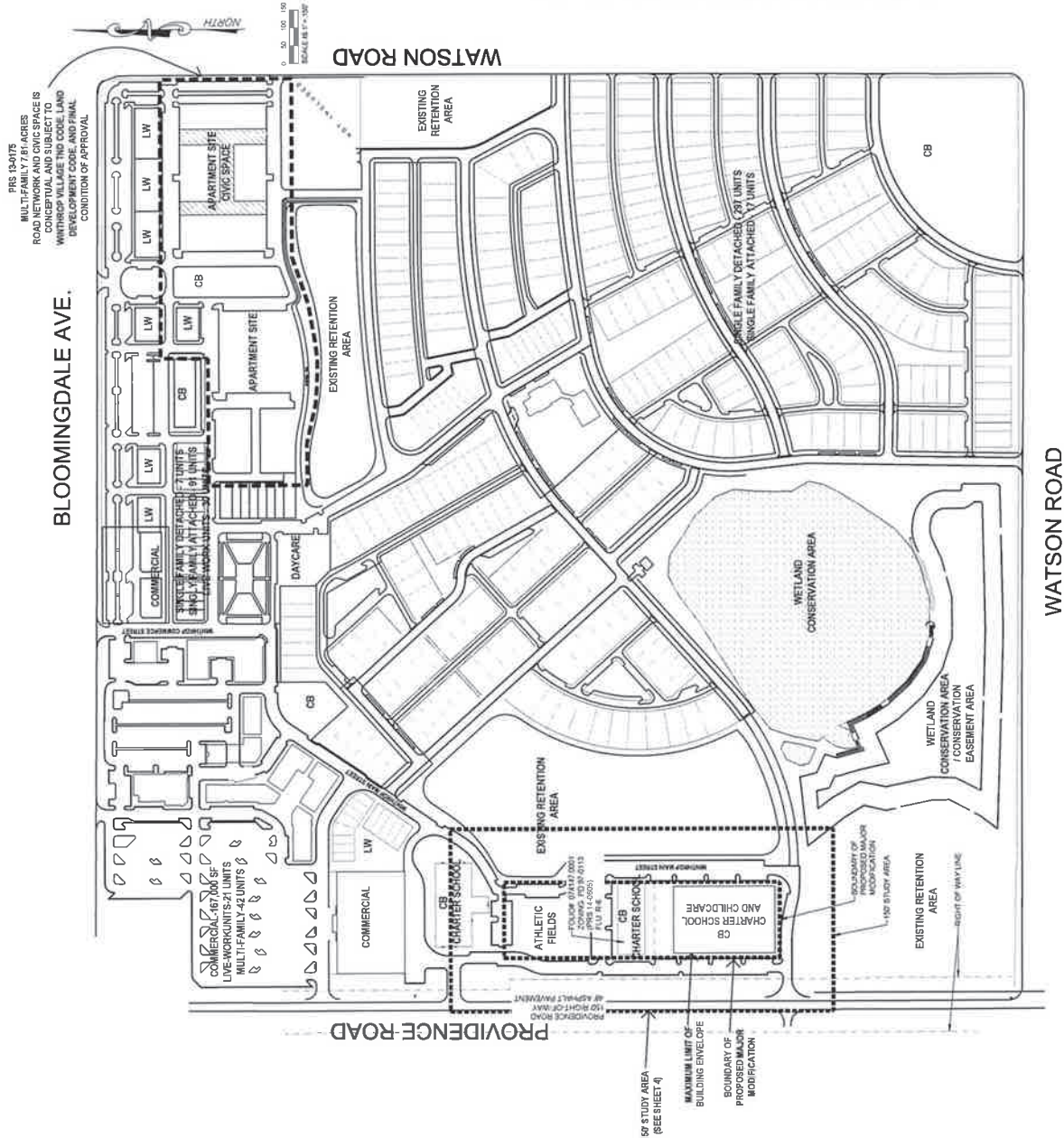
1. WETLANDS: APPROVAL OF THIS ZONING PETITION BY HILLSBOROUGH COUNTY DOES NOT CONSTITUTE A GUARANTEE THAT THE ENVIRONMENTAL PROTECTION DEPARTMENT WILL GRANT A PERMIT FOR THE PROPOSED DEVELOPMENT. THE PETITIONER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. ANY IMPROVED OR VESTED RIGHT OF ENVIRONMENTAL APPROVALS WILL BE INITIATED IN ACCORDANCE WITH HCEPC GUIDELINES.
2. GENERAL: THIS SITE PLAN IS CONCEPTUAL AND WILL BE SUBJECT TO CHANGE AS DETAILED ENGINEERING AND WETLAND MITIGATION AND SPILL RISK PLAN ARE MORE CLEARLY FORGED.

PRS 13-0175 LEGAL DESCRIPTION
Legal Description: (Multi Family Site)

A tract of land being a portion of the Northwest 1/4 of Section 9, Township 30 South, Range 20 East, Hillsborough County, Florida, being more particularly described as follows:

Commence at the Northeast corner of the Northwest 1/4 of said Section 9; run thence along the East boundary of the Northwest 1/4 of said Section 9, South 00°04'59" East, 249.29 feet; thence departing said East boundary, North 89°59'56" West, 20.00 feet to a point of intersection with the Westerly right-of-way line of Watson Road and the Point of Beginning; thence along said Westerly right-of-way line, South 00°04'59" East, 306.46 feet; thence departing said right-of-way line, North 89°41'01" West, 197.92 feet; thence South 00°18'59" West, 11.09 feet; thence North 89°59'56" West, 40.00 feet; thence South 00°00'04" West, 207.96 feet; thence North 89°59'56" West, 110.27 feet; thence North 00°25'11" East, 217.97 feet; thence North 89°59'56" West, 102.39 feet to a point of curvature; thence Westerly, 99.78 feet along the arc of a curve to the left having a radius of 285.00 feet, a central angle of 20°03'33"; and a chord of 99.27 feet which bears South 79°58'18" West, 25.33 feet to the beginning of a non-tangent curve; thence Westerly, 334.61 feet along the arc of a curve to the left having a radius of 575.00 feet, a central angle of 33°20'30"; and a chord of 139.90 feet which bears South 86°36'47" West to a point of reverse curvature; thence Westerly, 75.34 feet along the arc of a curve to the left having a radius of 525.00 feet, a central angle of 13°16'37"; and a chord of 157.17 feet which bears North 83°21'27" West to a point of tangency; thence North 89°59'56" West, 58.00 feet; thence North 00°00'06" East, 212.00 feet; thence South 89°59'56" East, 362.00 feet; thence North 00°00'06" East, 130.00 feet; and thence South 89°59'56" East, 740.59 feet to the Point of Beginning.

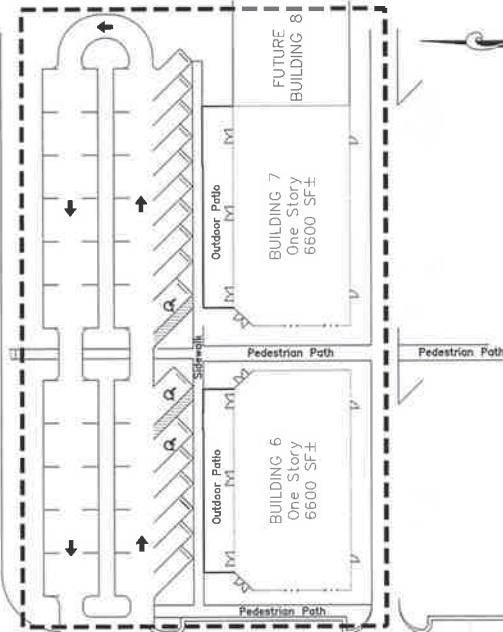
Tract contains 7.81 acres, more or less.



PRS 13-0175
MULTI-FAMILY 7.81 ACRES
ROAD NETWORK AND CIVIC SPACE IS
PROPOSED FOR THE SITE. THE
WINTHROP VILLAGE TWO CODE LAND
DEVELOPMENT CODE AND FINAL
CONDITION OF APPROVAL

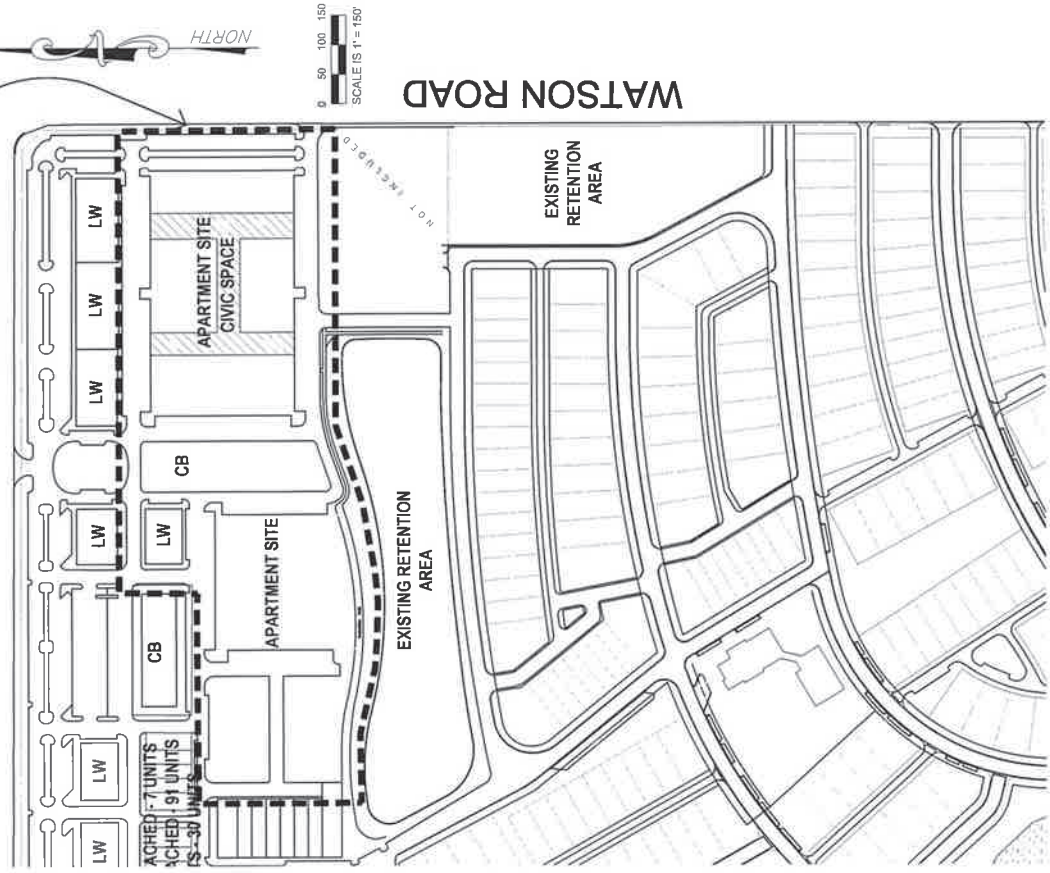
BUILDINGS 6 & 7 PLAN

BLOOMINGDALE AVE.
ASPHALT PAVEMENT WIDTH
VARIES 60'±

[illegible]

BUILDINGS 6 AND 7 WILL NOT BE PERMITTED TO HAVE A CONVENIENCE STORE, GAS STATION OR A DRIVE-THROUGH.

BLOOMINGDALE AVE.



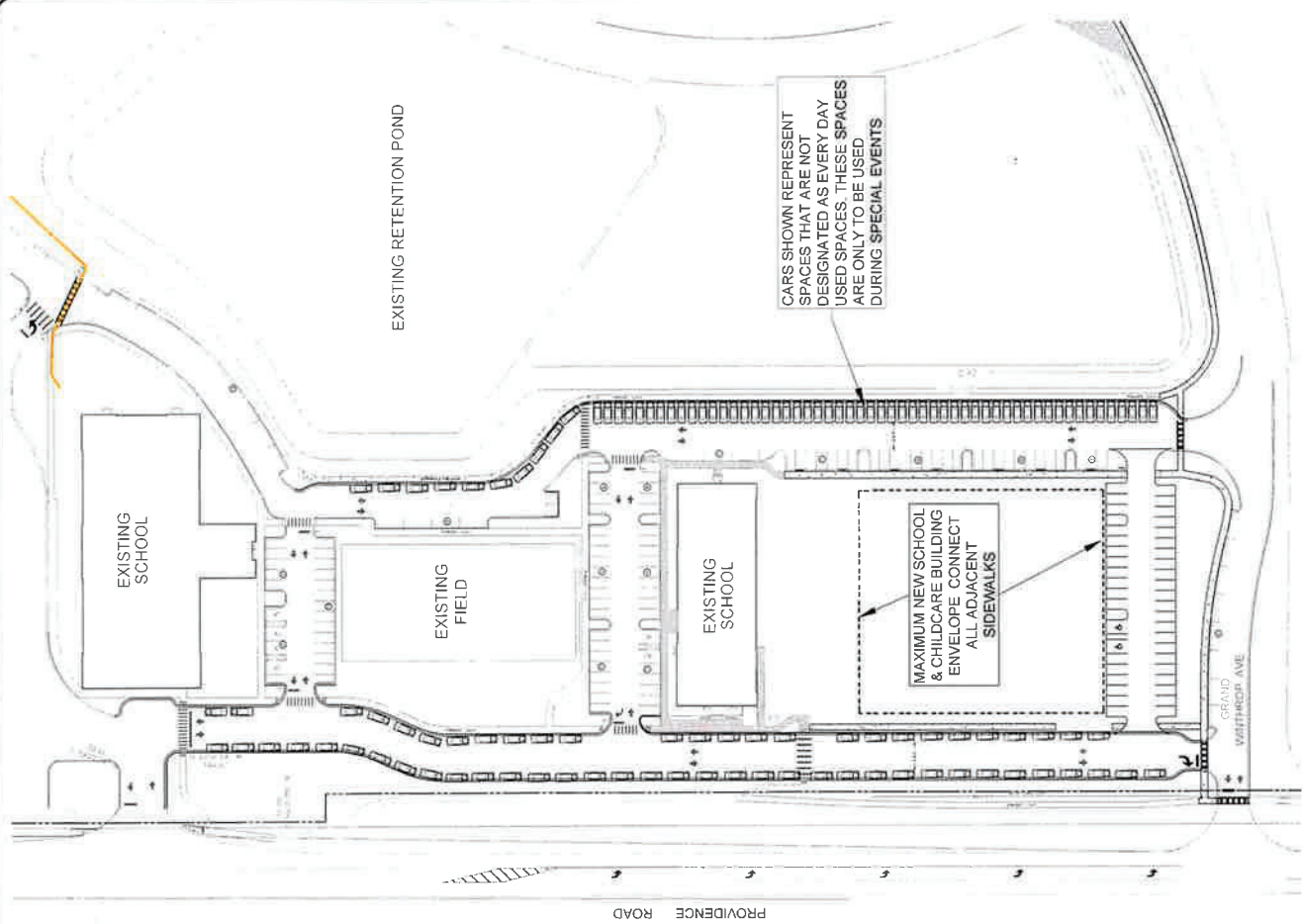
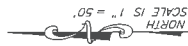
WATSON ROAD

0 50 100 150
SCALE IS 1" = 150'



PARKING CALCULATION

76 TOTAL CLASSROOMS @ 1.6 SPACES / CLASSROOM = 122 REQUIRED SPACES
 11,000 SF CHILDCARE @ 3.2 SPACES / 1000 SF = 39 REQUIRED SPACES
 TOTAL REQUIRED SPACES = 158 SPACES INCLUDING 7 HANDICAP SPACES
 TOTAL PROVIDED STRIPED SPACES = 158 INCLUDING 8 HANDICAP SPACES
 TOTAL SPACES SHOWN HEREIN = 283
 TOTAL EVENT PARKING SPACES PROVIDED (283-158*) = 125 SPACES



REVISIONS 05/23/21 NC RESUBMITTAL 06/02/21 NC RESUBMITTAL 06/02/21 NC RESUBMITTAL 06/02/21 NC RESUBMITTAL	Client: Landside Investments, LLC P.O. Box 2638 Brandon, FL 33509 Phone: (813) 681-3480	Project Name: Wintthrop Charter School	BD & E	Event Parking Plan	SHEET 6 OF 6
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Brad Design & Engineering, Inc.
 708 Lithia Pinecrest Road, Suite 101, Brandon, FL 33511 Ph (813) 689-7002 Fax (813) 684-1691

HILLSBOROUGH COUNTY
ROADWAY FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Hillsborough County,
Florida

Legend

Functional Classifications

Authority, Classification

State, Principal Arterial

State, Arterial

Hillsborough, Arterial

Hillsborough, Collector

Urban Service Area Boundary

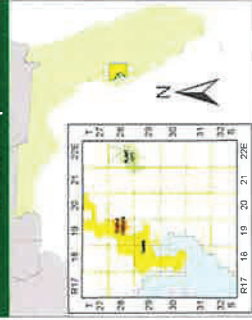
City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of road matters are as follows:

- PART 3.02.00 INTERSTATE/PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 3.04.00 PLANNED DEVELOPMENT DISTRICTS
- PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 6.04.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.05.00 SUBDIVISION STANDARDS AND GUIDELINES
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- PART 7.00.00 SUBDIVISION STANDARDS AND GUIDELINES

In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program.

Locator Map



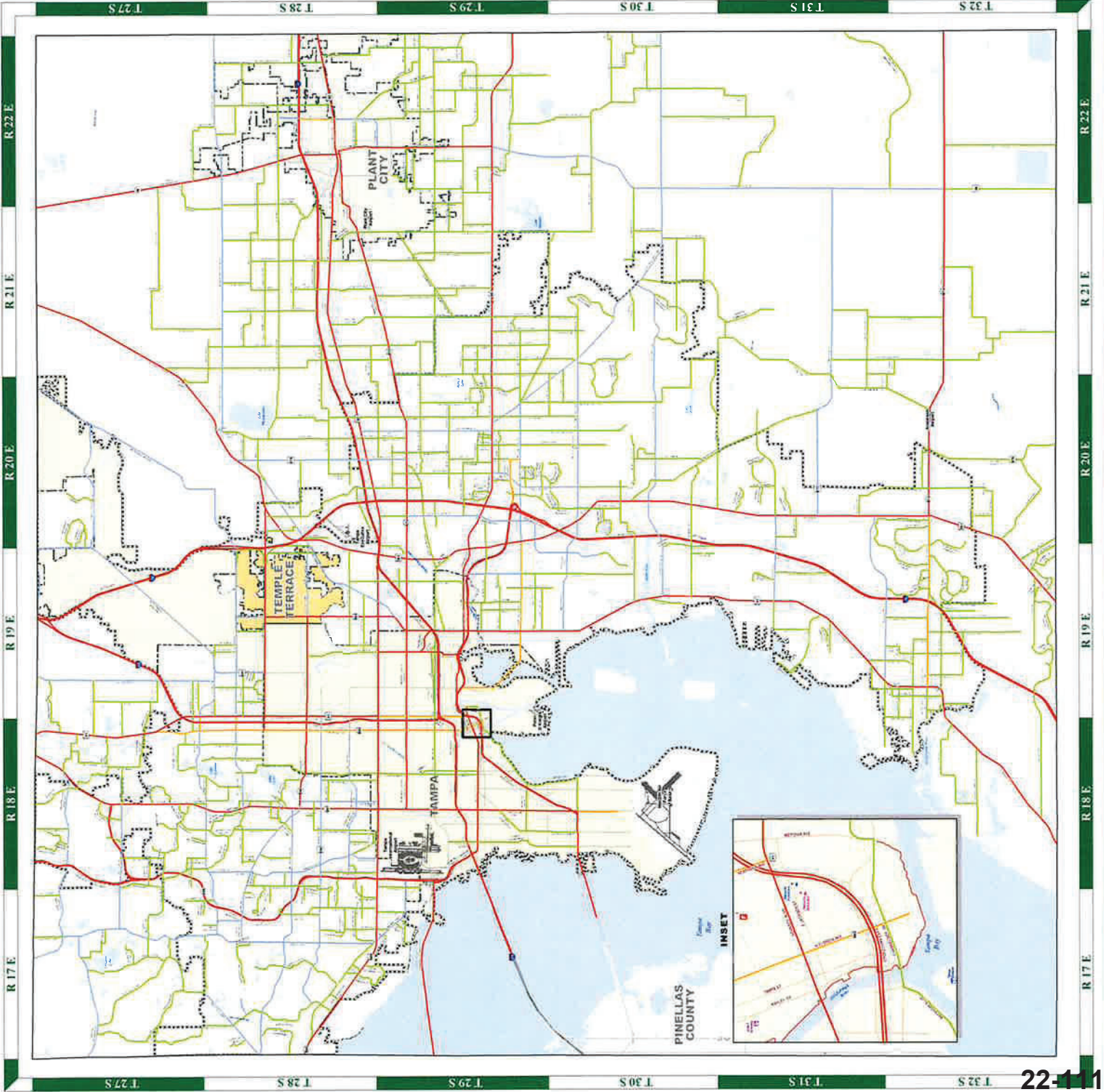
NOTE: Every reasonable effort has been made to ensure the accuracy of this map. Hillsborough County does not warrant the accuracy of this map. Hillsborough County does not assume any liability for any errors or omissions, whether or not caused by negligence, in the preparation of this map. Users of this map are advised that the information contained in this map is for informational purposes only and should not be used for any other purpose.

SOURCE: This map has been prepared for the necessary to map planning, engineering, and other purposes. It is not intended to be used for any other purpose.

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printroom@hillsboroughcounty.org

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ACCESS MANAGEMENT ANALYSIS



ACCESS MANAGEMENT ANALYSIS

WINTHROP CHARTER SCHOOL

Prepared For

LANDSIDE INVESTMENTS, LLC

Prepared By



LINCKS & ASSOCIATES, INC.
Engineers – Planners
Tampa, Florida

ACCESS MANAGEMENT ANALYSIS

WINTHROP CHARTER SCHOOL

Prepared For

LANDSIDE INVESTMENTS, LLC

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

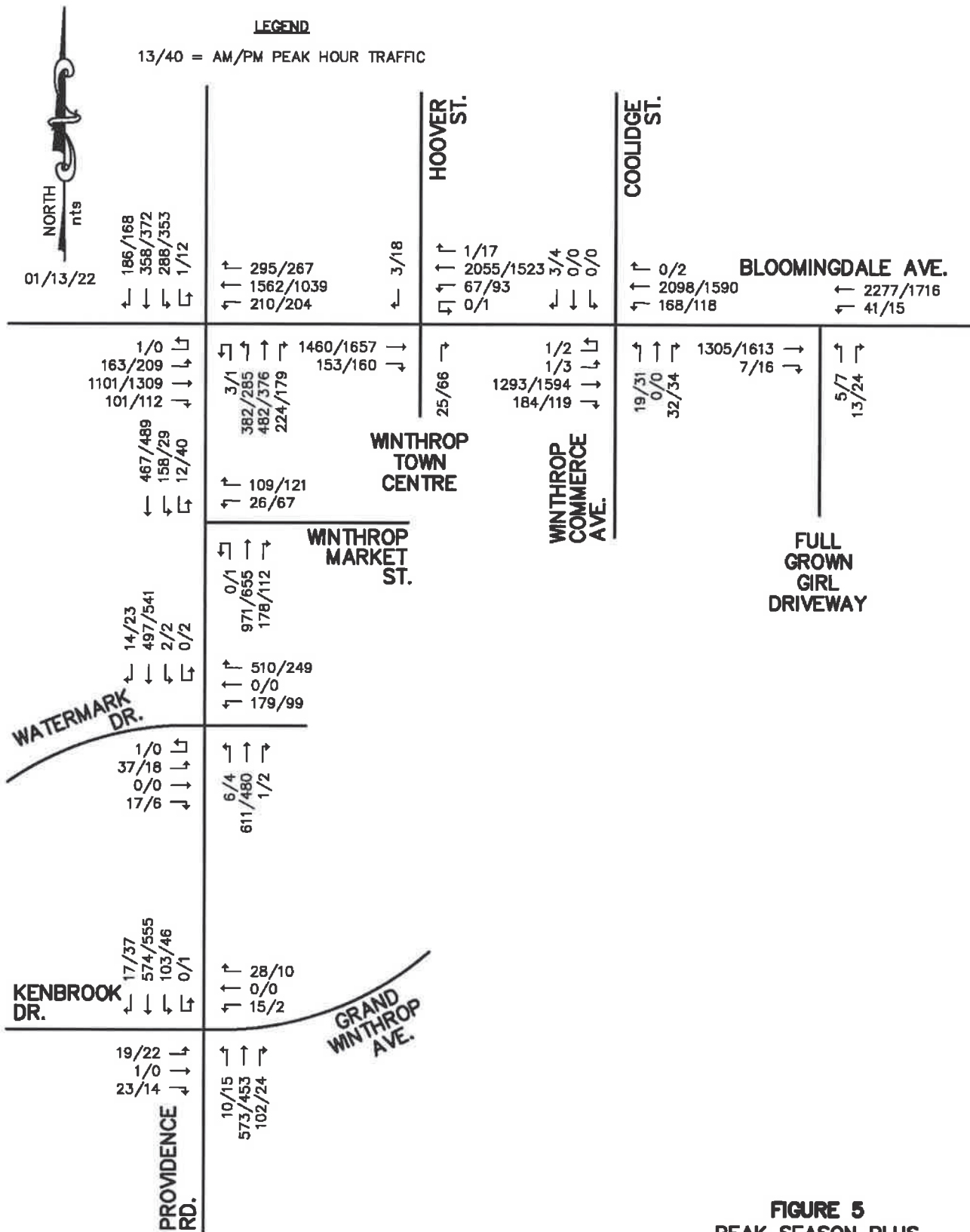
Revised February, 2022
September, 2021

Project No. 21041

Steven J. Henry, P.E.
P.E. No. 51555

Date





**FIGURE 5
PEAK SEASON PLUS
PROJECT TRAFFIC**

TABLE 6

ACCESS RECOMMENDATIONS

<u>Intersection</u>	<u>Movement</u>	<u>Volume (1)</u>	<u>Turn Lane Warranted (2)</u>	<u>Queue Length (3)</u>	<u>Deceleration Length (4)</u>	<u>Total Length Required</u>	<u>Existing Length</u>	<u>Recommended Length</u>
Providence Rd and Grand Winthrop Ave	NBR	102/24	Proposed	50'	185'	235'	-	235'
	SBL	103/47	Existing	100'	185'	285'	600'	600'
Providence Rd and Winthrop Market St	NBR	178/112	Yes	50'	185'	235'	-	185'
	SBL	170/69	Existing	150'	185'	335'	195'	195'
Bloomingdale Ave and Winthrop Town Centre	EBR	153/160	Yes	-	-	-	-	-
	WBL	67/94	Existing	(6)	-	-	-	-
Bloomingdale Ave and Winthrop Commerce Ave	EBR	184/119	Yes	(5)	-	-	-	50' ±
	WBL	168/118	Existing	(6)	-	-	-	-
Bloomingdale Ave and Full Grown Girl Drwy	EBR	7/16	No	-	-	-	-	-
	WBL	41/15	Existing	(6)	-	-	-	-

(1) See Figure 5, Peak Season plus Project Traffic, of this report.

(2) Based on Section 6.04.04 of Hillsborough County Land Development Code.

(3) Queue length calculation:

Providence Rd and Grand Winthrop Rd

SBL: $103/30 \times 25 = 86'$ Use 100'

Providence Rd and Winthrop Market St

SBL: $170/30 \times 25 = 142'$ Use 150'

(4) Based on FDOT Design Manual Exhibit 212-1 and the following posted speed limits:

Providence Rd - 45 MPH

Bloomingdale Ave - 45 MPH

(5) Not feasible due to right of way constraints and utility impacts.

(6) Existing two way left turn lane.



HILLSBOROUGH COUNTY LAND DEVELOPMENT
TRANSPORTATION TECHNICAL MANUAL



Public Works Department



Hillsborough
County Florida

Transportation Technical Manual for Subdivision and Site Development Projects

October 2021



5.3 MINIMUM RETURN RADII REQUIREMENTS

Minimum return radii are largely dependent upon the design vehicle. The designer must verify and confirm the turning movement of the design vehicle in consideration for the intersection that is being designed. Additionally, it is recommended that street corner radii in residential areas be reduced to minimize speeds and create a safe and walkable environment for pedestrians. Verify selected design vehicle can negotiate turning movement without encroachment onto adjacent curbs and sidewalks. Encroachment into adjacent lanes may be permissible on low-volume roads.

Table 5-1: Minimum Return Radii

Type of Development	Type of Design Vehicle	Roadway Classification	Minimum Radius
Residential	P, SU	Local Road	25'
	P, SU	Collector Road	35'
	P, SU, WB-40, WB-50	Arterial Road	50'
Commercial	P, SU, WB-40, WB-50	Local Road	35'
	P, SU, WB-40, WB-50	Collector Road	50'
	P, SU, WB-40, WB-50	Arterial Road	50'

5.4 CONTROL RADII

The control radii requirements for minimum turning paths at intersections must be determined using Table 3-13 of the FDOT Florida Intersection Design Guide.

5.5 INTERSECTION SIGHT DISTANCE REQUIREMENTS

The minimum required sight distance requirements at intersections for various design speeds and vehicles must be determined using Chapter 210 of the FDOT Design Manual and Figures 3-3 and 3-4 of the Florida Greenbook. The more stringent design standard must be used to determine the sight distance at intersections.

5.6 AUXILIARY LANES

Auxiliary lanes must be provided at subdivisions and commercial sites when warranted in accordance with the LDC. The criteria for the minimum length of auxiliary lanes and tapers at intersections must be determined by criteria in Chapter 212 of the FDOT Design Manual. Queue lengths for required turn lanes must, at a minimum, be equal to the value required by the analysis outputs. Notwithstanding the foregoing, turn lanes are to be sized as depicted in Table 5-2 below:

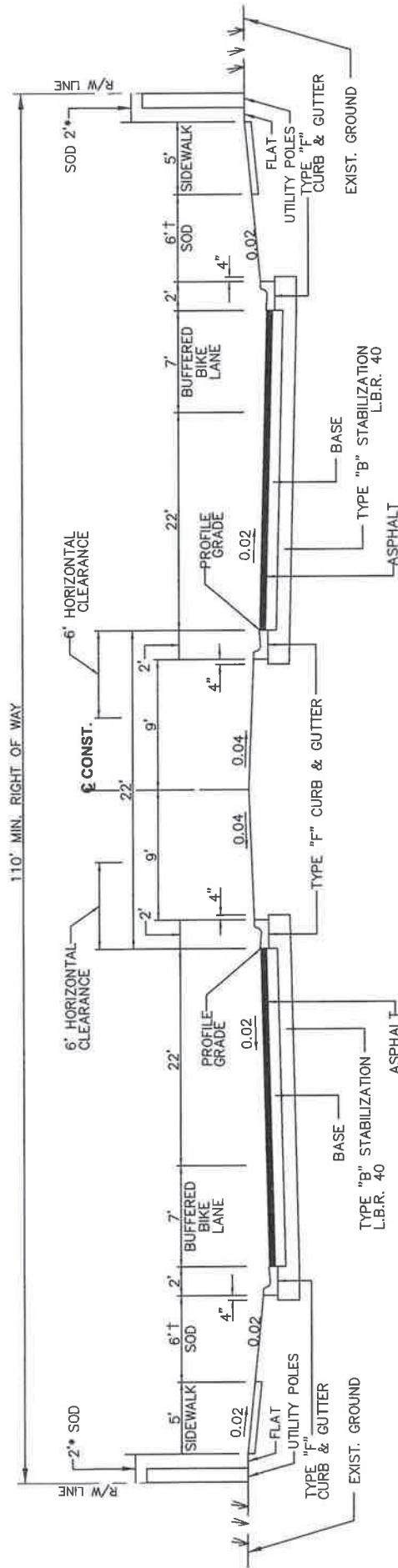
Table 5-2: Minimum Queue Lengths*

Turn Lane Type	Project Location	
	Within Urban Service Area	Within Rural Service Area
Left	100	50
Right	50	50
Freeflow Right	0	0

*Unless otherwise required by analysis

TS-6 AND TS-7





TYPICAL SECTION

N.T.S.

10,000 TO LESS THAN 20,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 45 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	URBAN COLLECTORS (4 LANE DIVIDED) TYPICAL SECTION	DRAWING NO. TS-6
				SHEET NO. 1 OF 1



MAX. ALLOWABLE DESIGN SPEED - 50 MPH

- TRANSPORTATION
-
- TECHNICAL
-
- MANUAL

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

SHEET NO. 1 OF 1

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
Providence Rd.	County Collector - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Bloomington Ave.	County Arterial - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Grand Winthrop Ave.	Private (Adjacent to Modification Area)	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	18,625	2,146	1,508
Proposed	21,457	2,852	1,721
Difference (+/-)	(+) 2,832	(+) 706	(+) 213

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

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	Vehicular	Does Not Meet LDC
South	X	Vehicular & Pedestrian	None	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West	X	Vehicular & Pedestrian	None	Meets LDC
Notes: Although the vehicular only cross access along the northern boundary, i.e. between the project and folio 74147.0200, does not comply with Sec. 6.04.03.Q. LDC requirements, this is an existing condition and not a part of the modification area. As such, staff did not address this issue as a part of this Major Modification request.				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Bloomington Ave. – Request to Waive Required Turn Lane	Administrative Variance Withdrawn	N/A - Variance Request Withdrawn
Providence Rd. – Turn Lane Length Reduction	Design Exception Requested	Approvable
Bloomington Ave. – Substandard Road	Design Exception Requested	Approvable
Providence Rd. – Substandard Road	Design Exception Requested	Approvable
Notes: The request to waive the required turn lane was withdrawn. The proposed access plan was redesigned to shift trips from that that access to the next project access to the east.		

Transportation Comment Sheet

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

COUNTY OF HILLSBOROUGH

RECOMMENDATION OF THE LAND USE HEARING OFFICER

APPLICATION NUMBER:	MM 22-1112
DATE OF HEARING:	November 14, 2022
APPLICANT:	Landslide Investment, LLC
PETITION REQUEST:	The Major Modification request is to modify PD 97-0113 to add a second development option for a charter school and daycare center
LOCATION:	Northeast corner of Watson Rd. and Providence Rd.
SIZE OF PROPERTY:	73.49 acres, m.o.l.
EXISTING ZONING DISTRICT:	PD 97-0113
FUTURE LAND USE CATEGORY:	RES-6
SERVICE AREA:	Urban
COMMUNITY PLAN:	Riverview

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: Landside Investment, LLC

FLU Category: RES-6

Service Area: Urban

Site Acreage: 148 +/-

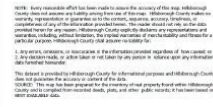
Community Plan Area: Riverview and South Shore Systems

Overlay: None

Introduction Summary:

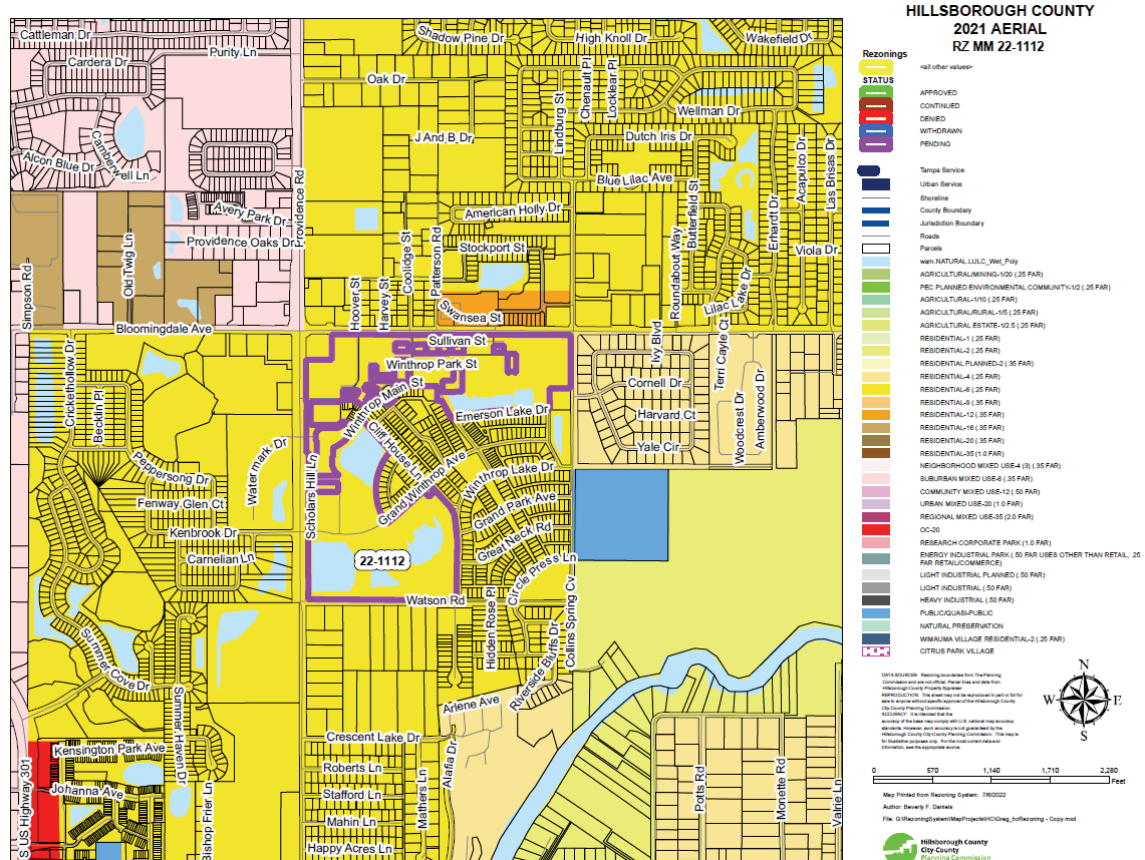
The subject site is located within PD 97-0113, as most recently modified by PRS 14-0605 ("Winthrop"). The 148 acre site is a mixed-use development consisting of residential (detached and attached), live/work units, commercial, office and non-public school uses in a traditional neighborhood development (TND) form.

Existing Approval(s):	Proposed Modification(s):
Multi-Family development within the southwest area along Providence Road and within the northeast area along Bloomingdale Avenue (as delineated on the site plan).	Add a second development option to allow a charter school expansion and childcare (180 children) use within the southwest area along Providence Road (as delineated on the site plan). No decrease in the total amount of multi-family units is proposed and multi-family uses under this development option will be located only in the northeast area along Bloomingdale Avenue.
Maximum of 1,300 student charter school students (K-8)	Increase the number of charter school students to a total of 1,810 with the following restrictions: 600 students (K-2), 610 students (3-5) and 600 students (6-8)
No queuing or event parking plan for approved charter school (approval predates LDC Section 6.03.13)	Provide a queuing and event parking plan for the 1,810 (K-8) student charter school
Total of 41,803 sf of Charter School Use buildings (per site plan data table)	Increase Charter School Use Buildings to 66,714 sf and add Day Care Building of 11,000 sf to the site plan data table
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



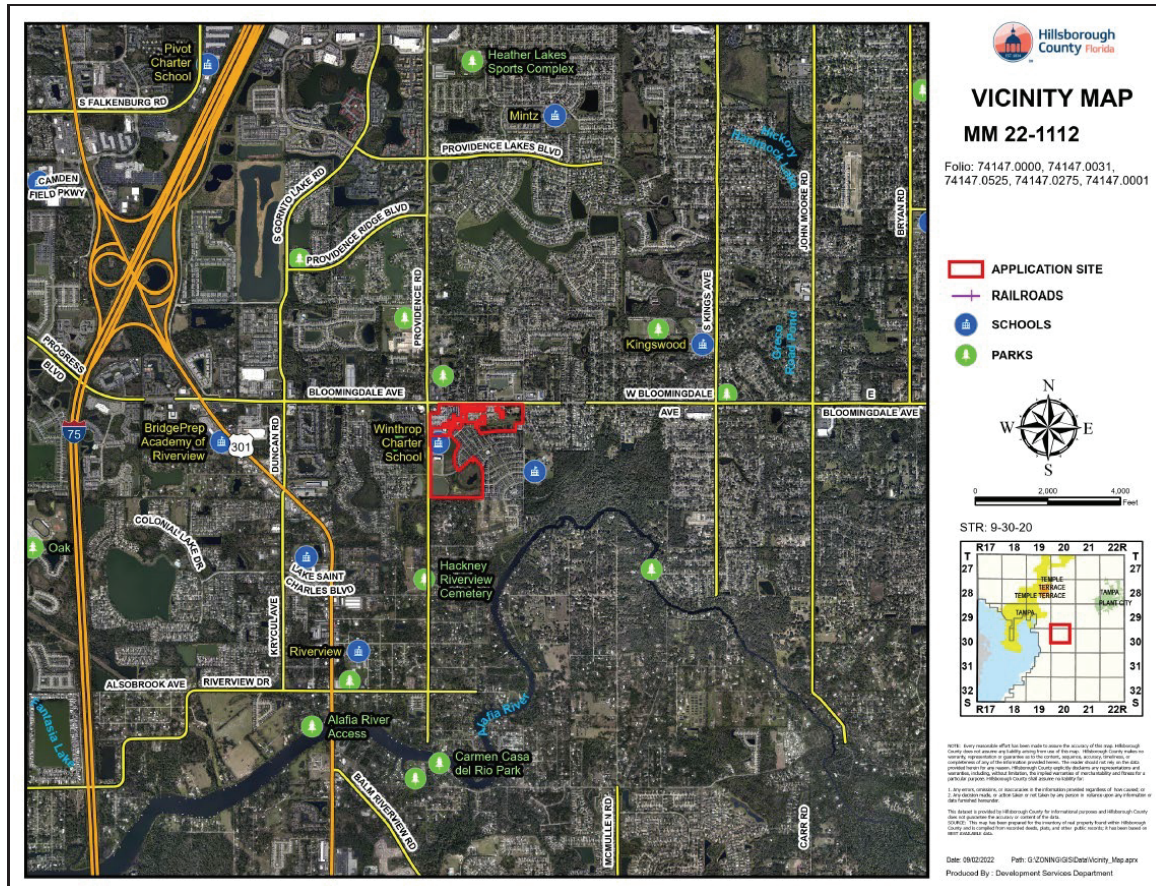
The site is located within a PD located at the southeast corner of Bloomingdale Avenue and Providence Road in the Riverview community. The general area is developed with residential and non-residential uses in a suburban development pattern. Unlike the surrounding area, the subject mixed-use PD is developed with TND (Traditional Neighborhood Development) development standards to promote an urban, walkable development form.

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



Subject Site Future Land Use Category:	RES-6
Maximum Density/F.A.R.:	6 units per acre / 0.25 FAR
Typical Uses:	Residential, suburban scale neighborhood commercial, office uses, multi- purpose projects and mixed use developments.

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

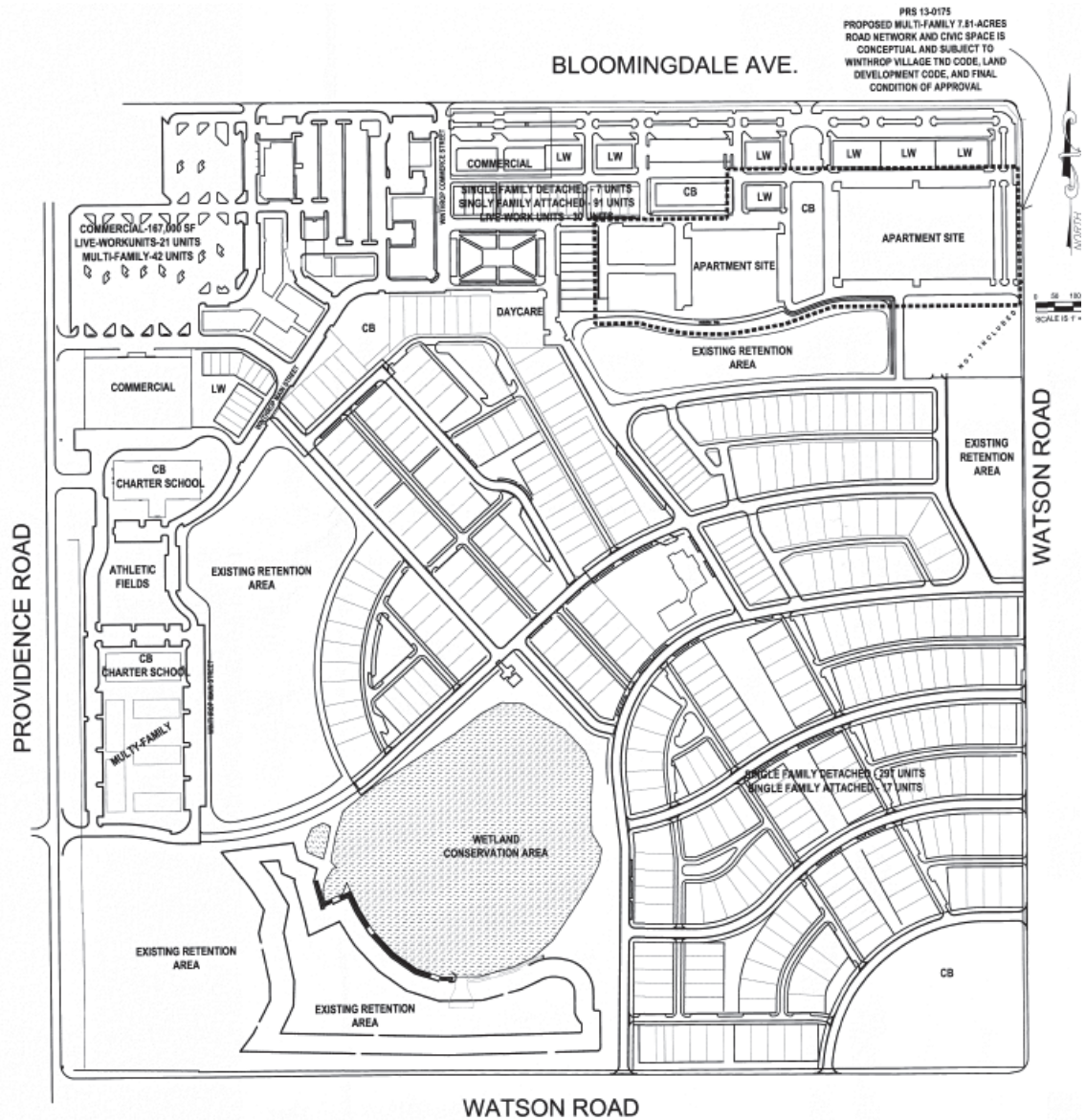


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD	6 units per acre 0.25 FAR	Charter School	Charter School
South	PD	6 units per acre 0.25 FAR	Conservation Area	Grand Winthrop Avenue Retention Area
East	PD	6 units per acre 0.25 FAR	Retention Area Single-Family Residential	Retention Area Single-Family Residential

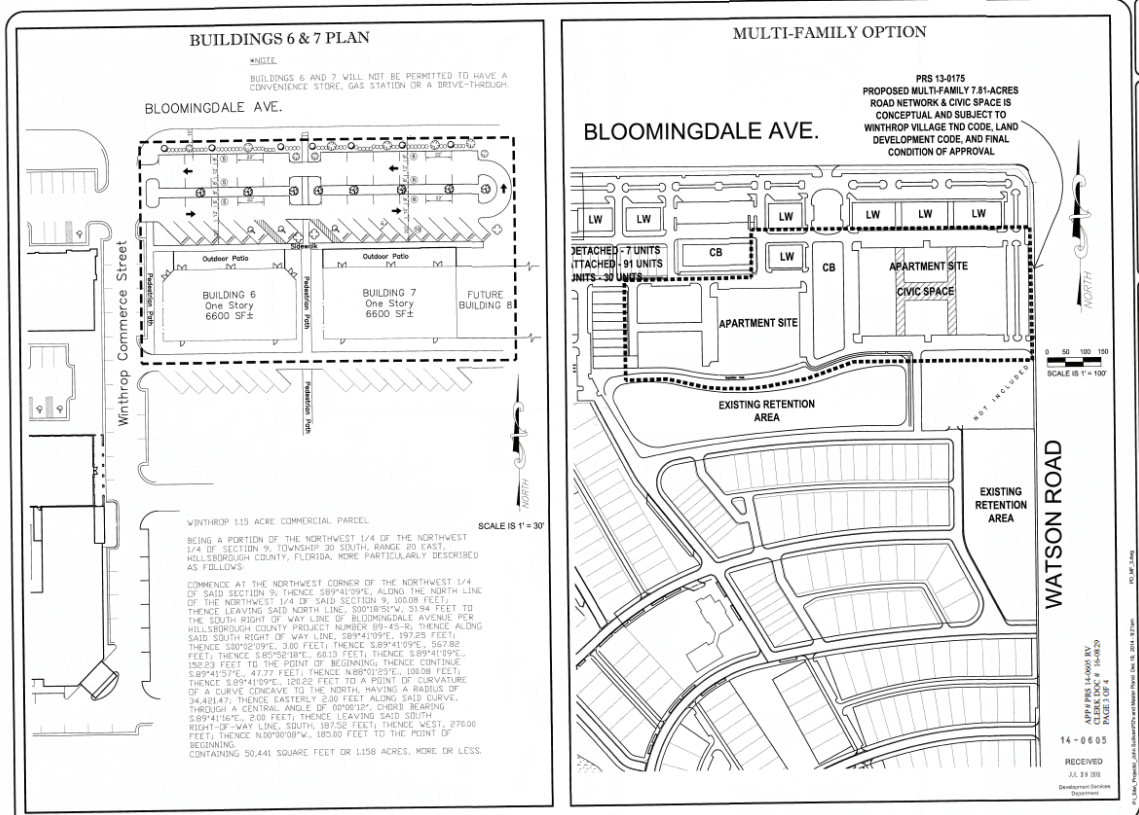
2.0 LAND USE MAP SET AND SUMMARY DATA

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

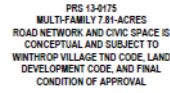


2.0 LAND USE MAP SET AND SUMMARY DATA

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



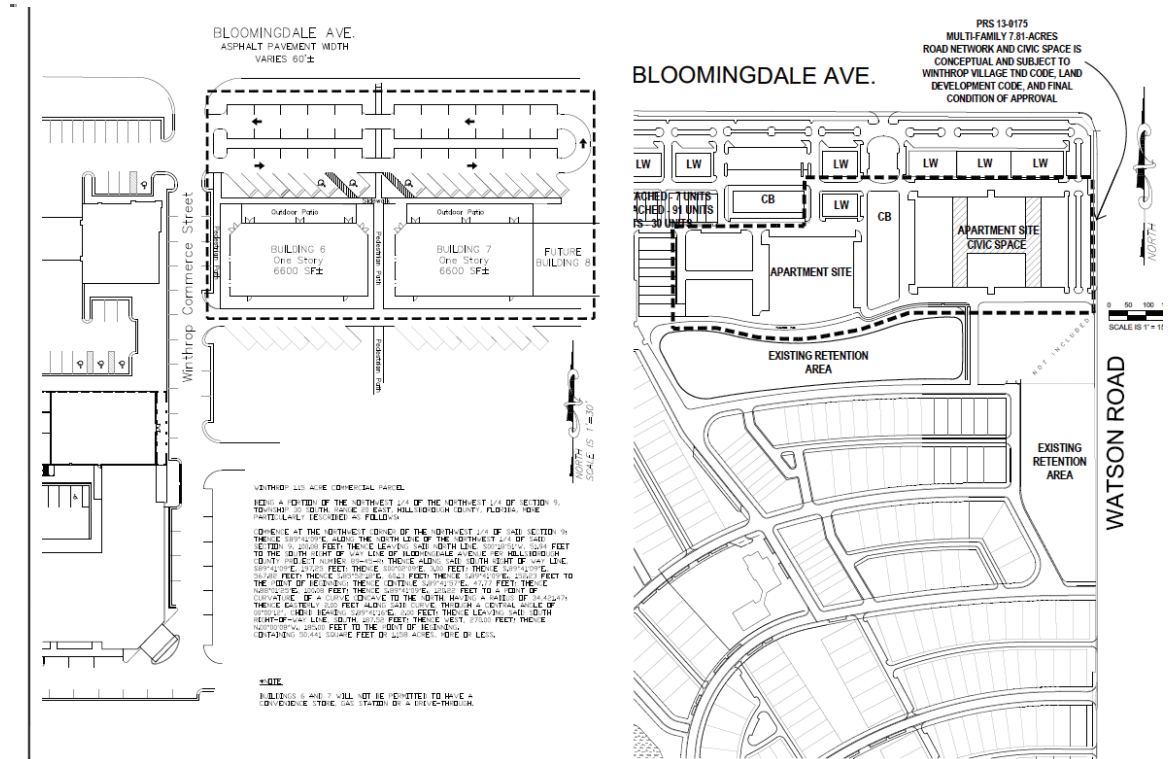
2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



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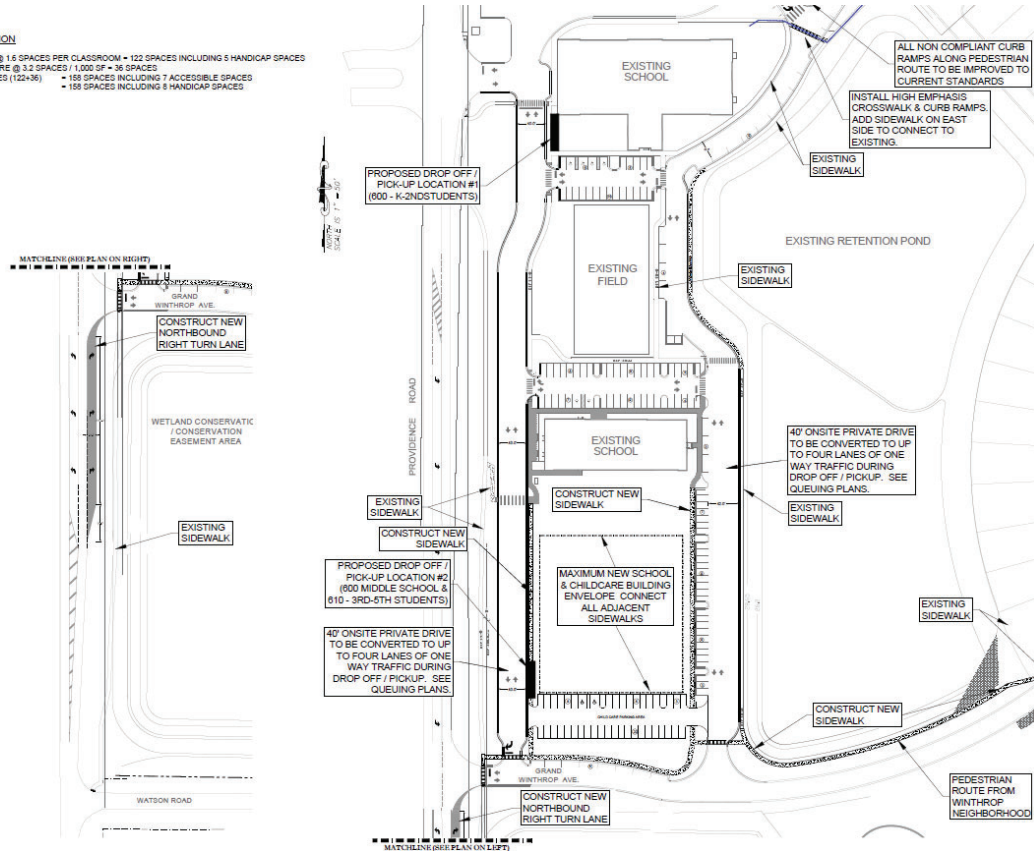


2.0 LAND USE MAP SET AND SUMMARY DATA

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

PARKING CALCULATION

PARKING REQUIRED:
 76 CLASSROOMS @ 1.5 SPACES PER CLASSROOM = 122 SPACES INCLUDING 5 HANDICAP SPACES
 11,000 SF CHILDCARE @ 3.2 SPACES / 1,000 SF = 36 SPACES
 TOTAL REQUIRED SPACES (122+36) = 158 SPACES INCLUDING 7 ACCESSIBLE SPACES
 PROVIDED PARKING = 158 SPACES INCLUDING 8 HANDICAP SPACES



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



2.0 LAND USE MAP SET AND SUMMARY DATA

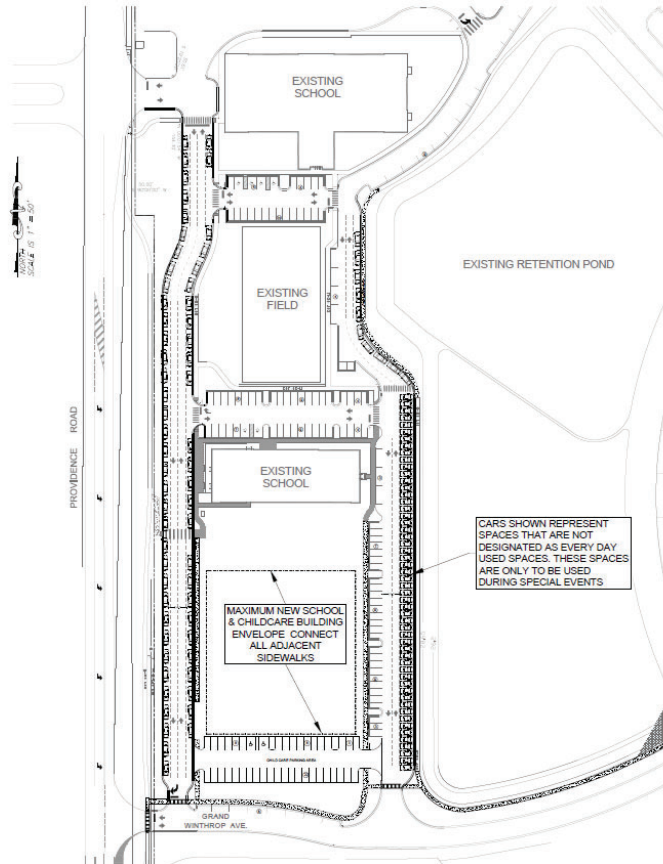
2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)

PARKING CALCULATION

76 TOTAL CLASSROOMS @ 1.6 SPACES / CLASSROOM = 122 REQUIRED SPACES
11,000 SF CHILDCARE @ 0.2 SPACES / 1000 SF = 39 REQUIRED SPACES
TOTAL REQUIRED SPACES = 158 SPACES INCLUDING 7 HANDICAP SPACES
TOTAL PROVIDED STRIPED SPACES = 158 INCLUDING 8 HANDICAP SPACES

TOTAL SPACES SHOWN HEREIN = 283

TOTAL EVENT PARKING SPACES PROVIDED (283-158*) = 125 SPACES



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
Providence Rd.	County Collector - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
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	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
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East	X	Vehicular & Pedestrian	None	Meets LDC
West	X	Vehicular & Pedestrian	None	Meets LDC

Notes: Although the vehicular only cross access along the northern boundary, i.e. between the project and folio 74147.0200, does not comply with Sec. 6.04.03.Q. LDC requirements, this is an existing condition and not a part of the modification area. As such, staff did not address this issue as a part of this Major Modification request.

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Bloomington Ave. – Request to Waive Required Turn Lane	Administrative Variance Withdrawn	N/A - Variance Request Withdrawn
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Bloomington Ave. – Substandard Road	Design Exception Requested	Approvable
Providence Rd. – Substandard Road	Design Exception Requested	Approvable

Notes: The request to waive the required turn lane was withdrawn. The proposed access plan was redesigned to shift trips from that that access to the next project access to the east.

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

Environmental Protection Commission

☐ Yes ☒ No

Plan re-labeling needed only

Natural Resources

☐ Yes ☒ No

Conservation & Environ. Lands Mgmt.

Check if Applicable:

☐ Wetlands/Other Surface Waters

☐ Use of Environmentally Sensitive Land Credit

☐ Wellhead Protection Area

☐ Surface Water Resource Protection Area

☒ Potable Water Wellfield Protection Area ☐ Significant Wildlife Habitat

☐ Coastal High Hazard Area

☒ Urban/Suburban/Rural Scenic Corridor ☐ Adjacent to ELAPP property

☐ Other _____

Transportation

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

Service Area/ Water & Wastewater

☒ Urban ☐ City of Tampa

☐ Rural ☐ City of Temple Terrace

Hillsborough County School Board

Adequate ☐ K-5 ☐ 6-8 ☐ 9-12 ☒ N/A Inadequate ☐ K-5 ☐ 6-8 ☐ 9-12 ☒ N/A

Impact/Mobility Fees

Charter School - No impact fees

Daycare (per 1,000 s.f.)

Mobility: \$13,156 * 18 = \$236,808

Fire: \$95 * 18 = \$1,710 Urban Mobility, Central Park, Central Fire - Charter School- no impact fees; and Daycare 18,000 sf

Planning Commission

☐ Meets Locational Criteria ☒ N/A ☐ Locational Criteria Waiver Requested ☐
Minimum Density Met ☒ N/A

Findings

☒ Yes ☐ No

☐ Inconsistent ☒ Consistent

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The PD area proposed for the charter school expansion and childcare use is located along Providence Road, to the south of the existing charter school and athletic field. Residential uses are located to the east of the site within the Winthrop neighborhood and are separated from the subject area by a large retention area. The existing charter school building is located between the subject area and retail uses to the north. The area south of the proposed charter school expansion consists of wetlands under a conservation easement. Lastly, multi-family residential is located to the west, which is separated from the subject area by Providence Road and retention on the multi-family development property.

The school will accommodate both vehicular and walk-up students. The proposed vehicular queuing plan will locate queue lanes within the Winthrop development, around the existing and proposed school buildings. No vehicular queuing will occur within the residential portions or outside of the Winthrop development. Walk-up students will be accommodated with a walking route from a parking area located to the north/northeast of the site – which is developed with retail uses, office uses and live-work units. The walking route will be located along the existing Winthrop Main Street to the charter school, which is not

located within the residential portion of the Winthrop development. The drop off/pick up hours for the walking students are anticipated to be short in duration and therefore not anticipated to disrupt commercial/office operations. Signage is proposed to direct parents to the specified parking area, which will also discourage customer parking in the same specified parking area. The applicant has provided a detailed existing/proposed parking count summary which demonstrates that excess parking is available and would therefore be available for the school's off-site parking area. Proposed conditions require school attendants stationed within the vehicle queuing and off-site parking areas to monitor circulation and ensure safety.

Staff finds the project to be compatible with the surrounding development.

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.

Mr. William Molloy 325 South Boulevard Tampa testified on behalf of the applicant. Mr. Molloy stated that the property is located within the Winthrop development in Riverview. The modification is to request an additional 500 students for the existing charter school and a 180 student child care center. He added that the school is existing. The property was previously designated for multi-family which will be relocated. The school has a waiting list. A queuing system for the traffic has been created.

Hearing Master Finch asked Mr. Molloy about the comparison of what is there now and what is proposed. Mr. Molloy replied that there is no queuing plan currently as it was not required when it was approved.

Mr. Jason Kendall 708 Lithia Pinecrest Road testified on behalf of the applicant. He showed a graphic to explain the school's current drop off and pickup activities. He stated that the parents currently drop off their children using two lanes around the school. The proposed queuing plan adds two more lanes for a total of four lanes and traffic circles the school. A drop off location is proposed to be added on the north side of the Winthrop complex. Sidewalk improvements as well as ADA compliant access improvements are proposed. Sidewalks will be added to the existing neighborhood in which about 50 students are enrolled. Therefore, a number of students will walk to school. An additional drop off and

pickup period will be added resulting in three timeframes. They are each separated by 30 minutes. Mr. Kendall concluded his remarks by stating that the proposed plan shown in the worst case scenario as if all of the students will be picked up at the same time which will not be the case.

Hearing Master Finch asked Mr. Kendall to point to the location of the new building on the site plan. Mr. Kendall identified the location and stated that the parcel is currently planned for 150 multi-family dwelling units.

Mr. Molloy concluded the applicant's presentation by stating that the queuing plan represents the worst case scenario as if every child was being dropped off or picked up at the same time. The school will stagger drop off times.

Hearing Master Finch asked Mr. Molloy to confirm that there will be mandatory staff people assigned at various school locations. Mr. Molloy replied yes and added that the school will provide the staff and if they do not, their right to walk up and drop off will be revoked.

Mr. John Sullivan 11135 Winthrop Market testified on behalf of the school and described the school drop off currently and added that it has been a pleasure to work with the County.

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 97-0113 to add a second development option which would allow for the expansion of the neighboring charter school and a day care use. If approved, the multi-family uses would still be allowed elsewhere in the PD at the permitted maximum. The K through 8 charter school expansion would increase the number of students from 1,300 to 1,810 with a maximum per grade levels which is outlined in the zoning conditions. Ms. Heinrich testified that the PD was approved prior to the LDC requirement to provide a queuing and event parking plan. She added that staff's review of the proposal found that the area is already developed with school uses and is adequately separated from residential uses to the west and east. She described the proposed queuing plan and stated that excess parking is available. No objections from reviewing agencies were received. Ms. Heinrich concluded her presentation by stating that staff found the request approvable.

Ms. Andrea Papandrew of the Planning Commission testified regarding the Planning Commission staff report. Ms. Papandrew stated that the property is designated Residential-6 by the Future Land Use Map and is located within the Urban Service Area and the Riverview and SouthShore Areawide Community Plan. She described the surrounding land use categories and described the proposed modification. She added that the proposed expansion of the school and the introduction of the child care center would further contribute to the mixed use nature of the site. Ms. Papandrew testified that the request meets the intent of Policy 9.2 which requires all development to be consistent with the land

development regulations. She concluded her presentation by stating that schools and child care centers are residential support uses and permitted in all residential plan categories per Objective 17 and Policy 17.1. She cited other plan policies which the modification complied with and stated that the modification is consistent with the Riverview Community Plan and the Comprehensive Plan.

Hearing Master Finch asked audience members if there were any proponents of the application.

Mr. Steve Griffin 6143 Cliff House Land Riverview testified in support and stated that the modification will be an improvement to the livability of the community. He added that he is a resident of Winthrop Village and the charter school did not have a queuing plan. The proposed queuing plan will move the parents traffic away from the residential portion of the community therefore less traffic will impact the residential neighborhood.

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

County staff did not have additional comments.

Mr. Molloy thanked Mr. Griffin for his testimony in support of the modification.

Hearing Master Finch then concluded the hearing.

EVIDENCE SUBMITTED

No documents were submitted 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

1. The subject site is 73.49 acres in size and is zoned Planned Development (97-0113). The property is designated Residential-6 (RES-6) by the Comprehensive Plan and located in the Urban Service Area and the Riverview Community Planning Area.
2. The Planned Development (PD) is approved for 172,000 square feet of neighborhood commercial land uses, a 100 student child care center, a 1,300 student charter school, 286 multi-family dwelling units and 412 single-family dwelling units.

3. The Major Modification request proposes to provide a second development option to increase the number of students for the charter school from 1,300 to 1,810 grades K-8 and add a 180-student child care center within the charter school area.
4. The applicant has submitted a charter school queuing plan which increases the number of lanes for drop off and pick up from two to four lanes and also directs the flow of traffic away from the existing residential neighborhoods.

It is noted that the existing Planned Development was not required to provide a queuing plan as it was not a Land Development Code requirement at the time of approval.

5. The applicant has agreed to stagger the arrival and dismissal schedules for the charter school which will serve to disperse the school traffic.
6. The proposed zoning conditions require the installation of turn lane and sidewalk improvements.
7. No Planned Development variations or waivers are requested.
8. The Planning Commission staff testified that the proposed expansion of the school and the introduction of the child care center would further contribute to the mixed use nature of the site. Staff stated that the request meets the intent of Policy 9.2 which requires all development to be consistent with the land development regulations as well as Objective 17 and Policy 17.1 which states that schools and child care centers are residential support uses. The Planning Commission staff found that the modification is consistent with the Riverview Community Plan and the Comprehensive Plan.
9. One resident of the Winthrop Village community testified in support at the Zoning Hearing Master hearing and stated that the proposed queuing plan will greatly improve the charter school traffic condition as it will direct school drop off and pick up traffic away from the existing neighborhoods.
10. No testimony in opposition was presented at the Zoning Hearing Master hearing.
11. The proposed modification to provide a second development option to increase the number of students for the charter school from 1,300 to 1,810 grades K-8 and add a 180-student child care center within the charter school area results in additional schooling opportunities for residents in the area and improves the overall traffic condition for the existing school.

A designated queuing plan and transportation improvements that include turn lanes and additional sidewalks serve to alleviate current transportation conflicts. The modification 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 97-0113 is approved for 172,000 square feet of neighborhood commercial land uses, a 100 student child care center, a 1,300 student charter school, 286 multi-family dwelling units and 412 single-family dwelling units. The property is designated RES-6 by the Comprehensive Plan and located within the Riverview Community Planning Area.

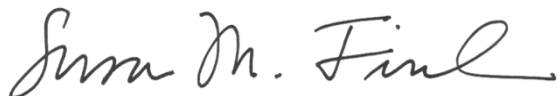
The Major Modification request proposes to provide a second development option to increase the number of students for the charter school from 1,300 to 1,810 grades K-8 and add a 180-student child care center within the charter school area.

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

The proposed modification results in additional schooling opportunities for residents in the area and improves the overall traffic condition for the existing school. A designated queuing plan and transportation improvements that include turn lanes and additional sidewalks serve to alleviate current transportation conflicts. The modification is consistent with the Comprehensive Plan and Land Development Code.

RECOMMENDATION

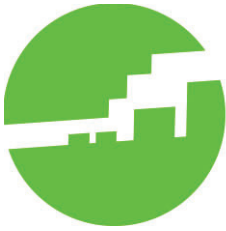
Based on the foregoing, this recommendation is for **APPROVAL** of the Major Modification to Planned Development 97-0113 as indicated by the Findings of Fact and Conclusions of Law stated above subject to the zoning conditions prepared by the Development Services Department.



December 7, 2022

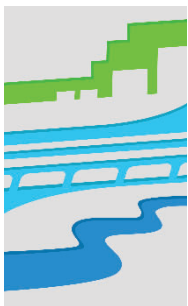
Susan M. Finch, AICP
Land Use Hearing Officer

Date



Hillsborough County City-County Planning Commission

Unincorporated Hillsborough County Rezoning	
Hearing Date: November 14, 2022 Report Prepared: November 2, 2022	Petition: MM 22-1112 Folios 74147.0000, 74147.0031, 74147.0525, 74147.0275, 74147.0001 <i>Southeast quadrant of the Bloomingdale and Providence Road Intersection, north of Watson Road.</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Residential-6 (6 du/ga; 0.25 FAR)
Service Area:	Urban
Community Plan:	Riverview, Southshore
Requested Special Use:	Major Modification to a Planned Development to a) expand the existing charter school with two additional buildings for a total of 66, 714 square feet b) add a childcare use of 12 000 square feet and c) introduce a queuing plan for the school.
Parcels Size (Approx.):	76.36 +/- acres (3,326,241.6 square feet)
Street Functional Classification:	Bloomingdale Avenue - Arterial Providence Road – Collector
Locational Criteria:	N/A
Evacuation Area:	None



Context

- The subject site is located on approximately 76.36 acres in the southeast quadrant of the Bloomingdale Avenue and Providence Road intersection, directly north of Watson Road. The subject property is located within the limits of the Southshore Areawide Systems Community Plan and the Riverview Community Plan. The subject site is located within the Urban Service Area (USA).
- The subject site is designated Residential-6 (RES-6) on the Future Land Use Map. Typical uses of RES-6 include: Residential, suburban scale neighborhood commercial, office uses, multi-purpose projects and mixed use development. Non-residential uses shall meet established locational criteria for specific land use. RES-6 surrounds the subject site on all sides. Residential-12 (RES-12) is located to the north east. Residential-4 (RES-4) and Public/Quasi Public (P/QP) are located to the east and to the south east is Residential-2 (RES-2).
- The subject property is currently part of a larger mixed use Planned Development (PD) which includes entitlements for neighborhood commercial uses, single-family residential uses, multi-family residential uses and residential support uses. Single-family residential dwellings are located to the east with Residential Single-Family Conventional-4 (RSC-4) and Agricultural Single-Family 1 (AS-1) zoning districts. To the west are light commercial uses which include a Walmart with Planned Development zoning and single-family residential neighborhoods. Agricultural Single-Family Conventional-1 (ASC-1) and Residential Single Family Conventional-9 (RSC-9) is located to the south and developed with residential uses. To the north along Bloomingdale are commercial neighborhood and commercial general uses, as well as RSC-9 zoning districts with residential uses.
- The applicant is requesting a Major Modification to an existing Planned Development to a) expand the existing charter school with two additional buildings for a total of 66 714 square feet, b) add a childcare use of 12 000 square feet and c) introduce a queuing plan for the school.

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

Urban Service Area (USA)

Objective 1: Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.

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.

Land Use Categories

Objective 8: *The Future Land Use Map will include Land Use Categories which outline the maximum level of intensity or density and range of permitted land uses allowed and planned for an area. A table of the land use categories and description of each category can be found in Appendix A.*

Policy 8.1: *The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.*

Policy 8.2: *Each potential use must be evaluated for compliance with the goals, objectives, and policies of the Future Land Use Element and with applicable development regulations.*

Policy 8.3: Calculating Density *Densities are applied on a gross residential acreage basis which means that each development proposal is considered as a "project". Only those lands specifically within a project's boundaries may be used for calculating any density credits. Acreage dedicated to commercial, office and industrial land uses that fall within a project's boundaries are excluded.*

Density may be transferred between non-contiguous parcels in accordance with the County's transferable development rights regulations or when the parcels are physically separated from each other by a roadway, wetlands, stream, river, lake or railway.

The following lands may be included when calculating gross residential density: planned but unconstructed roads and road rights-of-ways, utility rights-of-way, public and private parks and recreation sites, sites for schools and churches, open space sites and land uses, and community facilities sites such as sewage treatment plants, community centers, well fields, utility substations, and drainage facility sites.

Policy 8.5: Calculating Floor Area Ratio *For purposes of calculating the maximum permitted gross building square footage for non-residential uses within a development proposal the following procedure shall apply: In applying floor area ratios (FAR) to acreage, all residential land use types that fall within a project's boundaries are excluded (except as allowed in the Innovation Corridor Mixed Use-35 land use category). Also, only those lands specifically within a project's boundaries may be used for calculating maximum permitted gross building square footage. Except in accordance with the County's transferable development rights regulations, intensity cannot be transferred from one parcel of land to another when such parcels are physically separated from each other unless the separation is created by a roadway, wetlands, stream, river, lake or railway.*

Gross non-residential intensity refers to gross building square footage of non-residential land use types within a given project or, in the case of mixed use projects, portion(s) of a project. A project's total non-residential acreage, for purposes of calculating its gross non-residential land uses to which the owner or owner's agent or developer has surface development rights, includes the

following land within the non-residential portion(s) of the project to be used for: planned and unconstructed roads and road rights-of-way, public and private parks and recreation sites, sites for schools and churches, open space sites and land uses, and public facilities such as sewage treatment plants, community centers, well fields, utility substations, and drainage facility sites.

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 (child care 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;*

Community Design Component

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.*

10-1.1: *Encourage the design of schools to have a scale similar to adjacent development.*

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

Livable Communities Element:

Southshore Areawide Systems Community Plan

Economic Development Objective

The SouthShore community encourages activities that benefits residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life. The community desires to pursue economic development activities in the following areas:

1. Land Use/ Transportation

- a. Analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)*
- b. Recognize preferred development patterns as described in individual community plans, and implement the communities' desires to the greatest extent possible (including codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.*

Riverview Community Plan

Goal 10 Maintain and support high quality schools also serving as community amenities.

- Continue to maximize joint planning and cooperative funding of community facilities to be co-located with school facilities.*
- Collaborate with school principals and higher education administrators to address the effects of emerging growth pressure issues on the quality of service provided by the school system.*
- Expand after-school programs for youths.*
- Work with local schools to co-develop roadway and pedestrian facilities.*
- Promote educational diversity to serve individuals of all ages and interests.*
- Support local efforts to attract and develop a community college/vocational center.*
- Work with education officials to locate satellite and specialty schools in Riverview.*

Staff Analysis of Goals, Objectives and Policies:

The subject site is part of the Winthrop Village located on approximately 76.36 acres at the southeast quadrant of the intersection of West Bloomingdale Avenue and Providence Road. The subject property is located within the limits of the Riverview and Southshore Areawide Systems Community Plans and are located within the Urban Service Area (USA). The Future Land Use category of the subject site is Residential-6 (RES-6). The applicant is requesting a Major Modification to a) expand the existing charter school with two additional buildings for a total of 66, 714 square feet, b) add a daycare use totaling 12 000 square feet and c) introduce a queuing plan for the school. The student counts for each of the uses are as follows: 180 childcare students, 600 Kindergarten to second grade

students, 610 3rd to 5th grade students and 600 middle school students for a total of 1990 students.

According to Appendix A of the Future Land Use Element, the intent of the Residential-6 (RES-6) Future Land Use Category is to *“designate areas that are suitable for low density residential development. In addition, suburban scale neighborhood commercial, office and mixed-use projects serving the area may be permitted subject to the Goals, Objectives and Policies of the Land Use Element and applicable development regulations and established locational criteria for specific land use.”* RES-6 surrounds the subject site on all sides. Residential-12 (RES-12) is located to the northeast. Residential-4 (RES-4) and Public/ Quasi Public (P/QP) are located to the east and to the southeast is Residential-2 (RES-2). As the proposed use is a Residential Support Use, it is permitted in the RES-6 Future Land Use category and is not subject to Commercial Locational Criteria as it is not a neighborhood serving commercial use.

The proposed Major Modification for a charter school expansion and childcare facility is consistent with the Residential-6 (RES-6) Future Land Use category as Per Objective 8 and Policy 8.1 of the Future Land Use Element (FLUE) which recognizes that a range of identified uses can be in each of Future Land Use Categories provided they are compatible. In this case, the proposed use is compatible with the RES-6 Future Land Use category which is primarily residential but allows compatible neighborhood serving commercial uses and residential support uses. The proposed major modification is in an area that is a well-established mixed-use development that is known for its connected mix of retail and residential. The expansion of the school and introduction of childcare, both of which are residential support uses, would further contribute to the mixed-use nature of the site. As per Policy 8.3 and 8.5 of the FLUE, the applicant is not required to remove entitlements for the multi-family uses that were previously approved as intensity and density calculations for a site may be calculated using the gross acreage of the sites for schools. However, the applicant is proposing a reduction in the multi-family residential dwellings if this proposed rezoning is approved as per the proposed condition of approval.

The proposed major modification meets the intent of Objective 9 and Policy 9.2 which requires all development to meet or exceed the requirements of all land development regulations adopted by the county, state and federal government. The applicant has submitted a queuing plan and has requested an administrative variance and design exception regarding the east bound right turn lane at the intersection of Bloomingdale Avenue and Winthrop Town Center. The applicant has also requested Design Exceptions for requirements of the Transportation Technical Manual regarding lane length and width for Bloomingdale Avenue. The applicant is also requesting a Design Exception regarding improvements to Providence Avenue. At the time of filing this report, final transportation and zoning comments were not yet available in Optix, therefore the Planning Commission Staff finding did not take them into consideration for the analysis of this request.

Schools and childcare centers are residential support uses and are permitted in all residential Future Land Use categories as per Objective 17 and Policy 17.1 as long as the proposed schools are compatible with the surrounding area. The site is part of a larger mixed-use development known as Winthrop Village and includes a mix of residential types, commercial and residential support uses. Access to the charter school and childcare center is through Grand Winthrop Avenue off of Providence Road. Pedestrian connectivity

is achieved with a network of sidewalks that will be internal to the development and connected to the surrounding Winthrop Village area. The applicant has submitted a queuing plan which will stagger the arrival and dismissal times for students by age/grade groups and included walk up parking in the plan. Additional parking is available in the existing Publix Parking lot, which is already being used for student drop up and pick up. The school is comparable and compatible with the surrounding area and is consistent with Objective 16 and Policies 16.1, 16.2 and 16.3 (FLUE) as it provides a transition of uses away from the intersection of Bloomingdale and Providence where the commercial uses are located while the residential support uses will be further south on Providence. The uses are also connected to the residential uses but are still external to them so as not to impede residential traffic.

The request is also consistent with the Community Design Component's Goal 10 and Policy 10-1.1 (FLUE) which requires schools to be located and designed in a manner that creates community assets, which have a positive relationship and connection to the neighborhood(s) they serve. The design of schools is also encouraged to have a scale similar to adjacent development.

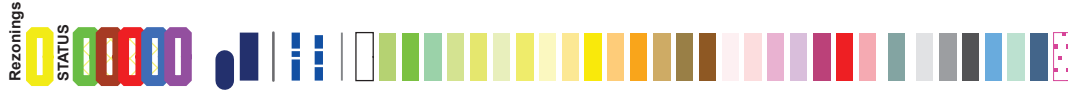
The subject site is within the limits of the Southshore Areawide Systems Community Plan that recognizes the preferred development pattern of each of its smaller communities, in this case, it is Riverview. The subject property is located within the Riverview Community Plan. Goal 10 of the Riverview Community Plan seeks to maintain and support high quality schools also serving as community amenities. The plan also supports educational diversity and the location of specialty schools within its boundaries and as such, the major modification request supports the vision of the Community Plan.

Overall, the proposed modification would allow for a development that is consistent with the Goals, Objectives and Policies of the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County* and is compatible with the existing development pattern found in the surrounding area.

Recommendation

Based upon the above considerations, Planning Commission staff finds the proposed Major Modification **CONSISTENT** with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*, subject to conditions proposed by the Development Services Department.

**HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ MM 22-1112**



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser.

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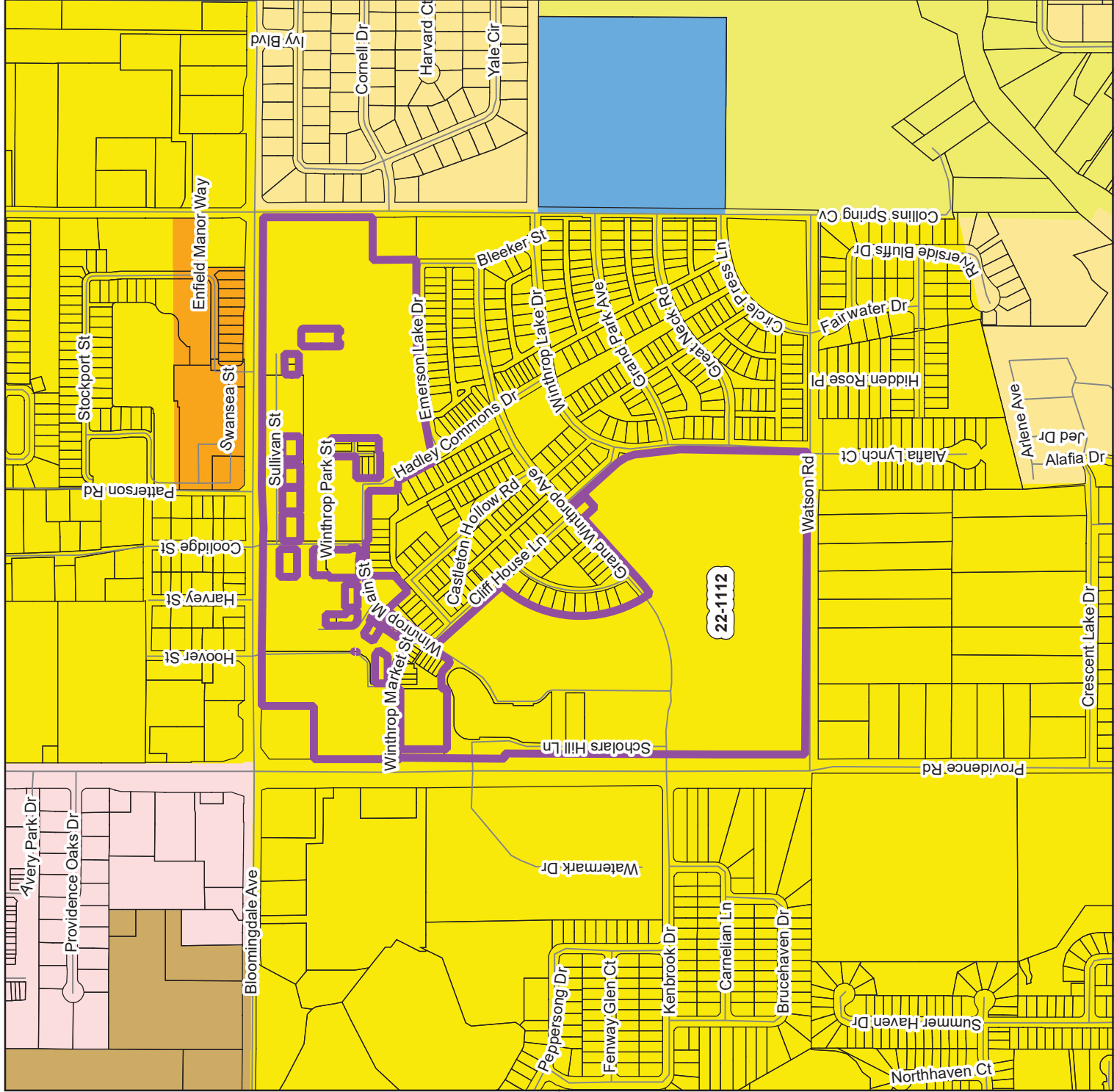
ACCURACY: It is intended that comply with U.S. national map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, see the appropriate source.



Map Printed from Rezoning System: 9/8/2022

Author: Beverly F. Daniels

File: G:\RezoningSystem\MapProjects\HC\Greg_hcRezoning - Copy.mxd





**GENERAL
SITE PLAN
FOR
CERTIFICATION**

NEED
CERTIFIABLE
SITE PLAN

NEED
CERTIFIABLE
SITE PLAN



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 09/11/2022

Revised: 10/10/2022

Revised: 11/07/2022

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: South/ RV

PETITION NO: MM 22-1112

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

NEW AND REVISED CONDITIONS OF APPROVAL

Revised Conditions

1. Development shall be limited to a maximum of 172,000 square feet of floor space for neighborhood commercial uses (except for buildings 6 and 7 on Page 2 of 2 of the General Certified Site Plan which shall be prohibited convenience stores, gas pumps, and drivethrough), ~~a two~~ child care centers serving a maximum of ~~100-280~~ children, an ~~1,300~~ 1,810-student ~~elementary~~ charter school (K-8th grade) as further restricted hereinbelow, 286 multi-family dwellings 412 single-family dwellings units, of which, no more than 184 units shall be attached single-family townhouse units, and 51 live-work units as defined in condition 1.1.

As an alternative, a maximum of 310 multi-family units with a reduction of one single-family attached unit per each additional multi-family unit over 286 multi-family units shall be permitted. At time of preliminary site plan or plat approval, the applicant shall provide documentation in the form of a table showing the existing number and type of developed units, the proposed number and type of units, and the number of remaining units by type. The document shall include an agreement between the developer and property owner that these entitlements are granted. For the area subject to PRS 13-0175, each block perimeter, defined as the sum of linear feet of each block face, shall not exceed 2,000 linear feet, unless otherwise approved by the Administrator. The Administrator shall only approve deviations from this standard in the minimum amount necessary to address practical design difficulties and the determination shall be made subject to a review of written justification identifying said practical difficulties provided by the applicant.

Of the 172,000 square feet of neighborhood commercial uses, there shall be a minimum of 10,000 square feet of Business, Professional Office uses. Interim agricultural use of cattle grazing and other low scale agricultural uses shall be permitted. Any application to conduct land alteration activities on the property must be submitted to the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.

- 1.1 A live-work unit (flex house) is a dwelling unit that contains a varying but limited commercial component and is usually a fee simple unit on an alley-served lot that limits the commercial component to the ground level. The size of the commercial component is limited by the provision of one parking place for each 500 square feet of neighborhood commercial floor area

in addition to 2 parking spaces for the residential component. Such parking may be provided on-site and along the frontage.

- 1.2 With the exception of Floor Area Ratio, the commercial portion of the project shall be developed in accordance with CG zoning district standards, except that the maximum impervious surface area coverage shall be up to 85 percent. Additionally, the child care ~~facility~~ facilities shall be developed in accordance with the supplemental design standards of the Land Development Code unless otherwise stated herein.

[Staff is proposing to modify this condition to reflect the applicant's proposed entitlements.]

8. An internal vehicular street network shall be provided between all project elements. All internal streets may be developed in accordance with Section 4B, Thoroughfare Standard Illustrations in the attached Winthrop Village TND Code and pursuant to review and approval by the Hillsborough County Public Works Department. All internal streets within the project may be designated by the Developer as private streets or may be dedicated as public streets. Except for Winthrop Market St., Winthrop Town Center Ave., Winthrop Commerce Ave., Winthrop Main St., and Grand Winthrop Ave., which shall not be gated, closed or traffic otherwise diverted except for those cone placements shown on Sheet 5 of 6 (i.e. the Charter School Queuing Plan) during the school pick-up and drop-off periods as discussed herein these conditions, Private streets may have controlled access via gates or other security arrangements.

[Staff is proposing to modify this condition to ensure that all businesses, residents and guests within the entire PD maintains direct access to Providence Rd. and Bloomingdale Ave. at all times of the day.]

New Conditions (highlighted condition references must be corrected by staff before final certification)

1. Of the 1,810 charter school students, school enrollment shall be limited as follows:
 - a. A maximum of 600 students in grade levels K-2;
 - b. A maximum of 610 students in grade levels 3-5; and,
 - c. A maximum of 600 students in grade levels 6-8.

Maximum enrollment shall be reduced if required pursuant to **Condition 12**.

2. Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to assess the sufficiency of queuing both on-site and off-site at the project access points. Such report shall be submitted to the Hillsborough County Development Service and Public Works Departments. This annual monitoring requirement shall remain in effect for one (1) year beyond the time the total enrollment reaches 1,810 students. In the event that significant offsite queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered arrival/departure times and/or a revised onsite circulation plan to alleviate off-site queuing. Such revised plan shall be subject to review and approval by Hillsborough County Public Works
3. The school shall utilize split arrival and dismissal schedules. The following conditions shall apply to school schedules:
 - a. Grade levels K-2 shall have an arrival time of 8:00 a.m. and a dismissal time of 3:00 p.m.;
 - b. Grade levels 3-5 shall have an arrival time of 8:30 a.m. and a dismissal time of 3:30 p.m.;

- c. Grade levels 6-8 shall have an arrival time of 7:30 a.m. and a dismissal time of 2:30 p.m.; and,
 - d. Modifications to the above bell times may be permitted as necessary for traffic circulation and queue management purposes without a zoning modification; however, all such modifications shall be reviewed and approved by the Hillsborough County Public Works and Development Services Departments and are subject to the other conditions herein this approval. Modification to the time periods will require updates to the signage required for the “Parking Area for Walk-Up Students” as further described below.
- 4. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, the morning and afternoon bell times shall be separated by a period of no less than 30 minutes from each other’s grade level’s morning and afternoon arrival and dismissal times.
- 5. Access management, vehicle queuing, and staff placement shall occur consistent with the Queuing Plan (Sheet 5 of 6). Modifications to these plans may be submitted in accordance with **Condition 2**, above, or as otherwise approved by the Hillsborough County Public Works and Development Services Departments. No queueing or stacking may occur on Grand Winthrop Ave. or any other facility not identified as a queuing area on Sheet 5 of 6.
- 6. The charter school operator, master developer and any property owners’ associations within the PD shall strictly adhere to the circulation and queuing plan shown on Sheet 5 of 6. Prior to the start of each school year, the school shall issue colored vehicle placards to parents consistent with notes shown under the “Site Access” heading of the notes on Sheet 5 of 6. School staff shall carefully monitor incoming vehicles to ensure that only those authorized vehicles displaying the appropriate placard are utilizing the appropriate entrances to the various queue lines and maintain a process for immediately curing any issues and preventing their repetition. Access locations corresponding to each color placard are labeled on Sheet 5 of 6.
- 7. Prior to or concurrent with the next increment of development following approval of MM 22-1112, the developer shall construct the following site access improvements:
 - a. A northbound to eastbound right turn lane on Providence Rd. onto Grand Winthrop Ave.;
 - b. A northbound to eastbound right turn lane on Providence Rd. onto Winthrop Market St.; and,
 - c. An eastbound to southbound right turn lane on Bloomingdale Ave. onto Winthrop Commerce Ave.
- 8. Notwithstanding anything on the General Site Plan to the contrary, bicycle/pedestrian access shall be permitted anywhere along the property boundary.
- 9. Event Parking shall be provided in accordance with the Event Parking Plan (Sheet 6 of 6). Modifications to Event Parking Plan shall be permitted, subject to review and approval of the Hillsborough County Public Works and Development Services Departments.
- 10. With the exception of the “Parking Area for Walk-Up Students” identified on Sheet 5 of 6 of the PD site plan, which is further addressed in **Condition 12** below, the charter school shall not permit students to be dropped off outside of the school property. This prohibition includes but is not limited to dropping off of any students along the project’s Providence Rd., Bloomingdale Ave., and Watson Rd. frontages, nor along any internal project roadways (including Grand Winthrop Ave.), nor within any other parking lot except the one designated for such purpose herein these conditions. When prohibited drop-offs are discovered, then in such instance the school, master developer and property

owners' association, shall take any and all actions necessary to ensure such violations of the conditions of approval, Site Plan and/or Queuing Plan are cured.

11. Prior to or concurrent with each increment of development, the developer shall submit a parking analysis which examines the existing parking supply, existing development parking requirements, as well as the proposed parking supply and parking required for newly proposed uses. This analysis will be utilized to determine if additional parking must be constructed and/or whether the developer must enter into shared parking agreements (to include reciprocal easements recorded in the Official Records of Hillsborough County pursuant to Sec. 6.05.02.B.)
12. Prior to or concurrent with the next increment of development for the charter school, the developer shall provide a "Parking Area for Walk-Up Students" for up to 131 vehicles, in the location identified on Sheet 5 of 6 of the PD site plan. Additionally:
 - a. Each of the up to 131 parking spaces shall be fronted by a sidewalk facility with a minimum clear width of 5-feet. Each parking space shall contain a raised wheel stop. The closest edge of the sidewalk shall be no closer than 2 feet from closest edge of the adjacent wheel stop. The sidewalk shall be designed to meet all requirements of the United States Department of Justice's 2010 ADA Standards and Sec. 6.03.02. of the LDC.
 - b. Compliance with the above standards will require removal or relocation of existing trees and light poles within the walking pathway. In the event these facilities must be located within new or expanded parking lot islands which reduce the number of spaces which can be provided below the 131 required, the maximum number of students which may be enrolled within the school shall be reduced by 4 students for each parking space not provided (or which does not comply with the above design standards).
 - c. The developer shall undertake an audit of the walking pathway between the "Parking Area for Walk-Up Students" and the school. All portions of the walking pathway which do not meet applicable ADA/LDC requirements shall be retrofitted for compliance (e.g. where there are a lack of ADA compliant curb ramps, such curb ramps shall be installed and/or existing curb ramps modified to ensure compliance).
 - d. Parents or guardians shall be required to walk their student from the school to the "Parking Area for Walk-Up Students" to the school camps both in the a.m. arrival and p.m. dismissal periods.
13. If MM 22-1112 is approved, the County Engineer will approve a Design Exception (dated October 24, 2022) which was found approvable by the County Engineer (on November 7, 2022) for the eastbound to southbound right turn lane on Bloomindale Ave. onto Winthrop Commerce Ave. Pursuant to the Hillsborough County Transportation Technical Manual (TTM) and applicant's analysis, a turn lane length of 185 feet is required; however, the approved Design Exception will waive 135 feet of the required turn lane, such that only a 50-foot-long turn lane will be required.
14. If MM 22-1112 is approved, the County Engineer will approve a Design Exception (dated October 24, 2022) which was found approvable by the County Engineer (on November 7, 2022) for the Bloomingdale Ave. substandard road improvements. As Bloomingdale Ave. is a substandard arterial roadway, the developer will be required to make certain improvements to Bloomingdale Ave. consistent with the Design Exception. Specifically, between Providence Rd. and the eastern project boundary (i.e. a for a distance of +/- 2,550 feet), the developer shall be required to widen the

existing sidewalks such that they are a minimum of 6-feet in width; however, less width may be required in certain areas where not feasible due to right-of-way constraints or utility conflicts, as determined by County staff.

15. If MM 22-1112 is approved, the County Engineer will approve a Design Exception (dated October 24, 2022) which was found approvable by the County Engineer (on November 7, 2022) for the Providence Rd. substandard road improvements. As Providence Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Providence Rd. consistent with the Design Exception. Specifically, along the west side of Providence Rd., between Bloomingdale Ave. and the first driveway south of the intersection of Bloomingdale Ave. and Providence Rd. (i.e. a distance of +/- 250 feet), the developer shall be required to widen the existing sidewalk along the west side of the roadway to a minimum width of 10 feet.

Other Conditions

- Prior to PD site plan certification, the applicant shall revise Sheet 5 of 6 of the PD the site plan to:
 - Add labels at each applicable access corresponding to the colored placard designations within the circulation notes on the sheet (e.g. the Grand Winthrop Ave. entrance shall be labeled with a prominent note indication “Green Placard Entrance Only”);
 - Modify the circulation notes to correct the placard descriptions/designations, such that all site access points from which students are allowed to enter are accurately described (e.g. no school traffic is permitted to enter via Winthrop Town Center Ave., as such it should not have a designated color or be mentioned).
 - Add a note indicating that drop-off and pick-up access from any other project entrance is prohibited, and that such restrictions shall be enforced by the charter school operator, master developer and any property owners’ associations within the PD.

PROJECT OVERVIEW AND TRIP GENERATION

The applicant is requesting a Major Modification to a +/- 76.36 ac. parcel previously approved via Planned Development (PD) #97-0113, and as most recently modified via PRS 14-0605. The existing PD is approved for 172,000 s.f. of neighborhood commercial uses (with certain restrictions), a childcare center serving a maximum of 100 children, and 1,300 student K-8 charter school, 286 multi-family dwelling units, 412 single-family dwelling units (of which no more may be 184 single-family attached units), and 51 live/work units. The applicant is proposing the following modifications:

- Expand/modify the school approval to increase the total enrollment to 1,810 students, with maximum enrollment by grade levels as follows:
 - Kindergarten through 2nd grades, 600 students;
 - 3rd Grade through 5th grades, 610 students; and,
 - 6th through 8th grades, 600 students.
- Add entitlements for a second child care facility within the project to be located on the school campus, with a maximum of 180 students, for a new total of 280 students allowed within the project.

- Modify traffic circulation within the project during drop-off/pick-up periods to accommodate required queuing and stacking; and,
- Allow for use of excess existing parking spaces and certain other non-excess spaces which may be free during drop-off/pick-up periods to serve as parking for parents walking their child to school, which in turn is being requested as a method of reducing minimum queue requirements for the charter school.

The existing school was approved prior to adoption of the Section 6.03.13 regulations governing private and charter schools, and more modern methods of evaluating school impacts. As such, the applicant was required to provide queuing and circulation plan, as well as parking plans, in order to evaluate whether the school can be accommodated within the existing PD and ensure the schools' transportation impacts are being appropriately managed.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the subject site. Staff prepared the below analysis, comparing trips potentially generated by development under the approved and proposed zoning, utilized a generalized worst-case scenario. Data provided below is based on information from the Institute of Transportation Engineer's Trip Generation Manual, 10th Edition. Data for 24-hour two-way volume (AADT) is based upon ITE LUC 534 (K-8 Private School) due to a lack of AADT data using LUC 537. These rates are in line with rates developed by FDOT during its 2017 Study of 10 area charter schools.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
1,300 Student K-8 (ITE LUC 534/537)	5,343	1,443	182
100 Students Child Care Center (ITE LUC 565)	409	78	79
463 Single-Family Detached and Live/Work Units (ITE LUC 210)	4,259	334	442
286 Multi-Family Dwelling Units (ITE LUC 220)	2,121	129	150
172,000 s.f. Non-Residential Uses (ITE LUC 534/537)	6,493	162	655
Subtotal:	18,625	2,146	1,508

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
600 Student Grades K-2 (ITE LUC 534/537)	2,466	666	84
610 Students Grades 3-5 (ITE LUC 534/537)	2,507	677	85

600 Students Grades 6-8 (ITE LUC 534/537)	2,466	666	84
280 Students in Two Child Care Centers (ITE LUC 565)	1,145	218	221
463 Single-Family Detached and Live/Work Units (ITE LUC 210)	4,259	334	442
286 Multi-Family Dwelling Units (ITE LUC 220)	2,121	129	150
172,000 s.f. Non-Residential Uses (ITE LUC	6,493	162	655
Subtotal:	21,457	2,852	1,721

Difference:

	24 Hour Two- Way Volume	Total Peak Hour Trips	
		AM	PM
	(+) 2,832	(+) 706	(+) 213

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Providence Rd. is a 4-lane, divided, publicly maintained, substandard, collector roadway. The roadway is characterized by 11-foot wide travel lanes in average condition. The roadway lies within a +/- 140-foot wide right-of-way along the project's frontage. There are +/- 5 to 6-foot wide sidewalks along portions of the roadway in the vicinity of the proposed project. There are +/- 5-foot wide bicycle facilities on paved shoulders and +/- 4-foot wide on-street bicycle lanes along portions of the project's frontage and in the vicinity of the proposed project.

Bloomington Ave. is a 4-lane, divided, publicly maintained, substandard, arterial roadway. The roadway is characterized by 11-foot wide travel lanes in average condition. The roadway lies within a variable width right-of-way (between +/- 88 and +/- 97 feet in width) along the project's frontage. There are +/- 4 to 5-foot wide sidewalks along both sides of the roadway in the vicinity of the proposed project. There are no bicycle facilities along the roadway in the vicinity of the proposed project.

Grand Winthrop Ave. is a 2-lane, undivided, privately maintained (along the frontage of the school campus, and publicly maintained continuing east beginning +/- 400 feet east of the school campus), local roadway which runs internal to the PD. The public portions of the roadway lie within a +/- 50-foot wide right-of-way. Other portions of the roadway are not located within a defined right-of-way. The roadway consists of +/- 11-foot wide travel lanes in average condition. There is +/- 5-foot wide sidewalk along both sides of the public portions of the roadway. There are no sidewalks along the privately maintained portions of the roadway. There are no bicycle facilities along any portion of the roadway.

Winthrop Main St., Winthrop Market St. and Winthrop Commerce Ave. are 2-lane, undivided, privately maintained local roadways/driveways which run internal to the PD. The roadways are not located within a defined right-of-way. Other portions of the roadway are not located within a right-of-way. The roadway consists of +/- 11-foot wide travel lanes in average condition. There is on-street parallel parking along portions of the roadways. There are +/- 5 to 6-foot wide sidewalks along portions of both sides of the roadways. There are no bicycle facilities along any portion of the roadways.

Winthrop Town Center Ave. is a 2-lane, undivided, privately maintained driveway. There are no bicycle facilities or sidewalks along Winthrop Town Center Ave.

SITE ACCESS

The Winthrop PD is served by a variety of access connections, including three (3) connections to Providence Rd., three (3) connections to the east-west portion of Watson Rd., ten (10) connections to the north/south portion of Watson Rd., and three (3) connections to Bloomingdale Ave. No changes to site access are being proposed; however, there are changes to internal circulation which will be required during certain times of the day to accommodate charter school queueing as proposed within the Circulation and Queuing plan, discussed further below.

The applicant's transportation analysis indicates that anticipated traffic volumes at four project driveways is anticipated to meet Sec. 6.04.04.D. turn lane warrants whereby a right turn lane is required. The applicant is proposing to construct the following right turn lanes:

1. A northbound to eastbound right turn lane on Providence Rd. onto Grand Winthrop Ave.;
2. A northbound to eastbound right turn lane on Providence Rd. onto Winthrop Market St.; and,
3. An eastbound to southbound right turn lane on Bloomingdale Ave. onto Winthrop Commerce Ave.

Design Exceptions relative to turn lanes provided are discussed hereinbelow.

CIRCULATION AND QUEUING/ WALK-IN PARKING/ EVENT PARKING

The applicant submitted a traffic circulation and queuing plan (Sheet 5 of 6) to illustrate the flow of traffic during Drop-Off and Pick-Up (hereafter referred to as DO/PU) periods for the 1,810 K-8 charter school students. Although the new childcare use student count is included on the sheet, staff notes that these students were excluded from the required queue calculations since the parking lots to access the childcare facility parking is outside the queue areas. The plan also shows the location of staff monitoring and managing traffic flow, and DO/PU of students (both at the vehicular DO/PU point and along the route for those +/- 131 students who are walked in via the special parking area located +/- 800 feet northwest of the school). Other staff positions have been indicated to ensure the queue line does not block those side streets to/from which certain turning movements have not been restricted with cones.

The circulation plan proposed is the most complicated charter school plan proposed to date, and requires careful coordination with parents prior to the start of the school year. In order to balance the number of students arriving at certain entrances, which will help ensure the queue lines remain balanced and moving, the applicant has opted to provide colored vehicle placards to parents, who will then only be permitted to use that corresponding entrance/queue line. Because the site does cannot fully accommodate the Sec. 6.03.13 queuing requirements within the PD, the developer is proposing an alternative queue satisfaction method (i.e. the above and below described special parking area). Parents utilizing this method will be given a different colored placard which permits them to park within this area.

The applicant is also proposing staggered arrival and dismissal times for different grade levels, although to comply with the LDC and protect future flexibility for any needed adjustments to the DO/PU times, the queue must be provided based on the total student count as if all students were arrival at one time, and not

the maximum count for any one arrival cohort. The applicant is proposing grade levels 6-8 arrive at 7:30 a.m. and dismiss at 2:30 p.m., grade levels K-2 arrive at 8:00 a.m. and dismiss at 3:00 p.m., and grade levels 3-5 arrive at 8:30 a.m. and dismiss at 3:30 p.m.

As shown on Sheet 5 of 6, 1,810 students require 11,087 feet of vehicle queueing and stacking pursuant to Sec. 6.03.13 of the LDC. The proposed queueing plan provides only 7,820 feet of queue. In order to satisfy the remaining 3,267 feet of space, the applicant is proposing to use the special parking area for up to 131 vehicles. Each vehicle would otherwise take up 25 feet of space in the queue. Given this, 131 spaces will accommodate up to 3,275 feet of required queue (which exceeds the 3,267 feet of remaining need). These 131 spaces are currently serving the surrounding retail/office/bank development. In order to confirm that these spaces were available, the applicant provided a parking analysis which examines the number of spaces constructed within the project to date, as well examined the number of spaces required to serve development constructed to date, based on the Winthrop Village TND Code, as referenced in existing zoning condition 11, and as governed by the Winthrop TND Regulating Plan (provided by both zoning staff and the developer).

The developer's analysis appears to indicate there are a total of 126 excess parking spaces available for the project as a whole. Furthermore, the Institute of Transportation Engineer's Parking Generation Manual, 5th Edition, indicates that for general office uses the existing parking spaces serving office uses will be between 13% and 88% of capacity during a.m. arrival periods, and between 85 and 95% of capacity during p.m. dismissal periods. Similarly, those spaces in retail use parking are expected to be nearly 0% utilized during the a.m. arrival period and between 76% and 98% of capacity during the p.m. dismissal periods. As such, there is a small percentage of existing spaces which can be "double counted" in light of the fact that they are not needed during certain hours of the day.

The applicant has indicated that they have the ability to modify the existing parking lots and place restrictions on those spaces as may be needed to satisfy LDC requirements regarding shared use easements, and design requirements necessary to facility the safe walking of parents and students through the project from the special parking lot to the school. It should be noted that the applicant has indicated that all parents will be required to walk their child from the special parking area to the school as an additional safety measure. Staff has proposed conditions which will requires a more detailed parking analysis be conducted at the time of site/construction plan review, as well as address these other requirements.

Staff notes that there are challenges with the conversion of this area for the intended use. Issues include:

1. The existing parking lot is currently used by other businesses during a large portion of the day. The applicant will be required to install appropriate signage in order to advise parkers that these spaces are restricted to school use only during certain times of the day, and advise of a towing policy (which will have to be monitored and enforced by the school and master developer).
2. There are portions of the existing walking pathway which do not meet ADA/LDC requirements (example photo shown below, where there is no curb ramp). The applicant will be required to conduct an audit of the entire walking route between the special parking area and school in order to ensure it complies with applicable LDC and ADA requirements.



3. The accessible walking routes from the proposed special parking area to the school must travel through an existing colonnade (see photo below) which does not appear to meet applicable LDC requirements. The applicant will need to conduct a detailed survey of this area to ensure it complies with applicable LDC and ADA requirements by removing columns and/or redesigning the parking lot and drive aisles to ensure a compliance facility is provided.



4. The area where the accessible walking path between the vehicle parking rows (shown below) may not meet width requirements, and also contain trees and lighting structures. In order to ensure a walking route with a minimum width of 5-feet, it will be necessary to relocate these items. This will likely cause a reduction in the number of parking spaces which can be provided. As such, staff has conditioned the zoning accordingly so that the maximum student county is contingent upon provision of all 131 spaces (with a reduction of 4 students per each space not able to be provided which meets the required standards).



Staff has proposed conditions which will requires a more detailed parking analysis be conducted at the time of site/construction plan review, as well as address these and other requirements.

REQUESTED DESIGN EXCEPTION #1 – TURN LANE LENGTH

The applicant's transportation analysis indicated that an eastbound to southbound right turn lane on Bloomindale Ave. onto Winthrop Commerce Ave. is warranted. Pursuant to the Hillsborough County Transportation Technical Manual (TTM) and applicant's analysis, a turn lane length of 185 feet is required. The applicant states that due to right-of-way constraints and utility conflicts, only 50 feet can be constructed.

In accordance with Sec. 1.7.2. and other applicable sections of the TTM, the applicant submitted a Design Exception request (dated October 24, 2022) from the turn lane length requirements. For reasons explained in the Design Exception, the County Engineer found the request approvable (on November 7, 2022). If MM 22-1112 is approved by the Hillsborough County Board of County Commissioners, the County Engineer will approve the Design Exception.

REQUESTED DESIGN EXCEPTION #2 – SUBSTANDARD RD. – BLOOMINGDALE AVE.

Given that Bloomindale Ave. is a substandard arterial roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated October 24, 2022) for Bloomindale Ave. to determine the specific improvements that would be required by the County Engineer. Based on factors presented within the Design Exception request, the County Engineer found the Roadway Design Exception approvable (on November 7, 2022). The deviations from the TS-6 Typical Section (4-Lane, Divided, Urban Collectors) include:

1. The developer shall be permitted to utilize the existing lanes, consisting of 14-foot wide outside lanes, 10-foot wide inside lanes, and the 13-foot wide two-way left turn lane in lieu of the 11-foot wide lanes typically required pursuant to TS-6 of the Hillsborough County Transportation Technical Manual (TTM); and,
2. TS-6 requires 7-foot wide buffered bicycle lanes. The developer shall be permitted to eliminate the required bicycle facilities, and is instead proposing to widen the existing 4-foot wide sidewalks between Providence Rd. and the eastern project boundary to 6-feet in width (with less width required in certain areas where not feasible due to right-of-way constraints or utility conflicts, as determined by County staff).

If MM 22-1112 is approved by the Hillsborough County Board of County Commissioners, the County Engineer will approve the Design Exception.

REQUESTED DESIGN EXCEPTION #3 – SUBSTANDARD RD. – PROVIDENCE RD.

Given that Providence Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated October 24, 2022) for Providence Rd. to determine the specific improvements that would be required by the County Engineer. Based on factors presented within the Design Exception request, the County Engineer found the Roadway Design Exception approvable (on November 7, 2022). The deviations from the TS-6 Typical Section (4-Lane, Divided, Urban Collectors) include:

1. TS-6 requires 7-foot wide buffered bicycle lanes. The developer shall be permitted to eliminate the required bicycle facilities, and is instead proposing to widen the existing sidewalk on the west side of Providence Rd. (the opposite site from the proposed project), between Bloomindale Ave. and the first retail driveway to its south, to a width of 10-feet.

If MM 22-1112 is approved by the Hillsborough County Board of County Commissioners, the County Engineer will approve the Design Exception.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Bloomington Ave.	Gornto Lake Rd.	Kings Ave.	D	F
Providence Rd.	Riverview Dr.	Bloomington Ave.	D	C

Source: Hillsborough County 2020 Level of Service Report

Ratliff, James

From: Williams, Michael
Sent: Monday, November 7, 2022 9:55 AM
To: Steven Henry
Cc: wmolloy@mjlw.us; Heinrich, Michelle; Tirado, Sheida; Ratliff, James; PW-CEIntake; Morales, Cintia
Subject: FW: MM 22-1112 Design Exceptions Review
Attachments: 22-1112 DEAddInf 10-24-22_1.pdf; 22-1112 DEAddInf 10-24-22_2.pdf; 22-1112 DEAddInf 10-24-22_3.pdf

Importance: High

Steve,

I have found the attached Design Exceptions (DE) for PD 22-1112 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Cintia Morales (moralescs@hillsboroughcounty.org or 813-307-1709) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HillsboroughCounty.org
W: HCFLGov.net

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

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From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Wednesday, November 2, 2022 11:15 AM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: Morales, Cintia <MoralesCS@hillsboroughcounty.org>
Subject: MM 22-1112 Design Exceptions Review
Importance: High

Hello Mike,

The attached Design Exceptions are approvable to me. Please include the following people in your response email:

wmolloy@mjlaw.us
shenry@lincks.com
heinrichm@hillsboroughcounty.org
ratliffja@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE *(she/her/hers)*
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

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LINCKS & ASSOCIATES, INC.

October 24, 2022

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

Re: Winthrop Charter School
MM 22-1112
Lincks Project No. 21041
Folio(s) 74147.0000
74147.0031
74147.0525

The purpose of this letter is to request a Design Exception per Section 1.7 to Section 5.6 of the Hillsborough County Transportation Technical Manual for the length of the right turn lane for the access to Bloomingdale Avenue for the above referenced project. The existing Winthrop Charter School proposes an expansion of the school from 1,332 students to 1,810 students and a 180 student Day Care. The school is within the existing Winthrop Development that has access to Providence Road, Bloomingdale Avenue and Watson Road. In conjunction with the expansion of the school, right turn lanes are proposed to be added at the following locations:

- Providence Road and Grand Winthrop Avenue – Northbound right turn lane
- Providence Road and Winthrop Market Street – Northbound right turn lane
- Bloomingdale Avenue and Winthrop Commerce Avenue - Eastbound right turn lane

According to the Hillsborough County Roadways Functional Classification Map, Bloomingdale Avenue is classified as an arterial roadway. The subject site is within the Hillsborough County Urban Service Area.

Lincks & Associates, Inc. has conducted an Access Management Analysis for the project. A copy of the relevant pages is included in the appendix of this letter. Based on the results of this analysis, an eastbound right turn lane is warranted at the intersection of Bloomingdale Avenue and Winthrop Commerce Avenue. The required length is 185 feet. Due to right of way constraints and utility conflicts, a 50 foot eastbound right turn lane is proposed.

The justification of the Design Exception is as follows:

1. The subject access to Bloomingdale Avenue is an existing access for the overall Winthrop Development.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
8133 287 0674 Telefax
www.Lincks.com Website

22-1112

Mr. Michael Williams
October 24, 2022
Page 2

2. There is not sufficient right of way to extend this turn lane. Figure 1 illustrates the existing right of way at the subject access versus what is required for the extension of the right turn lane beyond the 50 feet. As shown, there is approximately 10 feet from the existing edge of pavement of Bloomingdale Avenue to the southern right of way line. In order to provide the right turn lane, approximately 11 feet of additional right of way would be required. The additional 11 feet consists of buffering, landscaping and parking. The developer does not have the ability to eliminate the impacted parking due to existing leases and ownership.
3. There are major utility conflicts with extending the turn lane. Pictures of the utility conflicts are included in the Appendix.

Please do not hesitate to contact us if you have any questions or require any additional information.

Mr. Michael Williams
October 24, 2022
Page 3

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555

A handwritten signature in blue ink, with the date "10/24/22" written below it. The signature is stylized and appears to be "S. J. Henry".

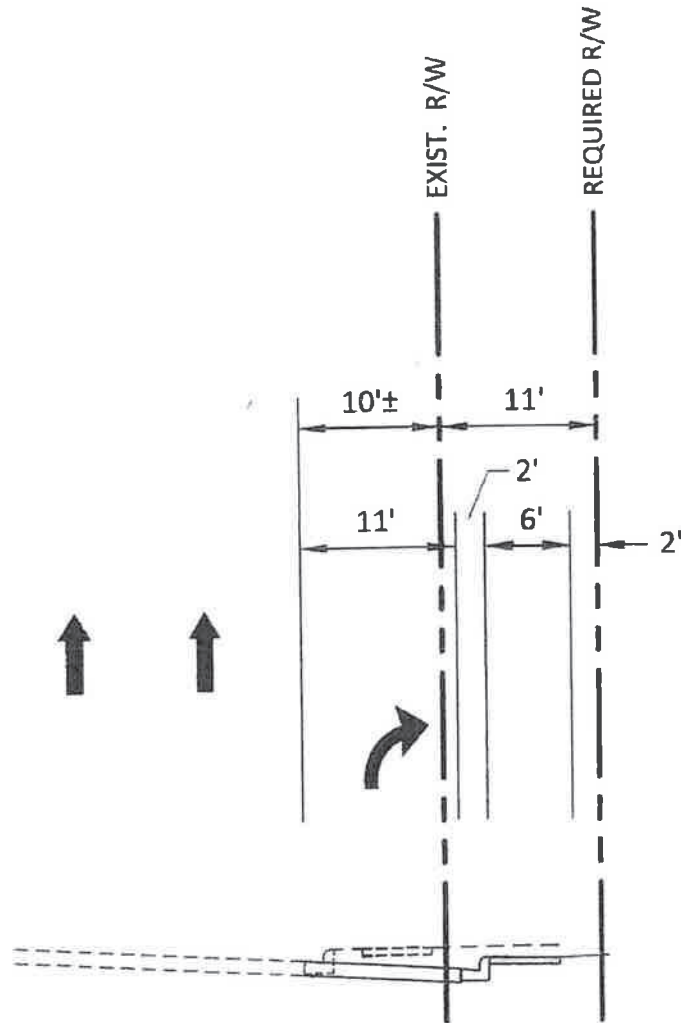
Based on the information provided by the applicant, this request is:

_____ Disapproved
_____ Approved
_____ Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E.

Sincerely,

Michael J. Williams
Hillsborough County Engineer



BLOOMINGDALE AVENUE RIGHT TURN LANE

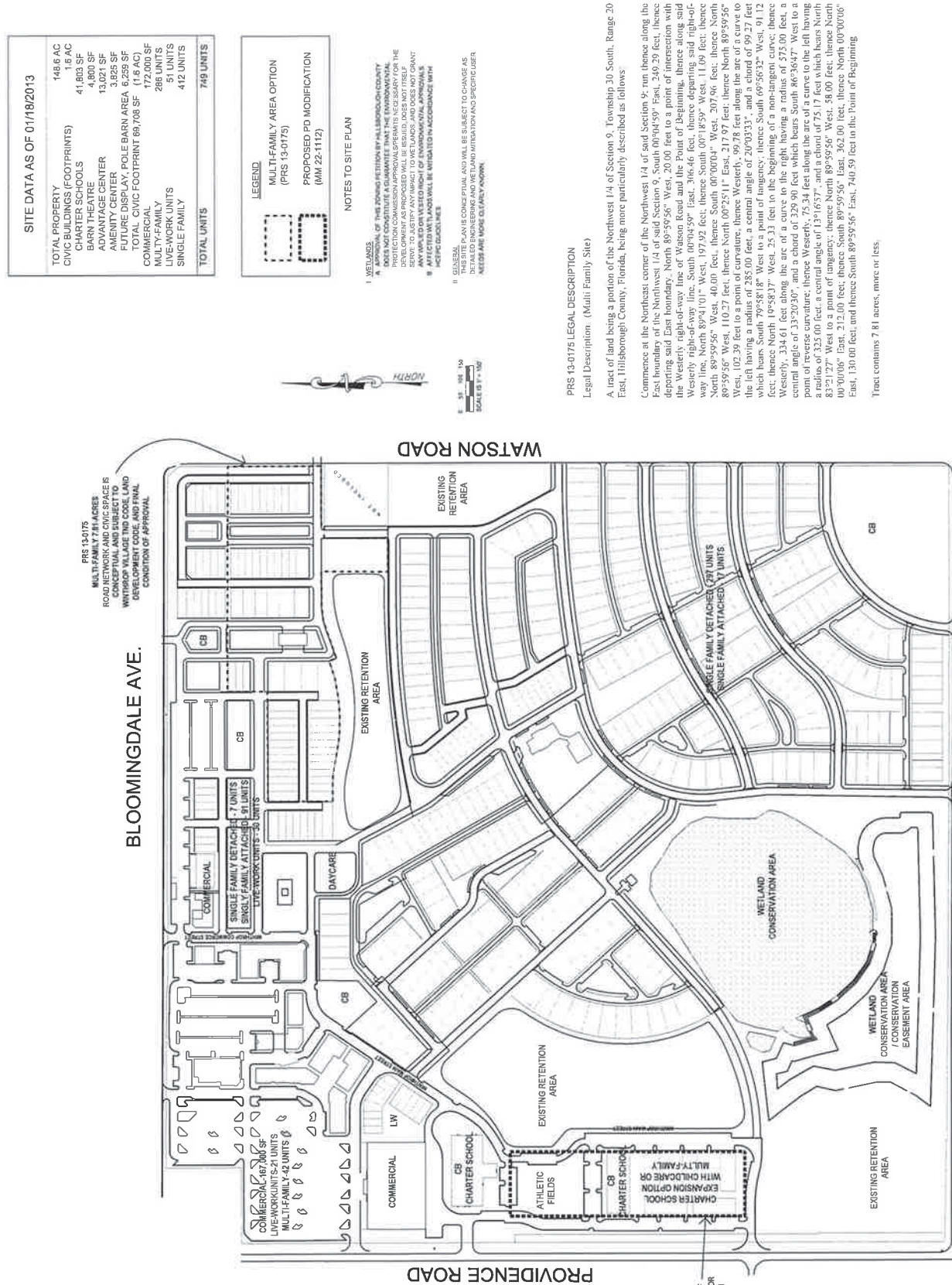
FIGURE 1

APPENDIX



PD PLAN







LEGEND

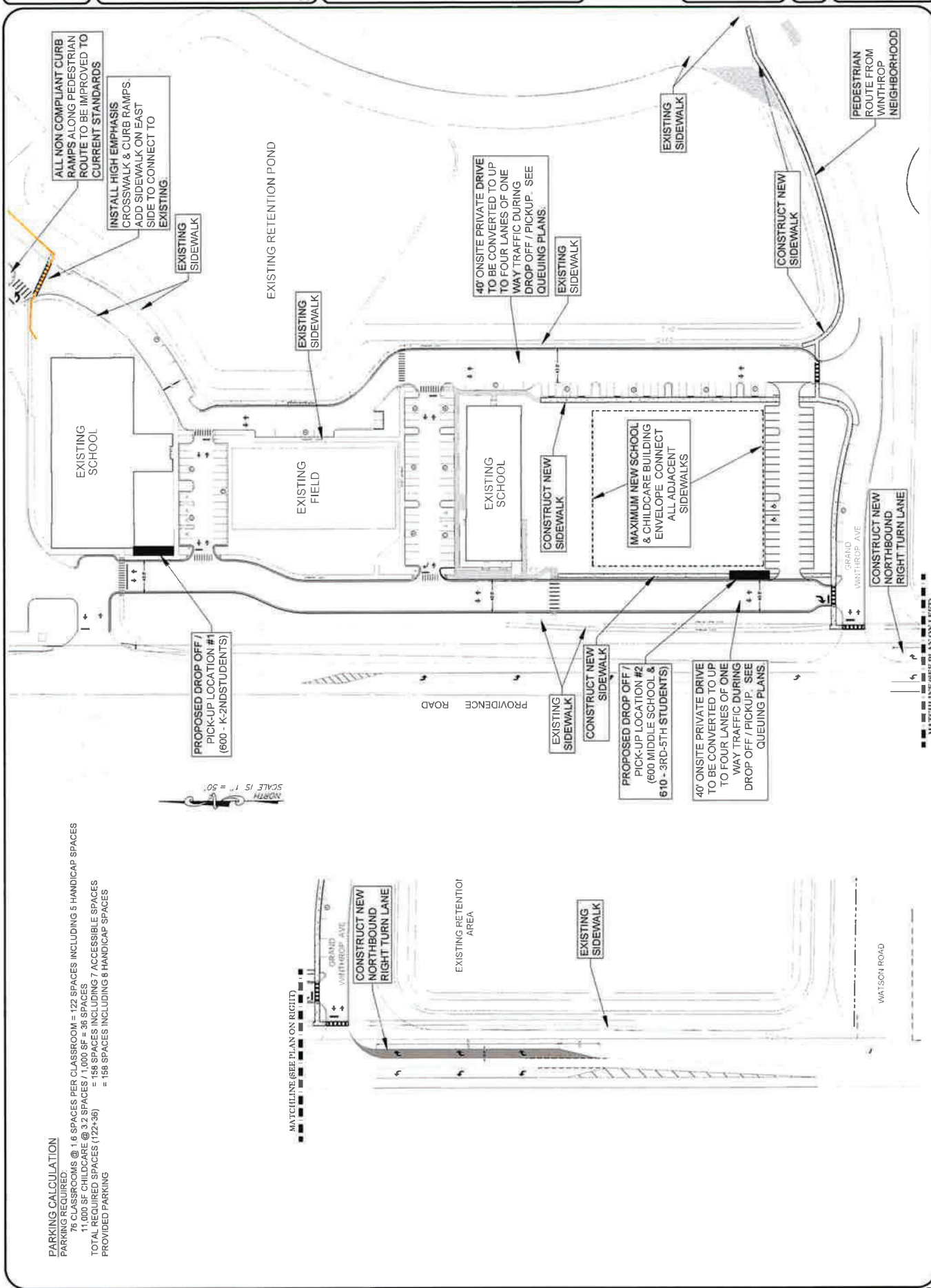
**PROPOSED MAJOR MODIFICATION
(22-1112)**

GENERAL
THE SITE IS A CONCEPTUAL AND WILL BE SUBJECT TO CHANGE AS
FURTHER SURVEYING, INVESTIGATION AND SPECIFIC USER
NEEDS ARE MORE CLEARLY KNOWN

A tract of land being a portion of the Northwest 1/4 of Section 9, Township 30 South, Range 20 East, Hillsborough County, Florida, being more particularly described as follows:

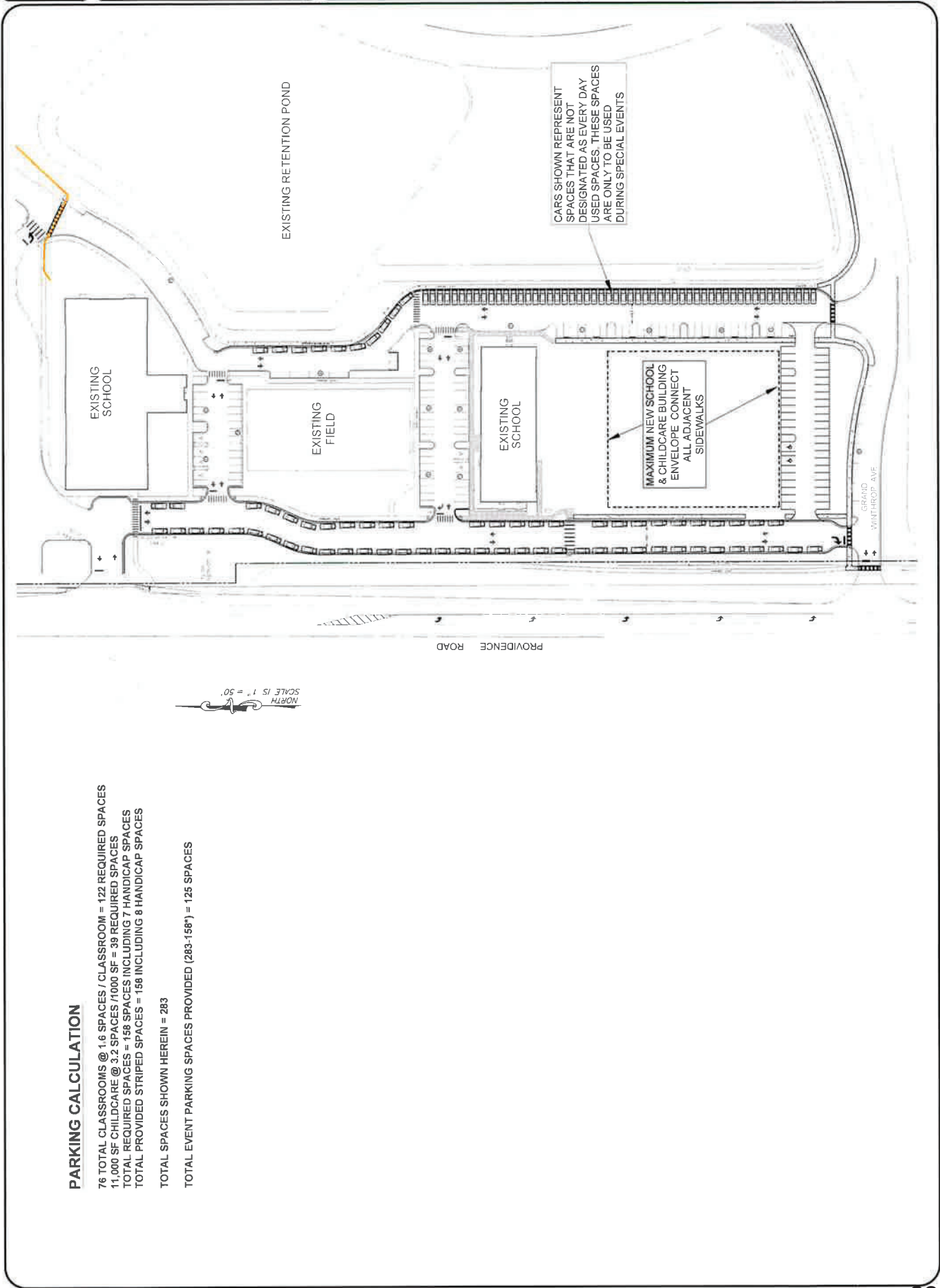
Commence at the Northeast corner of the Northwest 1/4 of said Section 9; run thence along the East boundary of the Northwest 1/4 of said Section 9, West 00°04'49" West, 249.20 feet; thence departing said East boundary, North 89°59'56" West, 20.00 feet to a point of intersection with the Westley right-of-way line of Watson Road and the Point of Beginning; thence departing said Westley right-of-way line of Watson Road East, 306.46 feet; thence departing said right-of-way line, North 89°24'11" West, 197.92 feet; thence South 00°18'59" West, 1.169 feet; thence North 89°39'56" West, 40.00 feet; thence South 00°00'04" West, 207.96 feet; thence North 89°59'56" West, 110.27 feet; thence North 00°25'11" West, 197.37 feet; thence North 89°59'56" West, 102.39 feet to a point of survey; thence West, 99.78 feet along the arc of a curve to the left having a radius of 285.00 feet, a central angle of 20°03'33", and a chord of 99.27 feet; thence which bears South 79°58'18" West to a point of tangency; thence South 69°53'52" West, 91.12 feet; thence North 19°58'37" West, 25.33 feet to the beginning of a non-tangent curve; thence West, 334.61 feet along the arc of a curve to the left having a radius of 575.00 feet, a central angle of 33°20'30", and a chord of 329.90 feet; thence which bears South 86°36'47" West to a point of reverse curvature; thence West, 75.34 feet along the arc of a curve to the left having a radius of 325.00 feet, a central angle of 13°16'57", and a chord of 75.17 feet which bears North 83°12'12" West, to a point of tangency; thence North 89°59'56" West, 58.00 feet; thence North 00°00'06" West, 212.00 feet; thence South 89°59'56" West, 362.00 feet; thence North 00°00'06" West, 130.00 feet; and thence South 89°59'56" East, 740.50 feet to the Point of Beginning.

Tract contains 7.81 acres, more or less.





Revisions 03/27/22 NC PERMITS 04/07/22 NC PERMITS 05/07/22 NC PERMITS 09/02/22 NC PERMITS	Brad Design & Engineering, Inc. 708 Lithia Pinecrest Road, Suite 101, Brandon, FL 33511 Ph (813) 689-7002 Fax (813) 684-1691 P.O. Box 2638 Brandon, FL 33509 Phone: (813) 683-3480	Winthrop Charter School Project Name	BD & E	WEST PARKING PLAN	SHEET 6 OF 6
--	---	--	-------------------	-------------------	-------------------------------------



PARKING CALCULATION

76 TOTAL CLASSROOMS @ 1.6 SPACES / CLASSROOM = 122 REQUIRED SPACES
 11,000 SF CHILDCARE @ 3.2 SPACES / 1000 SF = 39 REQUIRED SPACES
 TOTAL REQUIRED SPACES = 158 SPACES INCLUDING 7 HANDICAP SPACES
 TOTAL PROVIDED STRIPED SPACES = 156 INCLUDING 8 HANDICAP SPACES
 TOTAL SPACES SHOWN HEREIN = 283
 TOTAL EVENT PARKING SPACES PROVIDED (283-158) = 125 SPACES

ACCESS MANAGEMENT ANALYSIS



ACCESS MANAGEMENT ANALYSIS

WINTHROP CHARTER SCHOOL

Prepared For

LANDSIDE INVESTMENTS, LLC

Prepared By



LINCKS & ASSOCIATES, INC.
Engineers – Planners
Tampa, Florida

ACCESS MANAGEMENT ANALYSIS

WINTHROP CHARTER SCHOOL

Prepared For

LANDSIDE INVESTMENTS, LLC

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

Revised February, 2022
September, 2021

Project No. 21041

Steven J. Henry, P.E.
P.E. No. 51555

Date



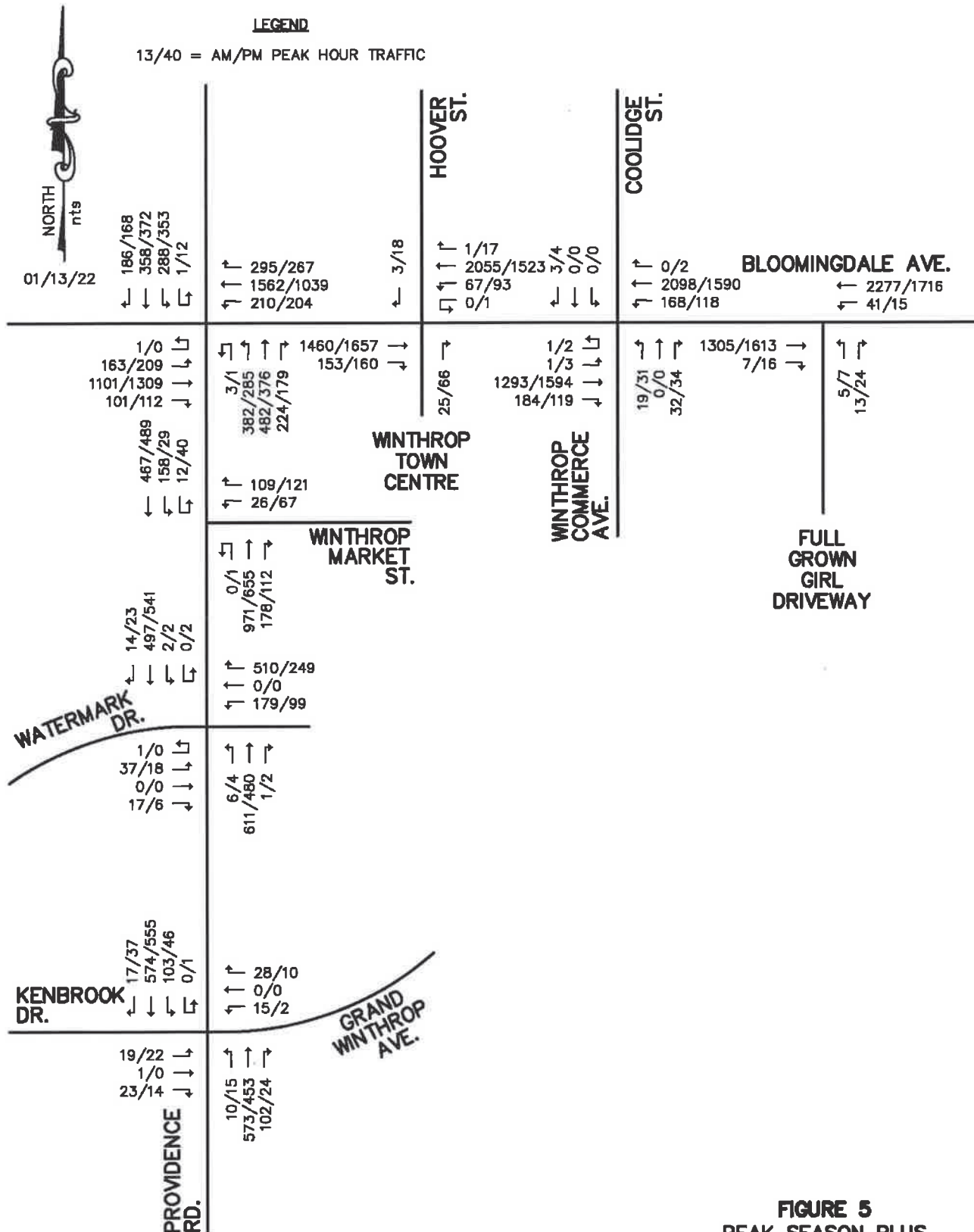


FIGURE 5
PEAK SEASON PLUS
PROJECT TRAFFIC



TABLE 6

ACCESS RECOMMENDATIONS

<u>Intersection</u>	<u>Movement</u>	<u>Volume (1)</u>	<u>Turn Lane Warranted (2)</u>	<u>Queue Length (3)</u>	<u>Deceleration Length (4)</u>	<u>Total Length Required</u>	<u>Existing Length</u>	<u>Recommended Length</u>
Providence Rd and Grand Winthrop Ave	NBR	102/24	Proposed	50'	185'	235'	-	235'
	SBL	103/47	Existing	100'	185'	285'	600'	600'
Providence Rd and Winthrop Market St	NBR	178/112	Yes	50'	185'	235'	-	185'
	SBL	170/69	Existing	150'	185'	335'	195'	195'
Bloomingdale Ave and Winthrop Town Centre	EBR	153/160	Yes	-	-	-	-	-
	WBL	67/94	Existing	(6)	-	-	-	-
Bloomingdale Ave and Winthrop Commerce Ave	EBR	184/119	Yes	(5)	-	-	-	50' ±
	WBL	168/118	Existing	(6)	-	-	-	-
Bloomingdale Ave and Full Grown Girl Drwy	EBR	7/16	No	-	-	-	-	-
	WBL	41/15	Existing	(6)	-	-	-	-

(1) See Figure 5, Peak Season plus Project Traffic, of this report.

(2) Based on Section 6.04.04 of Hillsborough County Land Development Code.

(3) Queue length calculation:

Providence Rd and Grand Winthrop Rd

SBL: $103/30 \times 25 = 86'$ Use 100'

Providence Rd and Winthrop Market St

SBL: $170/30 \times 25 = 142'$ Use 150'

(4) Based on FDOT Design Manual Exhibit 212-1 and the following posted speed limits:

Providence Rd - 45 MPH

Bloomingdale Ave - 45 MPH

(5) Not feasible due to right of way constraints and utility impacts.

(6) Existing two way left turn lane.



HILLSBOROUGH COUNTY LAND DEVELOPMENT
TRANSPORTATION TECHNICAL MANUAL



Public Works Department



Hillsborough
County Florida

Transportation Technical Manual for Subdivision and Site Development Projects

October 2021



5.3 MINIMUM RETURN RADII REQUIREMENTS

Minimum return radii are largely dependent upon the design vehicle. The designer must verify and confirm the turning movement of the design vehicle in consideration for the intersection that is being designed. Additionally, it is recommended that street corner radii in residential areas be reduced to minimize speeds and create a safe and walkable environment for pedestrians. Verify selected design vehicle can negotiate turning movement without encroachment onto adjacent curbs and sidewalks. Encroachment into adjacent lanes may be permissible on low-volume roads.

Table 5-1: Minimum Return Radii

Type of Development	Type of Design Vehicle	Roadway Classification	Minimum Radius
Residential	P, SU	Local Road	25'
	P, SU	Collector Road	35'
	P, SU, WB-40, WB-50	Arterial Road	50'
Commercial	P, SU, WB-40, WB-50	Local Road	35'
	P, SU, WB-40, WB-50	Collector Road	50'
	P, SU, WB-40, WB-50	Arterial Road	50'

5.4 CONTROL RADII

The control radii requirements for minimum turning paths at intersections must be determined using Table 3-13 of the FDOT Florida Intersection Design Guide.

5.5 INTERSECTION SIGHT DISTANCE REQUIREMENTS

The minimum required sight distance requirements at intersections for various design speeds and vehicles must be determined using Chapter 210 of the FDOT Design Manual and Figures 3-3 and 3-4 of the Florida Greenbook. The more stringent design standard must be used to determine the sight distance at intersections.

5.6 AUXILIARY LANES

Auxiliary lanes must be provided at subdivisions and commercial sites when warranted in accordance with the LDC. The criteria for the minimum length of auxiliary lanes and tapers at intersections must be determined by criteria in Chapter 212 of the FDOT Design Manual. Queue lengths for required turn lanes must, at a minimum, be equal to the value required by the analysis outputs. Notwithstanding the forgoing, turn lanes are to be sized as depicted in Table 5-2 below:

Table 5-2: Minimum Queue Lengths*

Turn Lane Type	Project Location	
	Within Urban Service Area	Within Rural Service Area
Left	100	50
Right	50	50
Freeflow Right	0	0

*Unless otherwise required by analysis

HILLSBOROUGH COUNTY LAND DEVELOPMENT
TRANSPORTATION TECHNICAL MANUAL



the developer shall design and build the appropriate cross-access to the property line of the adjacent parcel.

- b. If the adjacent site is developed but, in the opinion of Hillsborough County, cross-access is not feasible at this time, the developer shall design and designate on the site plan the location of future cross access, but will not be required to construct the cross-access at the time of initial site development. The owner shall commit, in writing, to construct and allow cross-access at such time as Hillsborough County determines that cross-access is feasible and desirable.
- c. If the adjacent site is undeveloped, the developer shall design and build the cross-access to the property line of the adjacent parcel in anticipation of future connection when that site is developed.
- d. The minimum width of a vehicular cross-access shall be 24 feet. The minimum width of a pedestrian cross-access shall be five feet.

R. Corner Clearance

Corner clearances for all connections shall meet or exceed the minimum connection spacing requirements of 6.04.07 of this division except as provided below:

- 1. Type I. The minimum corner clearance for a Type I connection shall be ten feet.
- 2. All Other Types. Isolated Corner Property—A single connection (on each frontage) may be placed closer to the intersection if, due to property size, the applicable minimum spacing standards in Table I cannot be met, and where joint access which meets or exceeds the applicable connection spacing cannot be obtained with a neighboring property or, it is determined by the County that joint access is not feasible based on conflicting land uses or conflicting traffic volumes/characteristics, then the minimum corner clearance given in 6.04.08 can be used. Such properties, for the purpose of this document will be called "isolated corner properties".
- 3. In cases where connections are permitted under this criteria, the permit will contain the following conditions:
 - a. There will be no more than one connection per frontage.
 - b. When joint or alternative access which meets or exceeds the applicable minimum connection spacing becomes available, the permittee will close the permitted connection, unless the permittee shows that such closure is not feasible because of conflicting land use or conflicting traffic volumes/characteristics or existing structures which preclude a change in the existing connection.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 01-30, § 2, 11-15-01; Ord. No. 02-13, § 2, 8-1-02; Ord. No. 09-62, Item B, 10-26-09, eff. 2-1-2010; Ord. No. 20-17, § 2(Exh. A), 9-24-20, eff. 10-2-20)

Sec. 6.04.04. - Design Standards

A. Driveway Width/Length

Driveways provide the physical transition between a site and the abutting roadway. Driveways should be located and designed to minimize impacts on traffic while providing safe entry and exit from the development served. The location and design of the connection must take into account characteristics of the roadway, the site, and the potential users.

The actual width and length of driveways shall be subject to internal and external traffic flow considerations. The driveway width considerations include, but are not limited to the number of lanes, the driveway geometrics, internal obstructions, traffic safety, etc. The length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. The driveway length therefore, will be subject to the anticipated required stacking length of entering and exiting vehicle during the peak period.

1. For driveways that will be signalized, driveway length should be determined by a traffic study of expected traffic and queues. An important measurement in determining the driveway length is the outbound queue.
2. For unsignalized driveways, the following minimum lengths will be used:

Land Use	Driveway Length (In Feet)
Any major entrance with 4 or more total lanes in the in the driveway. Typically malls, and "Super" retail centers	300 or greater, based on traffic study
Regional Shopping Centers (over 150,000 sq. ft.)	250
Community Shopping Center (100-150,000 sq. ft.) (Supermarket, drug store, etc.)	150
Small Strip Shopping Center	50
Smaller Commercial Development (convenience store with gas pumps)	30

3. For residential developments, the maximum length shall be:

Land Use	Driveway Length (In Feet)
Residential Developments	250

B. Driveway Grades

1. Driveway grades shall conform to the requirements of FDOT Roadway and Traffic Design Standard Indices, I, edition.
2. For driveways with high volumes and where curve radii turnouts would be a prime benefit to traffic movements, the following factors should be considered:
 - a. It is desirable to have driveway slope upward from gutter line without any vertical curve. The upward slope with curbs will allow better control of drainage.
 - b. It is desirable to have a relatively flat area adjacent to the roadway, where vehicles may turn off without an immediate climbing or descending need. Then exiting vehicles may wait to enter traffic flow at approximately roadway level.
 - c. Within the limits of curve radii, no drop curb shall be allowed except as required for curb cut ramps.

C. Traffic Control Devices

1. The installation of signs and pavement markings at private roadways and residential or commercial driveways, and the installation of traffic signals at high-volume commercial Type III driveways may be required in order to provide for safe and efficient movement of traffic. All traffic control devices shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the current County standards and specifications and shall be approved by the County Public Works Department, Traffic Section.
2. The approval to install traffic signals shall be based on a traffic engineering study which addresses the warrants, the design, and the operation of the signals. The study and design shall be approved by the County Public Works Department, Traffic Section and FDOT, if on the State Highway System. The responsibility for the engineering study shall rest with the permittee. If a traffic signal is installed, all signal elements and appropriate portions of the access approach to assure efficient signal operation, shall be on public right-of-way or on easements granted to the public.
3. Any required traffic control devices, including signs, signals or pavement markings shall be installed by the permittee. The permittee shall be responsible for all purchase and installation costs involved.

D. Auxiliary Lanes

Auxiliary Lanes refer to left-turn, right-turn, acceleration, deceleration, and storage lanes. Developments which generate AM or PM Peak Hour Traffic which exceeds the following thresholds shall provide the following site related acceleration, deceleration, and storage lanes:

1. If more than 20 left turning vehicles per hour on a two-lane arterial or collector roadway, then left turn lanes are warranted,
2. If more than 50 right turning vehicles per hour on a two-lane arterial or collector roadway, then right turn lanes are warranted,
3. If more than 40 right turning vehicles per hour, on a four-lane rural roadway, then a right turn lane is warranted,
4. If more than 80 right turning vehicles per hour, on a four-lane urban roadway, then a right turn lane is warranted,
5. If more than 60 right turning vehicles per hour, on a six-lane rural roadway, then a right turn lane is warranted,

6. If more than 100 right turning vehicles per hour, on a six-lane urban roadway, then a right turn lane is warranted,
7. On multi-lane roadways, left turn lanes shall be constructed when there are more than 20 left turning vehicles.

(Ord. No. 00-38, § 2, 11-2-00; Ord. No. 05-22, § 2, 11-17-05; Ord. No. 07-18, § 2, 7-19-07, eff. 10-1-07)

Sec. 6.04.05. - Access Pavement Requirements

A. Type I

1. Rural Section—Driveway does not need to be paved except for a four-foot paved transition extending from the edge of the roadway towards the site. The purpose of the paved transition is to protect the edge of pavement of the public roadway from damage and deterioration. This requirement does not apply when the public roadway has a four-foot (or wider) paved shoulder.
2. Urban Section—Driveway shall be paved to the right-of-way line or to the back of sidewalk, whichever is less.

B. Type II

1. Urban Section. These accesses shall be paved to the right-of-way line or to the back of sidewalk, whichever is distance is less.
2. Rural Section. These accesses shall be paved to the right-of-way line.

C. Type III

Rural and Urban Sections. These accesses shall be paved to the right-of-way line.

D. Surfacing Requirements

The pavement should be structurally adequate to meet the expected traffic loads an shall not be less than the requirements contained in the Hillsborough County Transportation Technical Manual, latest edition.

Sec. 6.04.06. - Maintenance Responsibilities

A. Introduction

The purpose of this section is to identify the various responsibilities relative to maintenance of access points. The occupant and the owner of the property services by the access shall be responsible for meeting the terms and conditions of the permit, if any.

B. Maintenance Responsibility by Jurisdiction

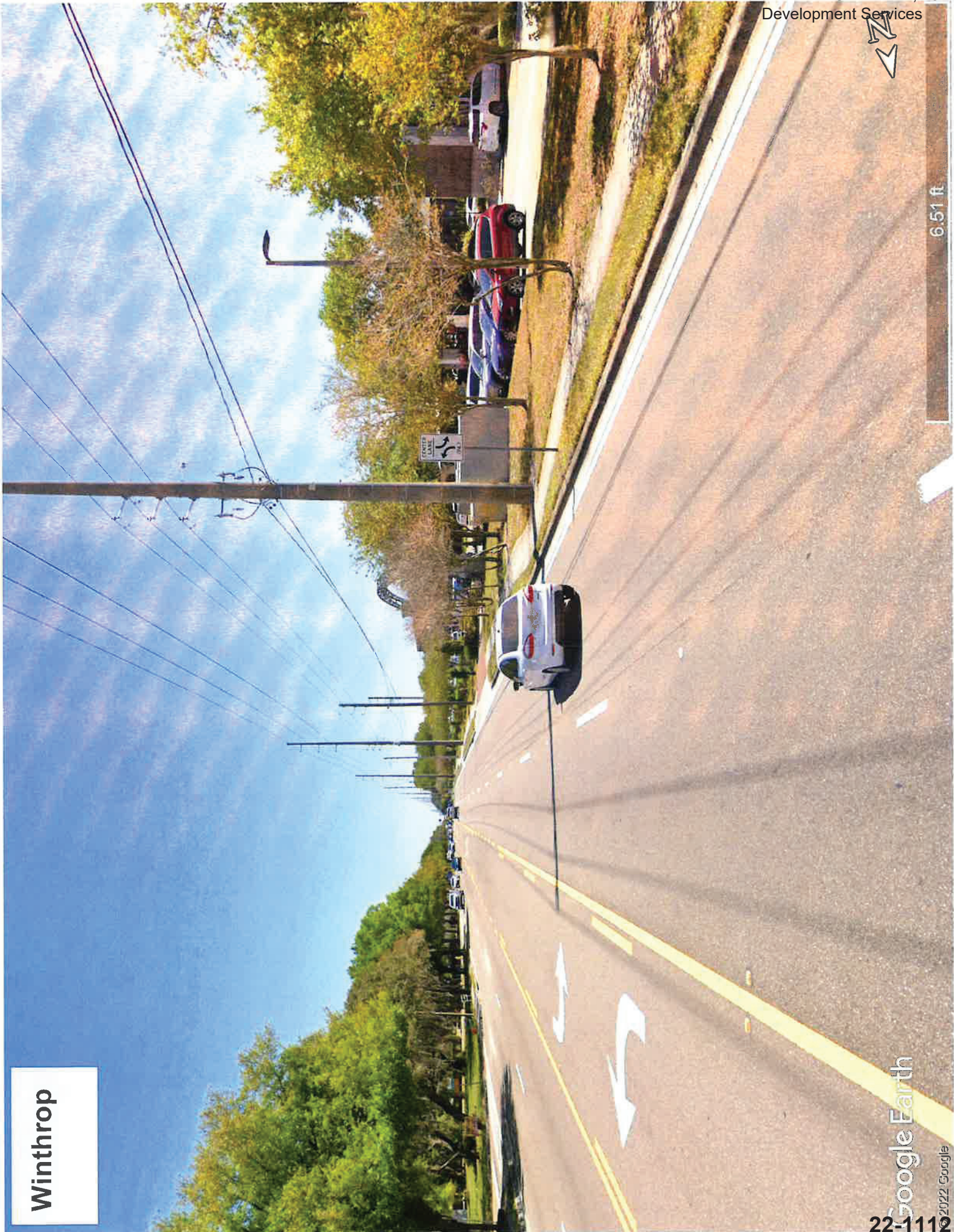
1. State Highway System. For those connections onto the State Highway System, the Florida Department of Transportation will normally maintain the connection surface, sidewalks, and all drainage facilities within the right-of-way.
2. County Roadway System. For the connections onto the County Roadway System, within the unincorporated portion of the County, the County Public Works Department will maintain the first four feet, nearest the edge of pavement, of the connection. In addition, the Department will maintain drainage structures within the right-of-way which accommodates roadway drainage.

UTILITY CONFLICTS





6.51 ft



Winthrop

Google Earth

© 2022 Google

22-1112



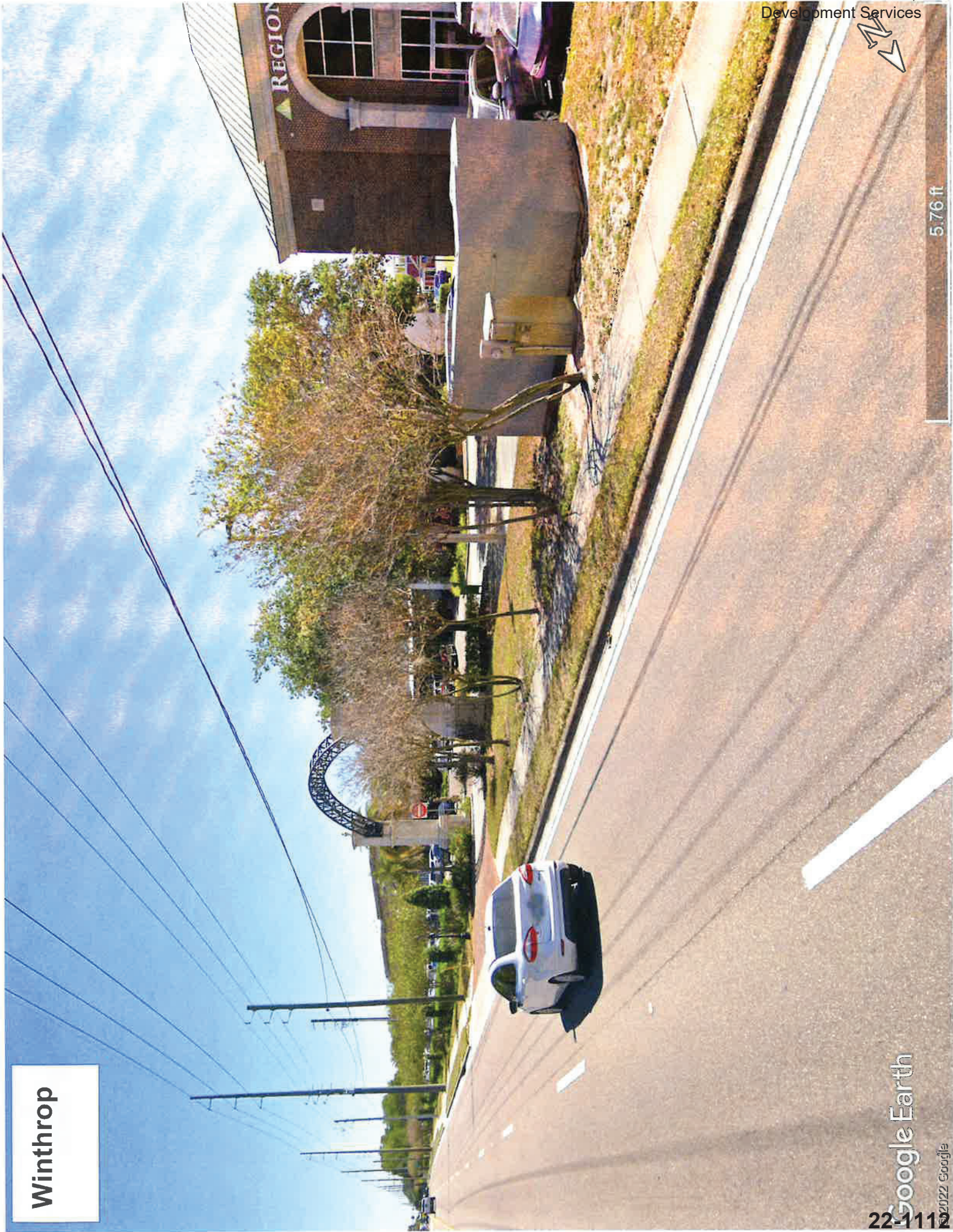
5.76 ft

Google Earth

© 2022 Google

22-1112

Winthrop





LINCKS & ASSOCIATES, INC.

October 24, 2022

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

Re: Winthrop Charter School
MM 22-1112
Lincks Project No. 21041
Folio(s) 74147.0000
74147.0031
74147.0525

The purpose of this letter is to request a Design Exception per Section 1.7 of the Hillsborough County Transportation Technical Manual to meet the Land Development Code Section 6.04.03L for Bloomingdale Avenue along the project frontage. The existing Winthrop Charter School proposes an expansion of the school from 1,332 students to 1,810 students and a 180 student Day Care. The school is within the existing Winthrop Development that has access to Providence Road, Bloomingdale Avenue and Watson Road. In conjunction with the expansion of the school, right turn lanes are proposed to be added at the following locations:

- Providence Road and Grand Winthrop Avenue – Northbound right turn lane
- Providence Road and Winthrop Market Street – Northbound right turn lane
- Bloomingdale Avenue and Winthrop Commerce Avenue - Eastbound right turn lane

According to the Hillsborough County Roadways Functional Classification Map, Bloomingdale Avenue is classified as an arterial roadway. The subject site is within the Hillsborough County Urban Service Area.

The request is for a Design Exception to TS-6 of the Hillsborough County Transportation Technical Manual for Bloomingdale Avenue, which is currently a five (5) lane roadway. The following exceptions are requested to accommodate the proposed project.

- 1) Lane Width – TS-6 has 11 foot lanes. The existing roadway has 14 feet outside lanes and 10 feet inside lanes adjacent to the two-way left turn lane which is 13 feet. This was the standard at the time of construction of Bloomingdale Avenue.

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

22-1112

Mr. Michael Williams
October 24, 2022
Page 2

- 2) Bike Lane – TS-6 has 7 foot buffered bike lanes. The existing road does not have bike lanes.
- 3) Sidewalk – TS-6 has 5 foot sidewalks on both sides of the roadway. There are currently 4 feet sidewalk on both sides of Bloomingdale Avenue.

To mitigate the impact of the project, the developer proposes the following:

1. The developer will widen the sidewalk on the south side of Bloomingdale Avenue from Providence Road along the property frontage to 6 feet. There may be limited deviations to the 6 feet sidewalk where not feasible due to right of way constraints or utility conflicts as determined by County staff. Figure 1 illustrates the limits of the improvements which is approximately 1,895 feet.

Based on the above, it is our opinion, the proposed improvements to Bloomingdale Avenue mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

Mr. Michael Williams
October 24, 2022
Page 3

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

10/24/22

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

_____ **Disapproved**
_____ **Approved**
_____ **Approved with Conditions**

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E.

Sincerely,

**Michael J. Williams
Hillsborough County Engineer**

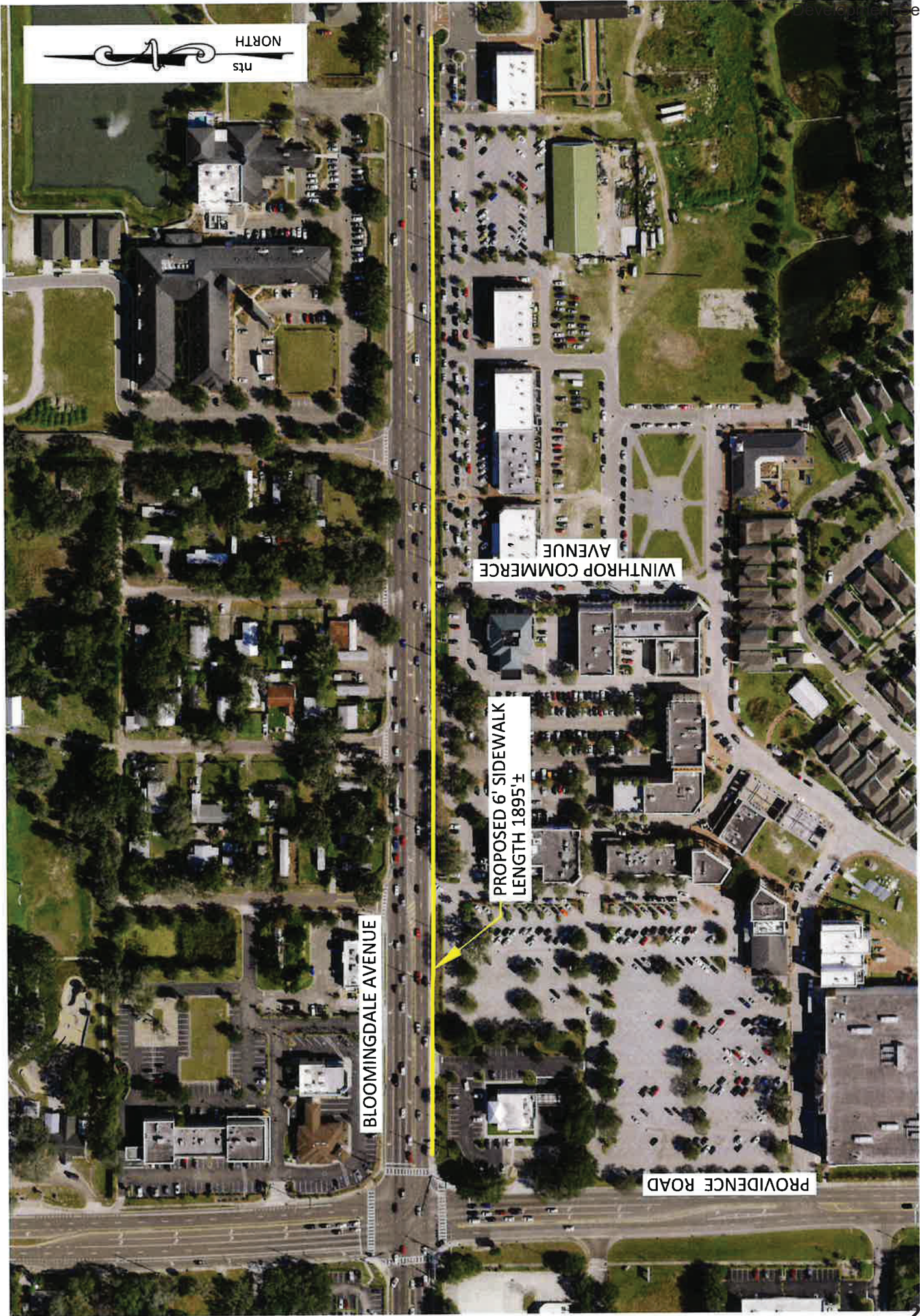


FIGURE 1
PROPOSED IMPROVEMENTS

APPENDIX



PD PLAN



Revisions
11.3.21 Per Comments
12.14.21 Per Comments
04.06.22 Per Comments
06.01.22 Per Comments
09.26.22 Per Comments

Landside Investments, LLC
P.O. Box 2638
Brandon, FL 33509

Brad Design & Engineering, Inc.
Brandon, FL 33509

WINTHROP

BD & E

PLANNED DEVELOPMENT PLAN
SHEET 1 OF 6

SITE DATA AS OF 01/18/2013	
TOTAL PROPERTY	148.6 AC
CIVIC BUILDINGS (FOOTPRINTS)	1.8 AC
CHARTER SCHOOLS	41,803 SF
DAYCARE	13,021 SF
ADVANTAGE CENTER	3,825 SF
AVENUE DISPLAY	6,259 SF
FUTURE DISPLAY, POLE BARN AREA	172,000 SF
TOTAL CIVIC FOOTPRINT	68,708 SF (1.6 AC)
COMMERCIAL	286 UNITS
MULTI-FAMILY	51 UNITS
LIVE-WORK UNITS	412 UNITS
SINGLE FAMILY	749 UNITS

LEGEND

MULTI-FAMILY AREA OPTION
(PRS 13-0175)

PROPOSED PD MODIFICATION
(MM 22-1112)

NOTES TO SITE PLAN

- I. WETLANDS
- A. APPROVAL OF THIS ZONING PETITION BY HILLSBOROUGH COUNTY COMMISSION IS NECESSARY FOR THE PROTECTION OF WETLANDS. APPROVING AGENCIES ARE NECESSARY FOR THE DIVISION OF LAND USE AND PLANNING, FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, AND THE FLORIDA WETLANDS DISTRICT. ANY VIOLATION OF WETLANDS WILL BE VIOLATED IN ACCORDANCE WITH ACPIC GUIDELINES.
- II. GENERAL
- A. THIS SITE PLAN IS CONCEPTUAL AND WILL BE SUBJECT TO CHANGE AS NECESSARY. THE SITE PLAN IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE NECESSARY PERMITS AND APPROVALS.

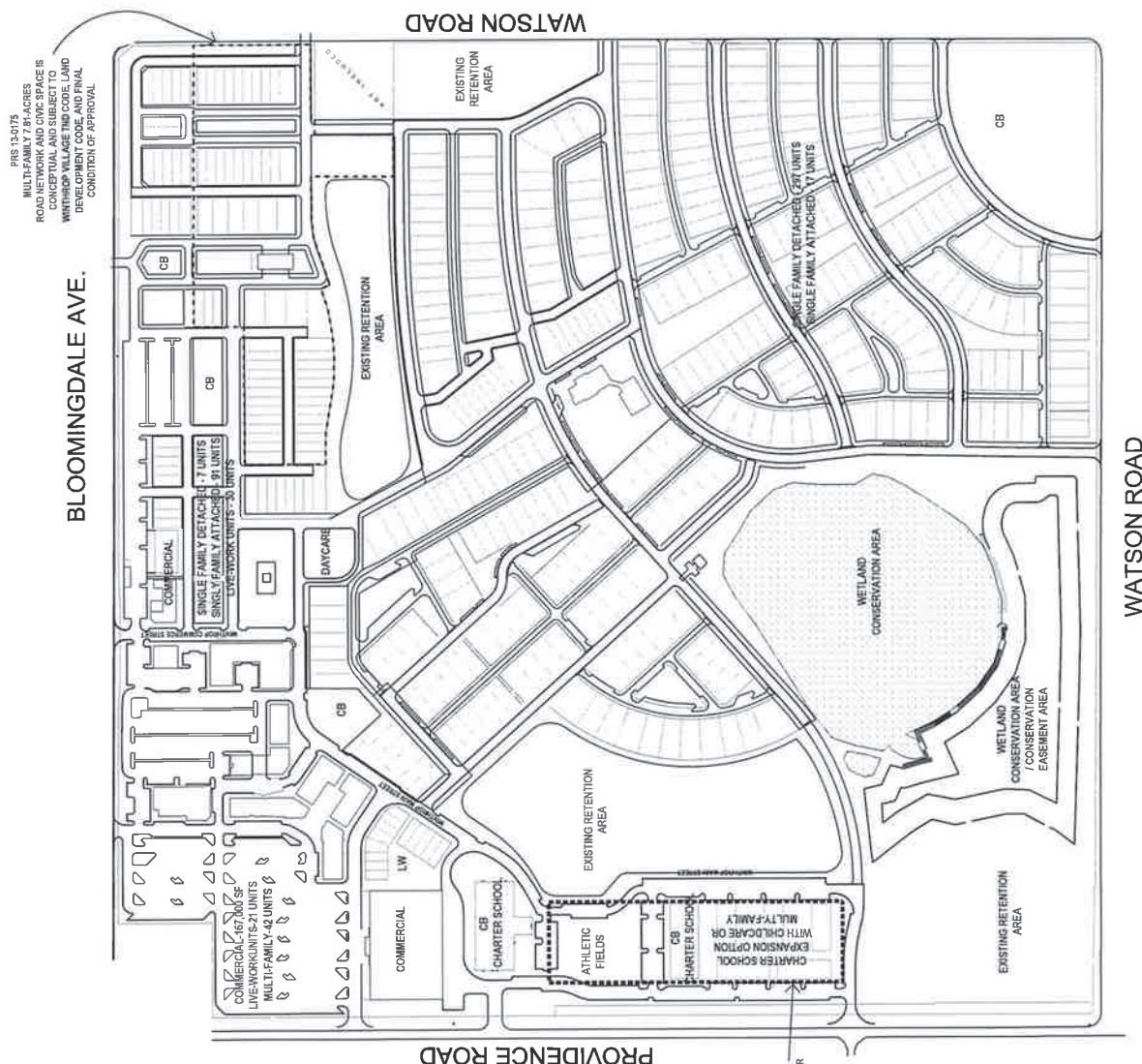
PRS 13-0175 LEGAL DESCRIPTION

Legal Description: (Multi Family Site)

A tract of land being a portion of the Northwest 1/4 of Section 9, Township 30 South, Range 20 East, Hillsborough County, Florida, being more particularly described as follows:

Commence at the Northeast corner of the Northwest 1/4 of said Section 9; run thence along the East boundary of the Northwest 1/4 of said Section 9, South 00°04'59" East, 249.29 feet, thence departing said East boundary, North 89°59'56" West, 20.00 feet to a point of intersection with the Westerly right-of-way line of Watson Road and the Point of Beginning, thence along said Westerly right-of-way line, South 00°04'59" East, 306.46 feet, thence departing said right-of-way line, North 89°59'56" West, 197.92 feet; thence South 00°18'59" West, 11.09 feet; thence North 89°59'56" West, 40.00 feet; thence South 00°00'04" West, 207.96 feet; thence North 89°59'56" West, 110.27 feet; thence North 00°25'11" East, 217.97 feet; thence North 89°59'56" West, 102.39 feet to a point of tangency, thence Westerly, 99.78 feet along the arc of a curve to the left having a radius of 285.00 feet, a central angle of 20°03'33", and a chord of 99.27 feet which bears South 79°58'18" West to a point of tangency, thence South 69°56'32" West, 91.12 feet; thence South 14°58'37" West, 25.53 feet to the beginning of a non-tangent curve, thence Westerly, 334.61 feet along the arc of a curve to the right having a radius of 575.00 feet, a central angle of 33°50'00", and a chord of 320.90 feet which bears South 86°36'47" West to a point of tangency, thence Westerly, 25.34 feet along the arc of a curve to the left having a radius of 325.00 feet, a central angle of 13°16'57", and a chord of 75.17 feet which bears North 83°21'27" West to a point of tangency, thence North 89°59'56" West, 48.00 feet; thence North 00°00'06" East, 212.00 feet; thence South 89°59'56" East, 362.00 feet; thence North 00°00'06" East, 130.00 feet; and thence South 89°59'56" East, 740.50 feet to the Point of Beginning.

Tract contains 7.81 acres, more or less.



WATSON ROAD

PROVIDENCE ROAD

BLOOMINGDALE AVE.

PRS 13-0175
MULTI-FAMILY 7.81-ACRES
ROAD NETWORK AND CIVIC SPACE IS
CONSIDERED AN ESSENTIAL PART OF
THE DEVELOPMENT. THE FINAL
DEVELOPMENT CODE AND FINAL
CONDITION OF APPROVAL

Revisions
11/3/21 Per Comments
12/14/21 Per Comments
03/29/22 Per Comments
04/29/22 Per Comments
05/03/22 Per Comments
05/24/22 Per Comments

Landside Investments, LLC
P.O. Box 2638
Bradenton, FL 33509

Brad Design & Engineering, Inc.
708 Lithia Pinecrest Road, Suite 101, Brandon, FL 33511 Ph (813) 689-7002 Fax (813) 684-1691

WINTHROP

BD & E

PLANNED DEVELOPMENT PLAN
SHEET 2 OF 6

PROPOSED SITE DATA AS OF 09/14/2021

TOTAL PROPERTY	148.6 AC
CIVIC BUILDINGS (CB) FOOTPRINTS	245 AC
CHARTER SCHOOLS	66,714 SF
EARLY LEARNING	12,000 SF
BARN THEATRE	4,800 SF
ADVANTAGE CENTER	13,021 SF
AMENITY CENTER	3,825 SF
FUTURE DISPLAY, POLE BARN AREA	6,258 SF
TOTAL CIVIC FOOTPRINT 69,708 SF (2.45 AC)	
COMMERCIAL	172,000 SF
MULTI-FAMILY	286 UNITS
LIVE-WORK UNITS (LW)	51 UNITS
SINGLE FAMILY	412 UNITS
TOTAL UNITS	749 UNITS

LEGEND

PROPOSED MAJOR MODIFICATION (22-1112)

NOTES TO SITE PLAN

- I. METADRES
- A. APPROVAL OF THIS ZONING PETITION BY HILLSBOROUGH COUNTY DOES NOT CONSTITUTE A GUARANTEE THAT THE ENVIRONMENTAL IMPACT STATEMENT WILL BE APPROVED BY THE ENVIRONMENTAL PROTECTION BOARD. THE DEVELOPMENT AS PROPOSED WILL BE ISSUED, DOES NOT ITSELF, SERVE TO JUSTIFY ANY IMPACT TO METADRES, AND DOES NOT GRANT ANY SPECIAL OR PREFERRED TREATMENT TO THE DEVELOPMENT. ATTENTION SHOULD BE PAID TO THE FOLLOWING GUIDELINES:
- II. GENERAL
- A. THIS SITE PLAN IS CONCEPTUAL AND WILL BE SUBJECT TO CHANGE AS DETAILED ENGINEERING AND METADRES WITHDRAWAL AND SPECIFIC USER NEEDS ARE MORE CLEARLY KNOWN.

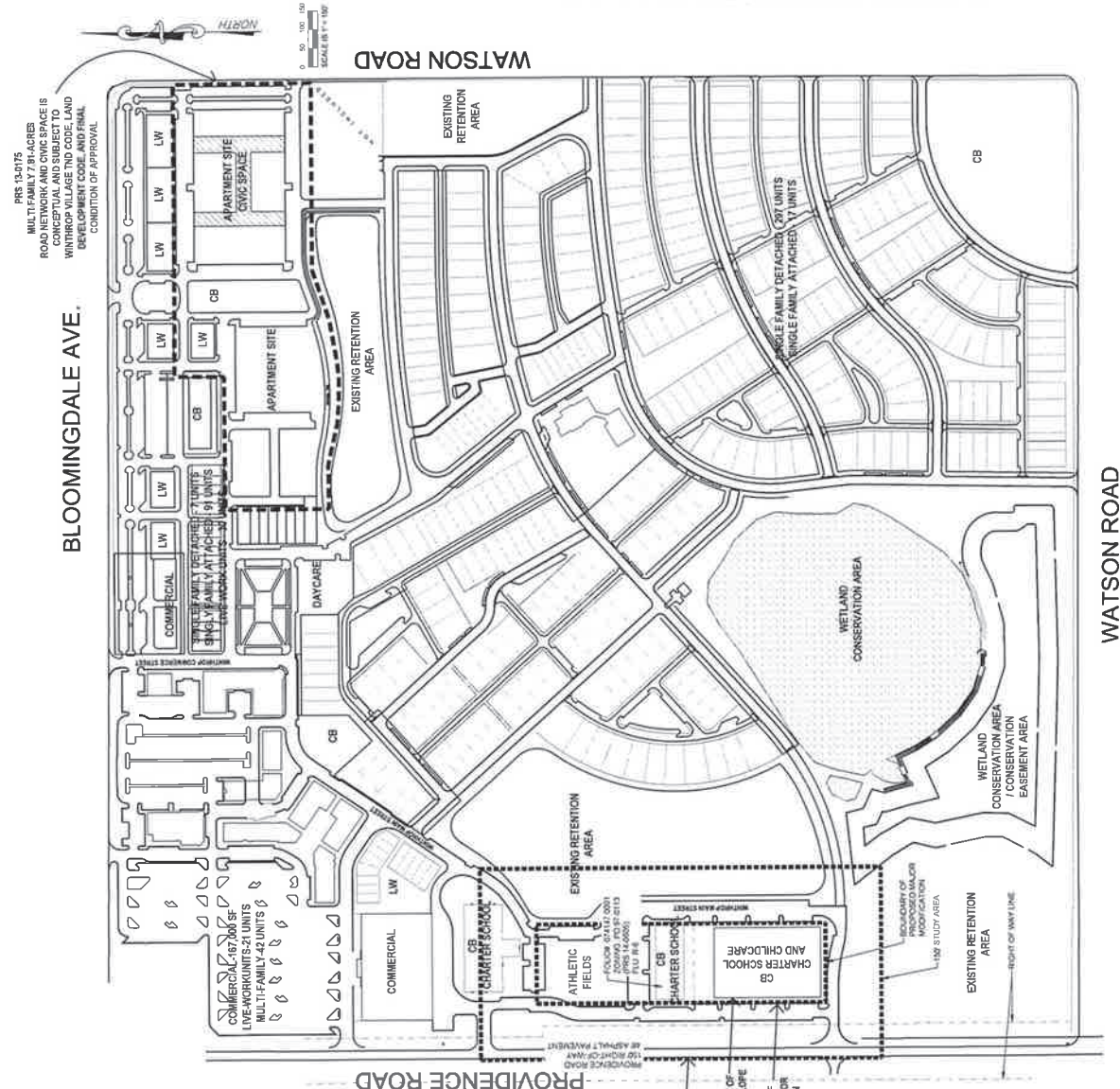
PRS 13-0175 LEGAL DESCRIPTION

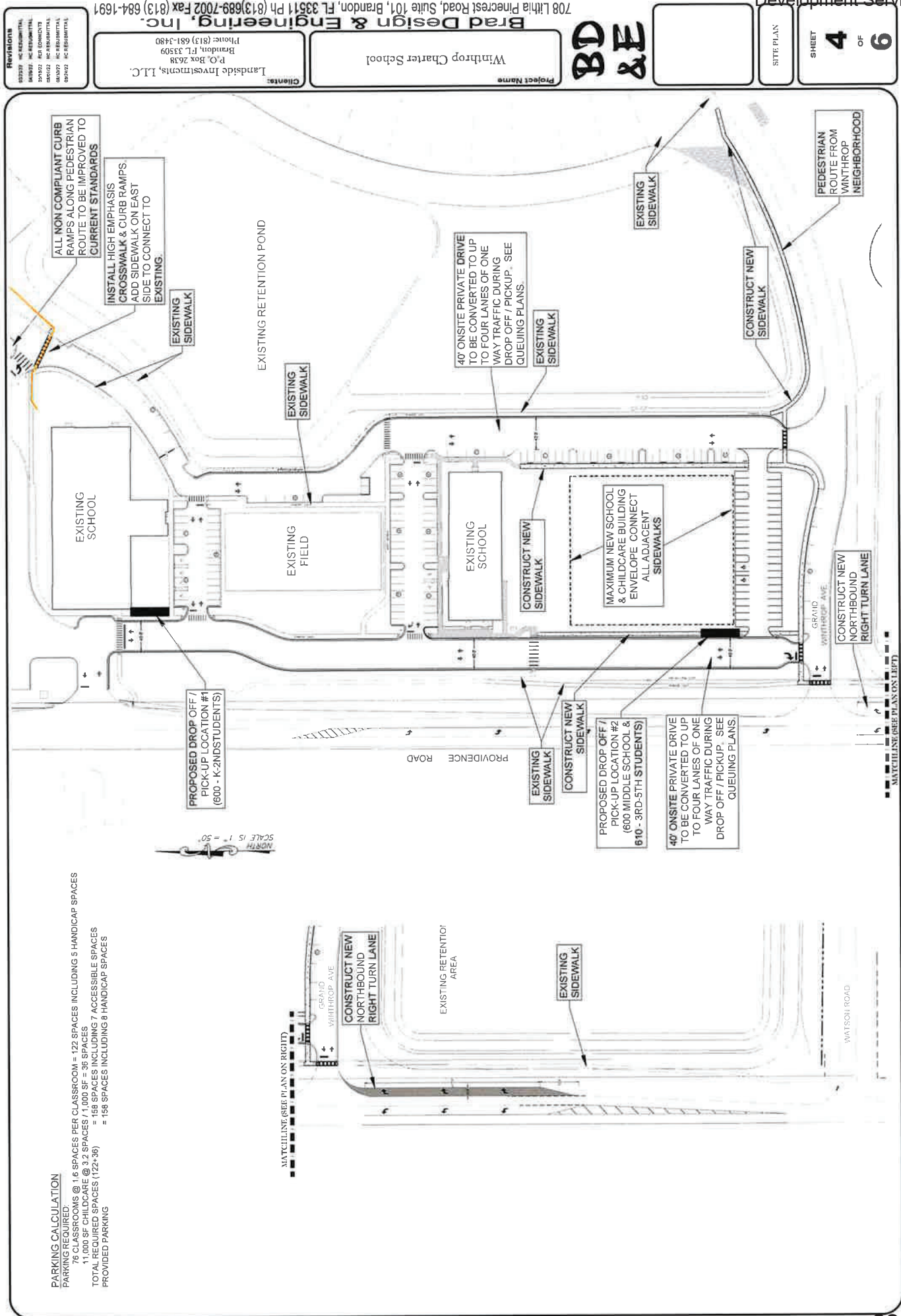
Legal Description: (Multi Family Site)

A tract of land being a portion of the Northwest 1/4 of Section 9, Township 30 South, Range 20 East, Hillsborough County, Florida, being more particularly described as follows:

Commence at the Northeast corner of the Northwest 1/4 of said Section 9; run thence along the East boundary of the Northwest 1/4 of said Section 9, South 00°04'59" East, 249.29 feet; thence departing said East boundary, North 89°59'56" West, 20.00 feet to a point of intersection with the Westerly right-of-way line of Watson Road and the Point of Beginning; thence along said Westerly right-of-way line, South 00°04'59" East, 306.46 feet; thence departing said right-of-way line, North 89°21'01" West, 197.92 feet; thence South 00°18'59" West, 11.09 feet; thence North 89°59'56" West, 40.00 feet; thence South 00°00'04" West, 207.96 feet; thence North 89°59'56" West, 110.27 feet; thence North 00°25'11" East, 217.97 feet; thence North 89°59'56" West, 102.39 feet to a point of curvature; thence Westerly, 99.78 feet along the arc of a curve to the left having a radius of 285.00 feet, a central angle of 2°03'33", and a chord of 99.27 feet which bears South 79°58'18" West, 25.33 feet to the beginning of a non-tangent curve; thence Westerly, 334.61 feet along the arc of a curve to the right having a radius of 575.00 feet, a central angle of 3°20'30", and a chord of 339.90 feet which bears South 86°36'47" West to a point of reverse curvature; thence Westerly, 75.34 feet along the arc of a curve to the left having a radius of 325.00 feet, a central angle of 1°13'46'57", and a chord of 75.17 feet which bears North 83°21'27" West to a point of tangency; thence North, 89°59'56" West, 58.00 feet; thence North 00°00'06" East, 212.00 feet; thence South 89°59'56" East, 362.00 feet; thence North 00°00'06" East, 130.00 feet; and thence South 89°59'56" East, 740.59 feet to the Point of Beginning.

Tract contains 7.81 acres, more or less.





SHEET
5
OF
6

CIRCULATION &
QUEUING PLAN

BD
& E

Project Name
Winthrop Charter School

Client:
Landslide Investments, LLC
P.O. Box 2638
Brandon, FL 33509
Phone: (813) 681-3480

Brad Design & Engineering, Inc.
708 Lithia Pinecrest Road, Suite 101, Brandon, FL 33511 Ph (813) 689-7002 Fax (813) 684-1691

Revisions
1. 10/20/22
2. 10/20/22
3. 10/20/22
4. 10/20/22
5. 10/20/22
6. 10/20/22
7. 10/20/22
8. 10/20/22
9. 10/20/22
10. 10/20/22



PROJECTED MAXIMUM STUDENT TOTALS

K-2ND GRADE	800 STUDENTS
3RD-5TH GRADES	800 STUDENTS
TOTAL	1,600 STUDENTS

PROPOSED ARRIVAL/DISMISSAL TIMES

ARRIVAL	7:30 AM
DISMISSAL	3:30 PM

ON-SITE QUEUING CALCULATION

WALKUP STUDENTS	1,600
WALKUP STUDENTS	1,600
TOTAL	3,200

PARKING CALCULATION

WALKUP STUDENTS	1,600
WALKUP STUDENTS	1,600
TOTAL	3,200

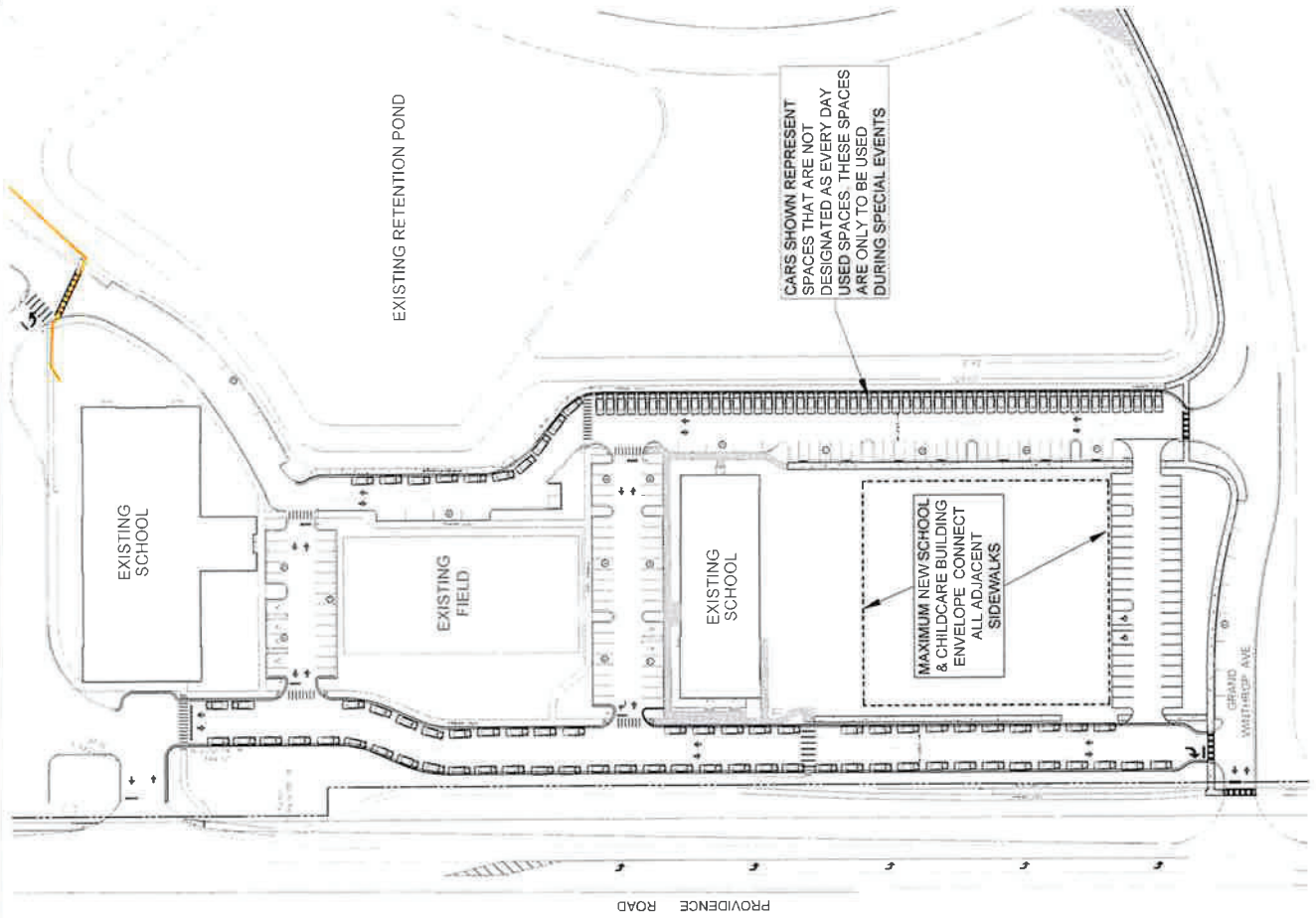
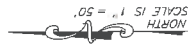
MONITORING NOTE

THE SCHOOL SHALL BE REQUIRED TO SUBMIT CORRECTIVE MEASURES TO THE HILLSBOROUGH COUNTY PUBLIC WORKS AND ENGINEERING DEPARTMENT FOR ANY VIOLATIONS OF THE PARKING PLAN.

Revisions 000001 AC MEASUREMENTAL 000002 AC MEASUREMENTAL 000003 AC MEASUREMENTAL 000004 AC MEASUREMENTAL	Brad Design & Engineering, Inc. 708 Lithia Pinecrest Road, Suite 101, Brandon, FL 33511 Ph (813) 689-7002 Fax (813) 684-1691 P.O. Box 2638 Brandon, FL 33509 Phone: (813) 681-3480	Winthrop Charter School Clients:	BD & E	EVENT PARKING PLAN	SHEET 6 OF 6
--	---	--	-------------------	--------------------	----------------------------

PARKING CALCULATION

76 TOTAL CLASSROOMS @ 1.6 SPACES / CLASSROOM = 122 REQUIRED SPACES
 11,000 SF CHILDCARE @ 3.2 SPACES / 1000 SF = 39 REQUIRED SPACES
 TOTAL REQUIRED SPACES = 158 SPACES INCLUDING 7 HANDICAP SPACES
 TOTAL PROVIDED STRIPED SPACES = 158 INCLUDING 8 HANDICAP SPACES
 TOTAL SPACES SHOWN HEREIN = 283
 TOTAL EVENT PARKING SPACES PROVIDED (283-158*) = 125 SPACES



HILLSBOROUGH COUNTY
ROADWAY FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Legend

Functional Classifications
Authority, Classification

State, Principal Arterial

State, Arterial

Hillsborough, Arterial

Hillsborough, Collector

Urban Service Area Boundary

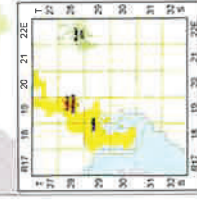
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PART 3 03.00 CITRUS PARK VILLAGE DEVELOPMENT STANDARDS
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PART 6 02.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 6 07.00 FENCES AND WALLS
PART 6 11.00 SPECIAL CONDITIONAL USES
PART 12 01.00 DEFINITIONS
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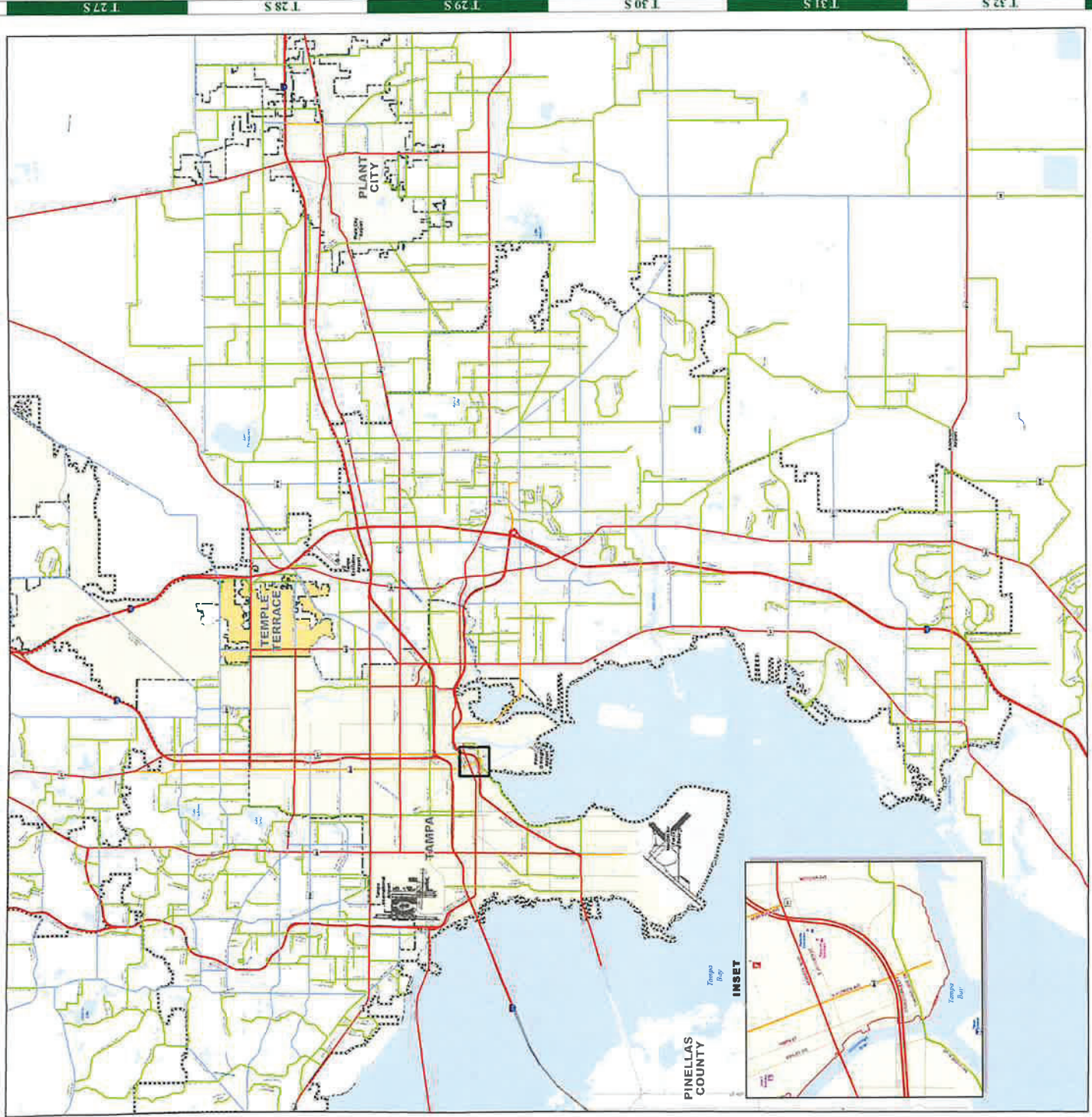
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program

Locator Map



NOTE: Every reasonable effort has been made to ensure the accuracy of this map. However, County Data Services does not warrant the accuracy or completeness of the information shown on this map. THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND AND ANY STATEMENTS OR OPINIONS EXPRESSED HEREON ARE NOT TO BE CONSIDERED A GUARANTEE OF ANY KIND. Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map.

501 E Kennedy Blvd
Tampa, FL 33602
(813) 272-5810
printroom@hillsboro.com



ACCESS MANAGEMENT ANALYSIS



ACCESS MANAGEMENT ANALYSIS

WINTHROP CHARTER SCHOOL

Prepared For

LANDSIDE INVESTMENTS, LLC

Prepared By



LINCKS & ASSOCIATES, INC.
Engineers – Planners
Tampa, Florida

ACCESS MANAGEMENT ANALYSIS

WINTHROP CHARTER SCHOOL

Prepared For

LANDSIDE INVESTMENTS, LLC

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

Revised February, 2022
September, 2021

Project No. 21041

Steven J. Henry, P.E.
P.E. No. 51555

Date



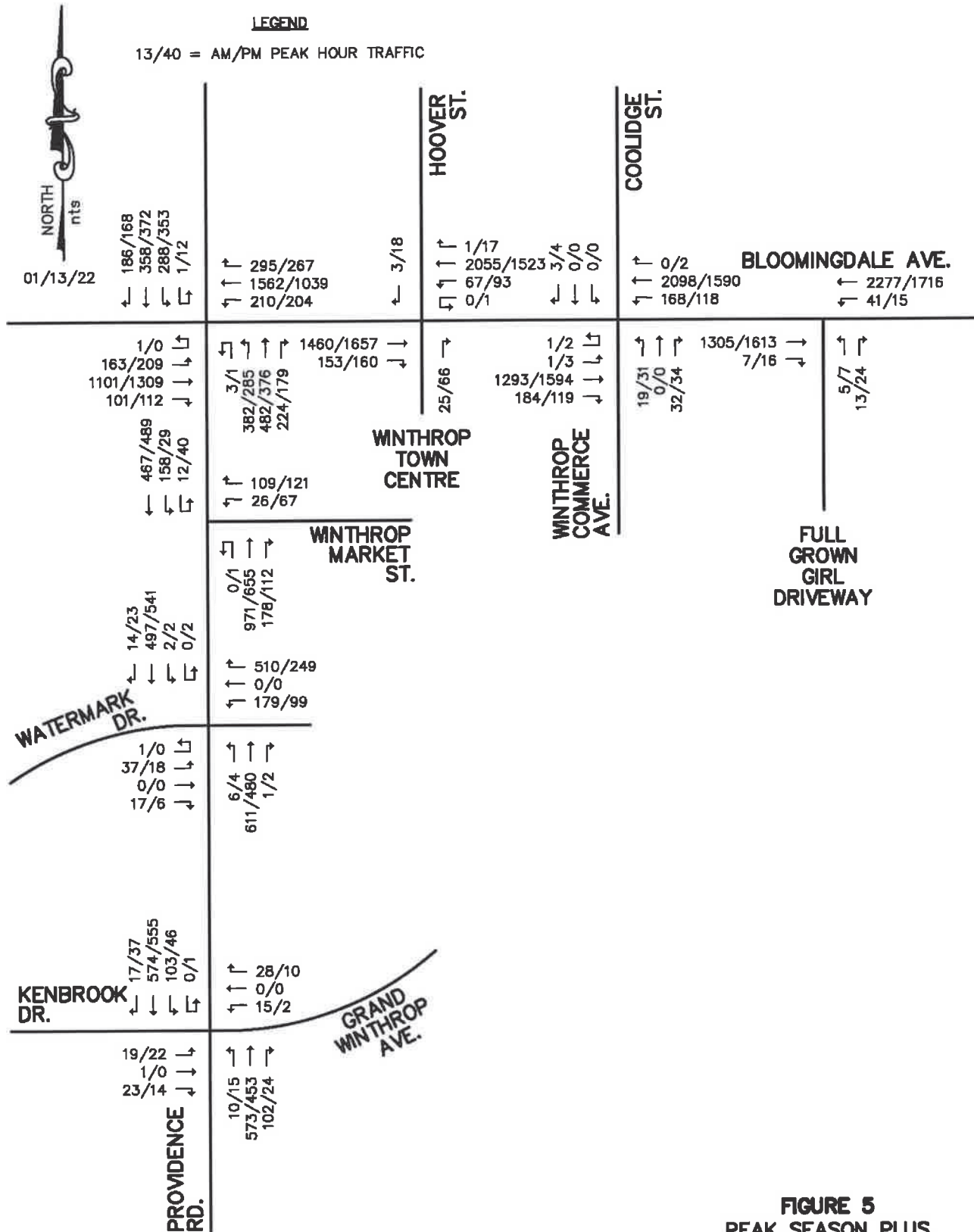


FIGURE 5
PEAK SEASON PLUS
PROJECT TRAFFIC



TABLE 6

ACCESS RECOMMENDATIONS

<u>Intersection</u>	<u>Movement</u>	<u>Volume (1)</u>	<u>Turn Lane Warranted (2)</u>	<u>Queue Length (3)</u>	<u>Deceleration Length (4)</u>	<u>Total Length Required</u>	<u>Existing Length</u>	<u>Recommended Length</u>
Providence Rd and Grand Winthrop Ave	NBR	102/24	Proposed	50'	185'	235'	-	235'
	SBL	103/47	Existing	100'	185'	285'	600'	600'
Providence Rd and Winthrop Market St	NBR	178/112	Yes	50'	185'	235'	-	185'
	SBL	170/69	Existing	150'	185'	335'	195'	195'
Bloomingdale Ave and Winthrop Town Centre	EBR	153/160	Yes	-	-	-	-	-
	WBL	67/94	Existing	(6)	-	-	-	-
Bloomingdale Ave and Winthrop Commerce Ave	EBR	184/119	Yes	(5)	-	-	-	50' ±
	WBL	168/118	Existing	(6)	-	-	-	-
Bloomingdale Ave and Full Grown Girl Drwy	EBR	7/16	No	-	-	-	-	-
	WBL	41/15	Existing	(6)	-	-	-	-

(1) See Figure 5, Peak Season plus Project Traffic, of this report.

(2) Based on Section 6.04.04 of Hillsborough County Land Development Code.

(3) Queue length calculation:

Providence Rd and Grand Winthrop Rd

SBL: $103/30 \times 25 = 86'$ Use 100'

Providence Rd and Winthrop Market St

SBL: $170/30 \times 25 = 142'$ Use 150'

(4) Based on FDOT Design Manual Exhibit 212-1 and the following posted speed limits:

Providence Rd - 45 MPH

Bloomingdale Ave - 45 MPH

(5) Not feasible due to right of way constraints and utility impacts.

(6) Existing two way left turn lane.



Public Works Department



Hillsborough
County Florida

Transportation Technical Manual for Subdivision and Site Development Projects

October 2021



5.3 MINIMUM RETURN RADII REQUIREMENTS

Minimum return radii are largely dependent upon the design vehicle. The designer must verify and confirm the turning movement of the design vehicle in consideration for the intersection that is being designed. Additionally, it is recommended that street corner radii in residential areas be reduced to minimize speeds and create a safe and walkable environment for pedestrians. Verify selected design vehicle can negotiate turning movement without encroachment onto adjacent curbs and sidewalks. Encroachment into adjacent lanes may be permissible on low-volume roads.

Table 5-1: Minimum Return Radii

Type of Development	Type of Design Vehicle	Roadway Classification	Minimum Radius
Residential	P, SU	Local Road	25'
	P, SU	Collector Road	35'
	P, SU, WB-40, WB-50	Arterial Road	50'
Commercial	P, SU, WB-40, WB-50	Local Road	35'
	P, SU, WB-40, WB-50	Collector Road	50'
	P, SU, WB-40, WB-50	Arterial Road	50'

5.4 CONTROL RADII

The control radii requirements for minimum turning paths at intersections must be determined using Table 3-13 of the FDOT Florida Intersection Design Guide.

5.5 INTERSECTION SIGHT DISTANCE REQUIREMENTS

The minimum required sight distance requirements at intersections for various design speeds and vehicles must be determined using Chapter 210 of the FDOT Design Manual and Figures 3-3 and 3-4 of the Florida Greenbook. The more stringent design standard must be used to determine the sight distance at intersections.

5.6 AUXILIARY LANES

Auxiliary lanes must be provided at subdivisions and commercial sites when warranted in accordance with the LDC. The criteria for the minimum length of auxiliary lanes and tapers at intersections must be determined by criteria in Chapter 212 of the FDOT Design Manual. Queue lengths for required turn lanes must, at a minimum, be equal to the value required by the analysis outputs. Notwithstanding the forgoing, turn lanes are to be sized as depicted in Table 5-2 below:

Table 5-2: Minimum Queue Lengths*

Turn Lane Type	Project Location	
	Within Urban Service Area	Within Rural Service Area
Left	100	50
Right	50	50
Freeflow Right	0	0

*Unless otherwise required by analysis

TS-6





N.T.S.

10,000 TO LESS THAN 20,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 45 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)



LINCKS & ASSOCIATES, INC.

October 24, 2022

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

Re: Winthrop Charter School
MM 22-1112
Lincks Project No. 21041
Folio(s) 74147.0000
74147.0031
74147.0525

The purpose of this letter is to request a Design Exception per Section 1.7 of the Hillsborough County Transportation Technical Manual to meet Land Development Code Section 6.04.03L for Providence Road from the Grand Winthrop Avenue to Bloomingdale Avenue. The existing Winthrop Charter School proposes an expansion of the school from 1,332 students to 1,810 students and a 180 student Day Care. The school is within the existing Winthrop Development that has access to Providence Road, Bloomingdale Avenue and Watson Road. In conjunction with the expansion of the school, right turn lanes are proposed to be added at the following locations:

- Providence Road and Grand Winthrop Avenue – Northbound right turn lane
- Providence Road and Winthrop Market Street – Northbound right turn lane
- Bloomingdale Avenue and Winthrop Commerce Avenue - Eastbound right turn lane

According to the Hillsborough County Roadways Functional Classification Map, Providence Road is classified as a collector roadway. The subject site is within the Hillsborough County Urban Service Area.

Providence Road has two distinct roadway sections, as shown in Figure 1, which are as follows:

Segment A – From Grand Winthrop to Winthrop Market Street, the roadway is a rural two (2) lane roadway

Segment B – From Winthrop Market Street to Providence Road is a two (2) lane urban roadway

Mr. Michael Williams
October 24, 2022
Page 2

The request is to waive the requirement to improve Providence Road (between Grand Winthrop Avenue and Bloomingdale Avenue) to current County roadway standards, the standards for which are found within the Hillsborough County Transportation Technical Manual.

Segment A

The justification for the Design Exception to the TS-7 standards is as follows:

1. Sidewalk – TS-7 has sidewalk on both sides of the roadway. The existing roadway has sidewalk on the east side of the road and on the west side except for approximately 300 feet due to existing wetlands.

The justification for the Design Exception is as follows:

1. The subject property is on the east side of Providence Road and the developer has constructed a continuous sidewalk on the east side of the road from Watson Road to Bloomingdale Avenue.
2. There are no pedestrian crossings along the subject segment of Providence Road. Due to the speed and width of the roadway, pedestrian crossings should not be encouraged.

Segment B

The justification for the Design Exception to the TS-6 standard is as follows:

1. Bike Lanes – TS-6 has 7 foot buffered bike lanes. The existing road does not have bike lanes.

The justification for the Design Exception is as follows:

1. The developer proposes to widen the sidewalk on the west side of Providence Road from Bloomingdale Avenue to the retail access to 10 feet for a distance of approximately 260 feet, as shown in Figure 2. This will then connect to the existing bike lanes on the west side of Providence Road.
2. There is not sufficient right of way on the east side of Providence Road to provide the buffered bike lanes or widen the sidewalk.

Mr. Michael Williams
October 24, 2022
Page 3

Based on the above, it is our opinion the proposed improvements to Providence Road will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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**
_____ **Approved with Conditions**

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E.

Sincerely,

**Michael J. Williams
Hillsborough County Engineer**

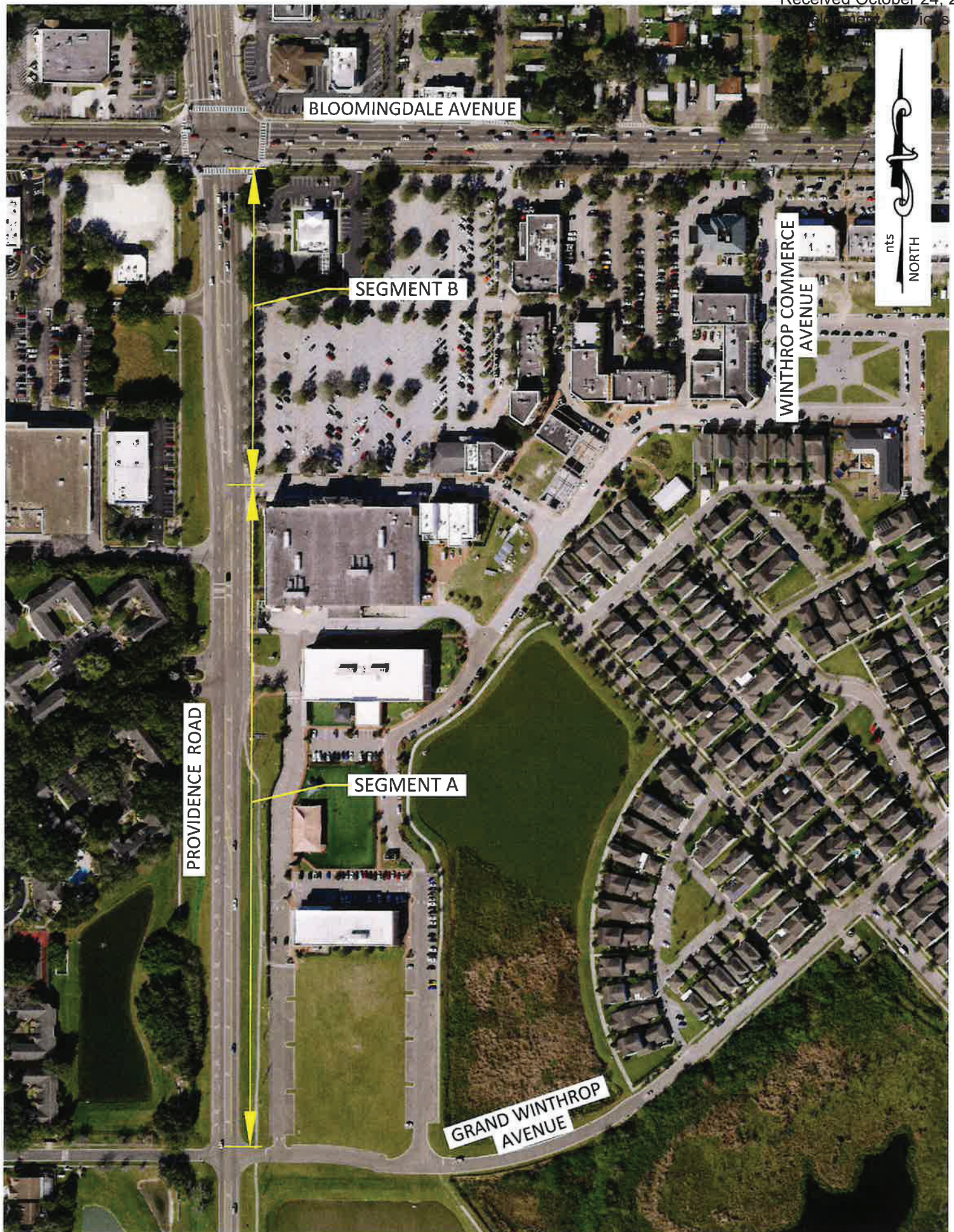


FIGURE 1

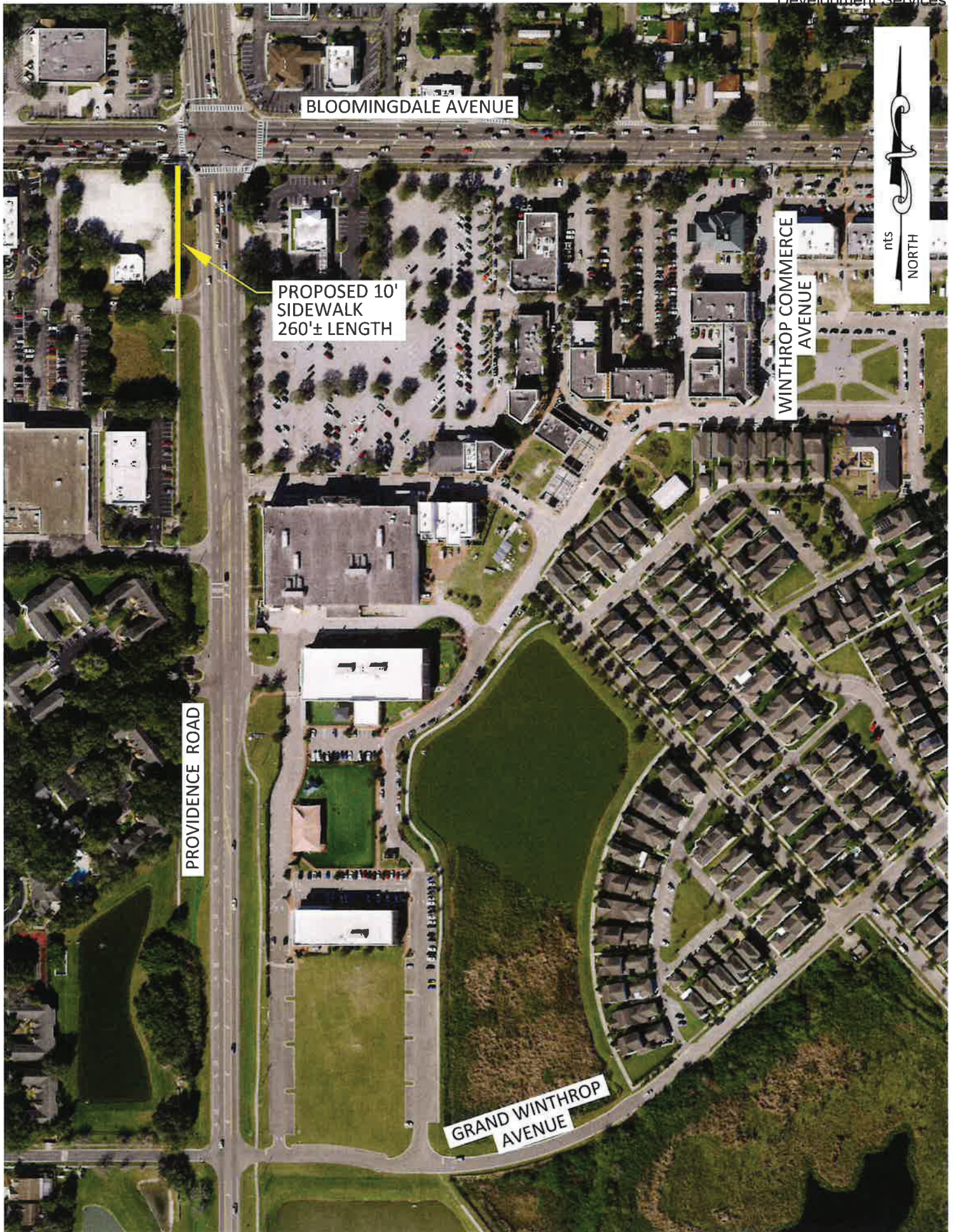


FIGURE 2
PROPOSED IMPROVEMENTS 22-1112

APPENDIX



PD PLAN



PLANNED DEVELOPMENT PLAN
SHEET
2
OF
6

BD & E

WINTHROP

Landside Investments, LLC.
P.O. Box 2638
Brandon, FL 33509

708 Lithia Pinecrest Road, Suite 101, Brandon, FL 33511 Ph (813) 689-7002 Fax (813) 684-1691

Revisions
11.3.21 Per Comments
12.14.21 Per Comments
03.26.22 Per Comments
04.26.22 AC RESUBMITTAL
08.01.22 AC RESUBMITTAL
09.26.22 AC RESUBMITTAL

PROPOSED SITE DATA AS OF 09/14/2021	
TOTAL PROPERTY	148.8 AC
CIVIC BUILDINGS (CB) FOOTPRINTS	2.45 AC
CHARTER SCHOOLS	66,714 SF
EARLY LEARNING	12,000 SF
BARN THEATRE	4,800 SF
ADVANTAGE CENTER	13,021 SF
FUTURE DISPLAY, POLE BARN AREA	3,825 SF
TOTAL CIVIC FOOTPRINT 69,708 SF (2.45 AC)	
COMMERCIAL	172,000 SF
MULTI-FAMILY	286 UNITS
LIVE-WORK UNITS (LW)	51 UNITS
SINGLE-FAMILY	412 UNITS
TOTAL UNITS	749 UNITS

LEGEND
PROPOSED MAJOR MODIFICATION (22-1112)

NOTES TO SITE PLAN

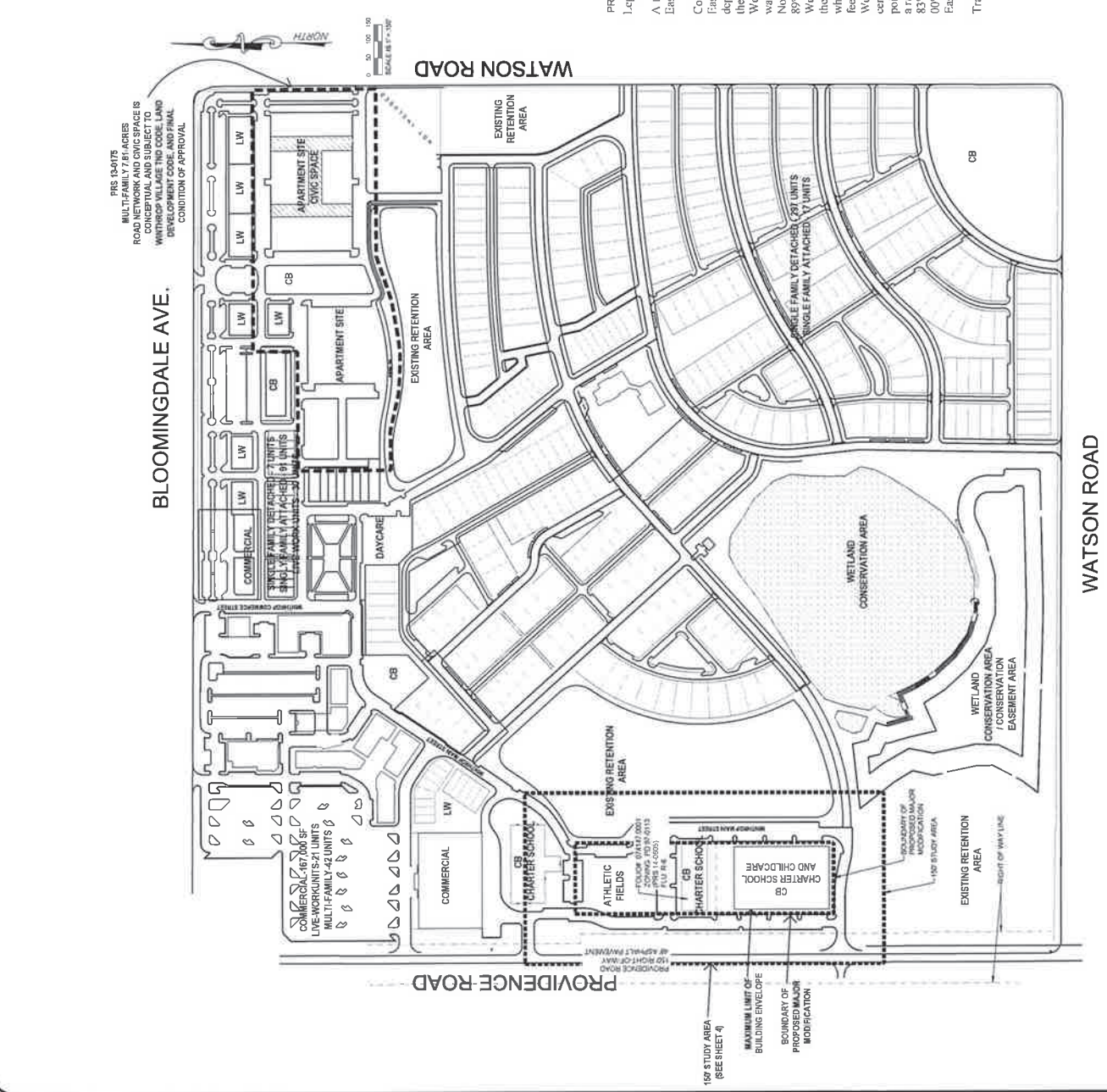
1. WETLANDS: APPROVAL OF THIS ZONING PETITION BY HILLSBOROUGH COUNTY DOES NOT CONSTITUTE A GUARANTEE THAT THE ENVIRONMENTAL PROTECTION DEPARTMENT WILL GRANT A PERMIT FOR THE CONSTRUCTION OF ANY PROJECTS OR THAT ANY PERMIT WILL BE GRANTED. ANY IMPROVED OR VESTED RIGHT OF ENVIRONMENTAL APPROVALS WILL BE INITIATED IN ACCORDANCE WITH HCEPC GUIDELINES.
2. GENERAL: THIS SITE PLAN IS CONCEPTUAL AND WILL BE SUBJECT TO CHANGE AS DETAILED ENGINEERING AND WETLAND MITIGATION AND SPILL RISK PLAN ARE MORE CLEARLY FORGED.

PRS 13-0175 LEGAL DESCRIPTION
Legal Description: (Multi Family Site)

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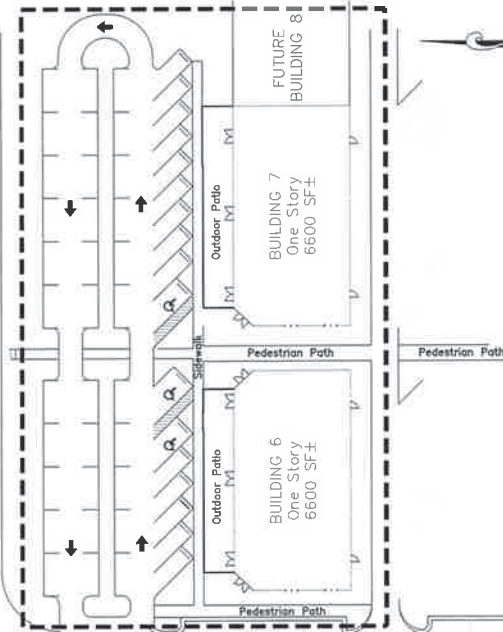
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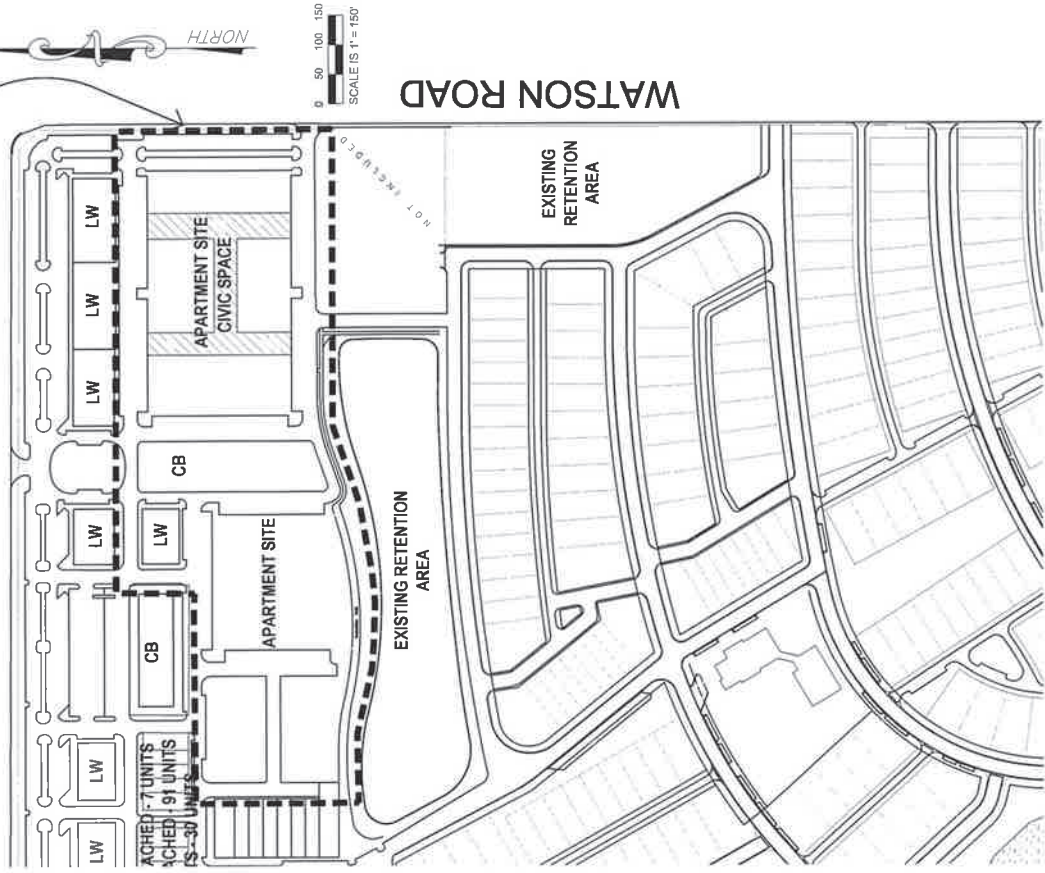
BUILDINGS 6 & 7 PLAN

BLOOMINGDALE AVE.
ASPHALT PAVEMENT WIDTH
VARIES 60'±

[illegible]

BUILDINGS 6 AND 7 WILL NOT BE PERMITTED TO HAVE A CONVENIENCE STORE, GAS STATION OR A DRIVE-THROUGH.

BLOOMINGDALE AVE.



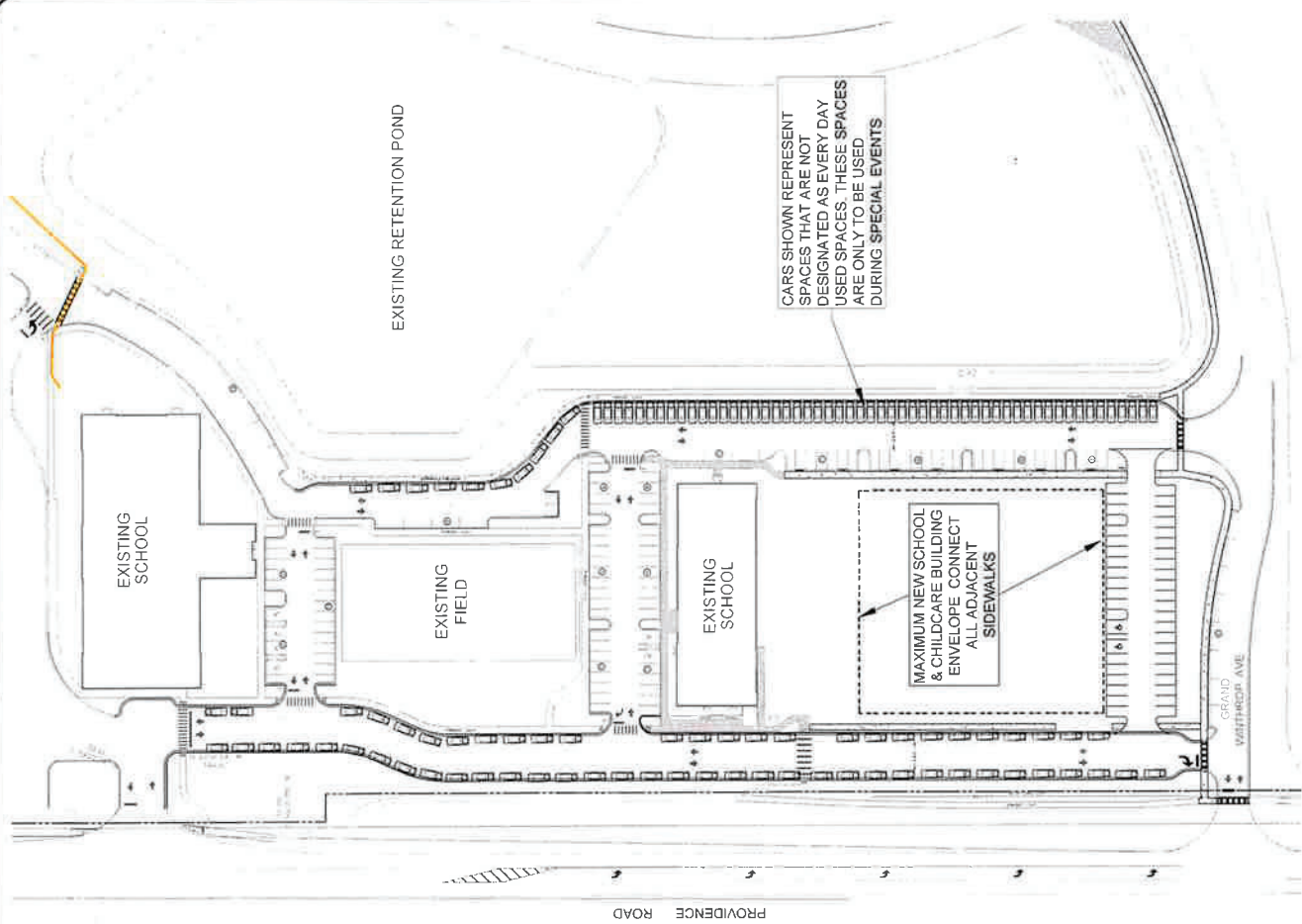
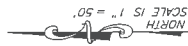
WATSON ROAD

0 50 100 150
SCALE IS 1" = 150'



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REVISIONS 05/23/21 NC RESUBMITTAL 08/02/21 NC RESUBMITTAL 09/01/21 NC RESUBMITTAL 10/01/21 NC RESUBMITTAL	Client: Landside Investments, LLC P.O. Box 2638 Brandon, FL 33509 Phone: (813) 681-3480	Project Name: Wintthrop Charter School	BD & E	Event Parking Plan	SHEET 6 OF 6
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Brad Design & Engineering, Inc.
 708 Lithia Pinecrest Road, Suite 101, Brandon, FL 33511 Ph (813) 689-7002 Fax (813) 684-1691

HILLSBOROUGH COUNTY
ROADWAY FUNCTIONAL CLASSIFICATION MAP



**HILLSBOROUGH COUNTY
ROADWAYS
FUNCTIONAL CLASSIFICATION**
Infrastructure & Development Services

Hillsborough County,
Florida

Legend

Functional Classifications

Authority, Classification

State, Principal Arterial

State Arterial

Hillsborough Arterial

Hillsborough, Archibald
Hillsborough, Collector

Ilhan Service Area Boundary

City Limits

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PART 6.02 00 SUBDIVISION STANDARDS AND GUIDELINES
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PART 12 01 00 DEFINITIONS
OTHER PARTS OF THE LDC NOT LISTED ABOVE

In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program.

Figure 1. Reactions of α -chloroaldehydes with α -chloroaldehydes.

Locator Map

Locator Map

Z

R17	10	15	20	25	30
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any liability arising from use of this map. THIS MAP IS PROVIDED WITHOUT WARRANTY, EXPRESSED OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

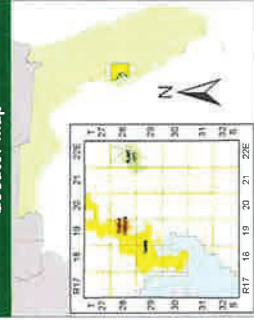
This map has been prepared for the inventory of real property found within Hillingborough from recorded deeds, plats, and other public records. It has been based on BEST AVAILABLE

Kennedy Blvd
6 0 1

72-6810
m@hillsboroughcounty.org
FL 33602
inches

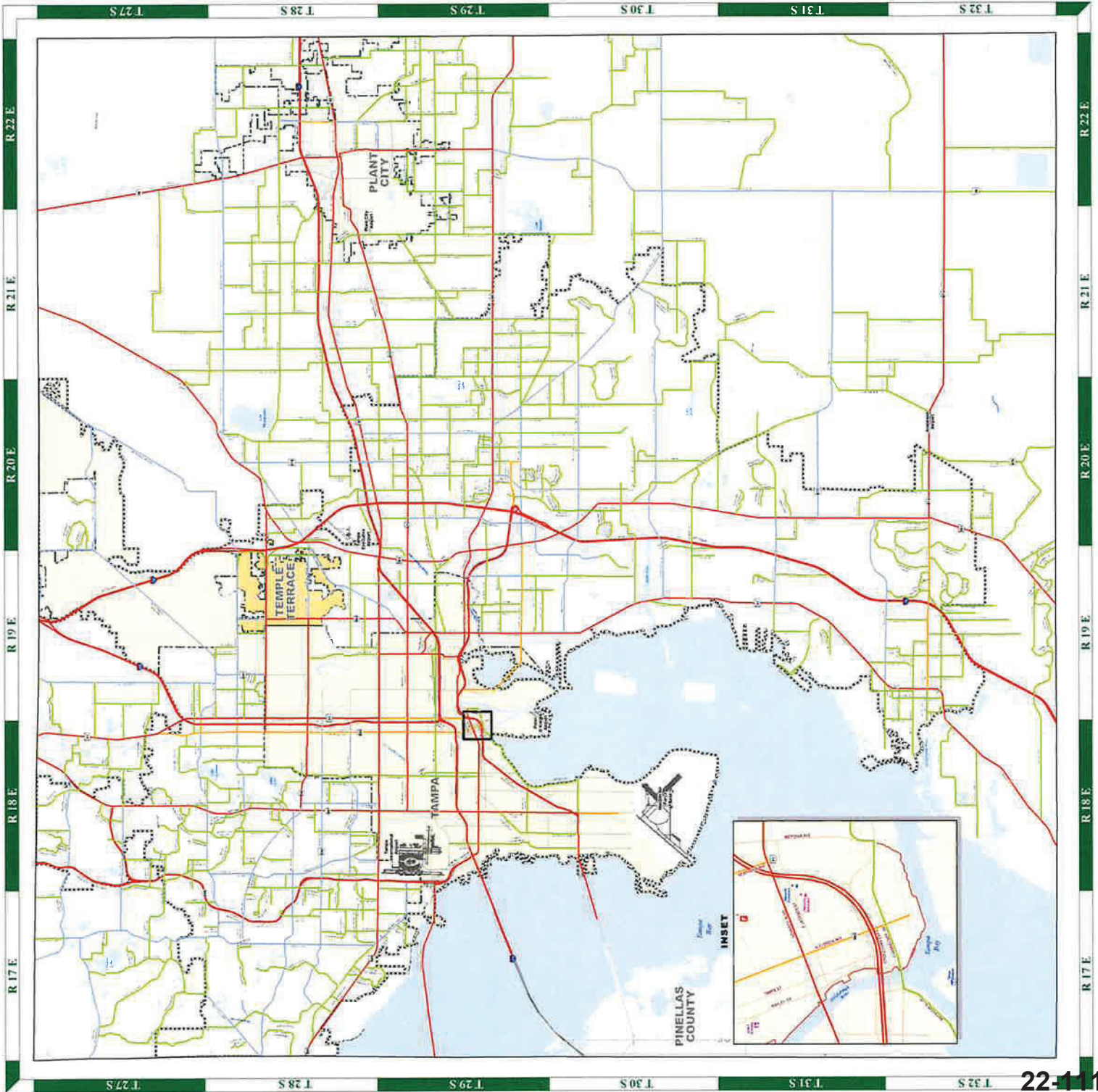
Date	Section	Page
10/10/2023	10/10/2023	10/10/2023

Locator Map



SOURCE: This map has been prepared for the inventory of real property owned within Hingham County, and is compiled from recorded deeds, grants, and other public records. It is based on BEST AVAILABLE data and does not constitute a warranty of any kind. The information contained in this map is for informational purposes only and should not be used for any other purpose.

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(813) 272-5810
printroom@hillsboro



ACCESS MANAGEMENT ANALYSIS



ACCESS MANAGEMENT ANALYSIS

WINTHROP CHARTER SCHOOL

Prepared For

LANDSIDE INVESTMENTS, LLC

Prepared By



LINCKS & ASSOCIATES, INC.
Engineers – Planners
Tampa, Florida

ACCESS MANAGEMENT ANALYSIS

WINTHROP CHARTER SCHOOL

Prepared For

LANDSIDE INVESTMENTS, LLC

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

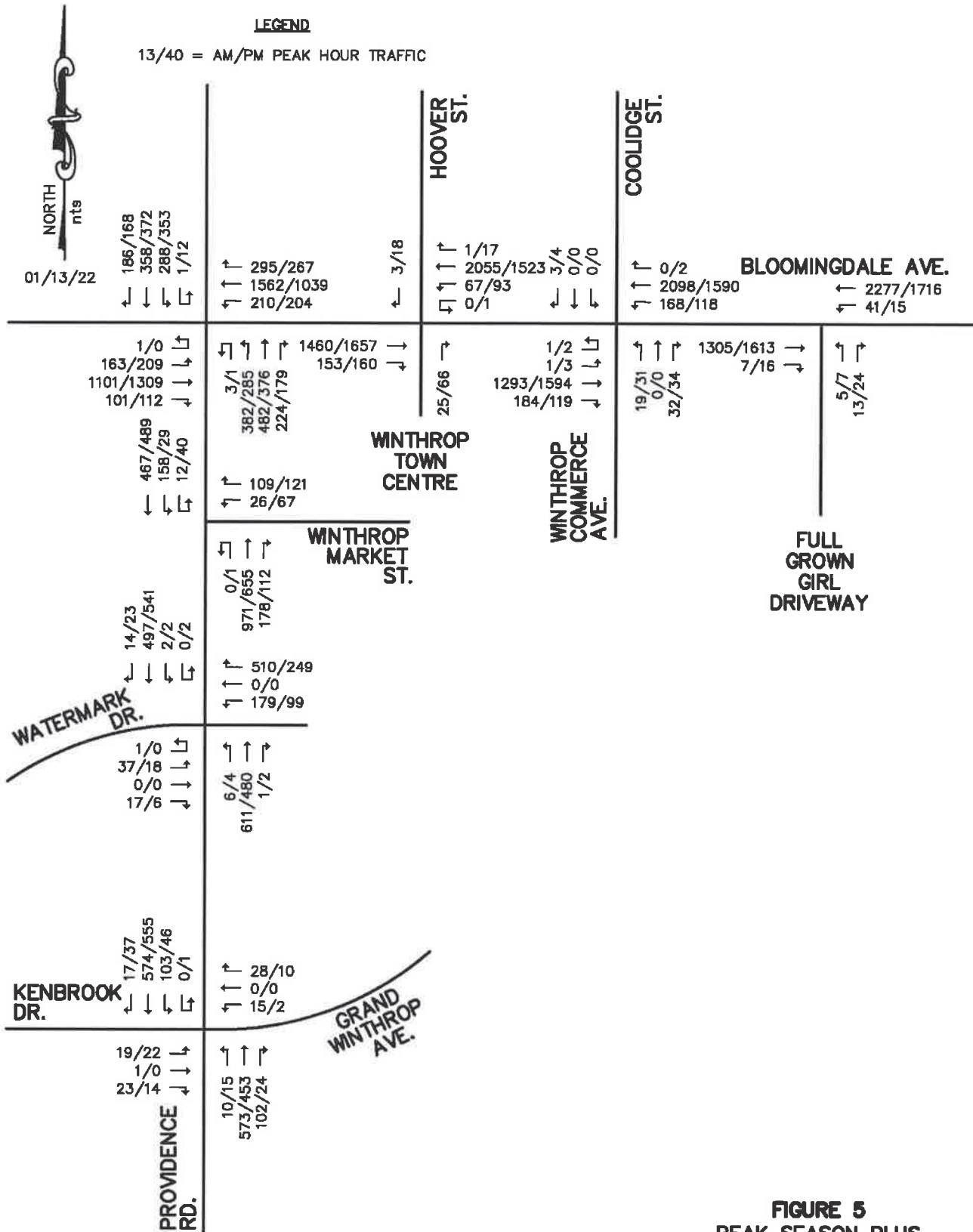
Revised February, 2022
September, 2021

Project No. 21041

Steven J. Henry, P.E.
P.E. No. 51555

Date





**FIGURE 5
PEAK SEASON PLUS
PROJECT TRAFFIC**

TABLE 6

ACCESS RECOMMENDATIONS

<u>Intersection</u>	<u>Movement</u>	<u>Volume (1)</u>	<u>Turn Lane Warranted (2)</u>	<u>Queue Length (3)</u>	<u>Deceleration Length (4)</u>	<u>Total Length Required</u>	<u>Existing Length</u>	<u>Recommended Length</u>
Providence Rd and Grand Winthrop Ave	NBR	102/24	Proposed	50'	185'	235'	-	235'
	SBL	103/47	Existing	100'	185'	285'	600'	600'
Providence Rd and Winthrop Market St	NBR	178/112	Yes	50'	185'	235'	-	185'
	SBL	170/69	Existing	150'	185'	335'	195'	195'
Bloomingdale Ave and Winthrop Town Centre	EBR	153/160	Yes	-	-	-	-	-
	WBL	67/94	Existing	(6)	-	-	-	-
Bloomingdale Ave and Winthrop Commerce Ave	EBR	184/119	Yes	(5)	-	-	-	50' ±
	WBL	168/118	Existing	(6)	-	-	-	-
Bloomingdale Ave and Full Grown Girl Drwy	EBR	7/16	No	-	-	-	-	-
	WBL	41/15	Existing	(6)	-	-	-	-

(1) See Figure 5, Peak Season plus Project Traffic, of this report.

(2) Based on Section 6.04.04 of Hillsborough County Land Development Code.

(3) Queue length calculation:

Providence Rd and Grand Winthrop Rd

SBL: $103/30 \times 25 = 86'$ Use 100'

Providence Rd and Winthrop Market St

SBL: $170/30 \times 25 = 142'$ Use 150'

(4) Based on FDOT Design Manual Exhibit 212-1 and the following posted speed limits:

Providence Rd - 45 MPH

Bloomingdale Ave - 45 MPH

(5) Not feasible due to right of way constraints and utility impacts.

(6) Existing two way left turn lane.



HILLSBOROUGH COUNTY LAND DEVELOPMENT
TRANSPORTATION TECHNICAL MANUAL



Public Works Department



Hillsborough
County Florida

Transportation Technical Manual for Subdivision and Site Development Projects

October 2021



5.3 MINIMUM RETURN RADII REQUIREMENTS

Minimum return radii are largely dependent upon the design vehicle. The designer must verify and confirm the turning movement of the design vehicle in consideration for the intersection that is being designed. Additionally, it is recommended that street corner radii in residential areas be reduced to minimize speeds and create a safe and walkable environment for pedestrians. Verify selected design vehicle can negotiate turning movement without encroachment onto adjacent curbs and sidewalks. Encroachment into adjacent lanes may be permissible on low-volume roads.

Table 5-1: Minimum Return Radii

Type of Development	Type of Design Vehicle	Roadway Classification	Minimum Radius
Residential	P, SU	Local Road	25'
	P, SU	Collector Road	35'
	P, SU, WB-40, WB-50	Arterial Road	50'
Commercial	P, SU, WB-40, WB-50	Local Road	35'
	P, SU, WB-40, WB-50	Collector Road	50'
	P, SU, WB-40, WB-50	Arterial Road	50'

5.4 CONTROL RADII

The control radii requirements for minimum turning paths at intersections must be determined using Table 3-13 of the FDOT Florida Intersection Design Guide.

5.5 INTERSECTION SIGHT DISTANCE REQUIREMENTS

The minimum required sight distance requirements at intersections for various design speeds and vehicles must be determined using Chapter 210 of the FDOT Design Manual and Figures 3-3 and 3-4 of the Florida Greenbook. The more stringent design standard must be used to determine the sight distance at intersections.

5.6 AUXILIARY LANES

Auxiliary lanes must be provided at subdivisions and commercial sites when warranted in accordance with the LDC. The criteria for the minimum length of auxiliary lanes and tapers at intersections must be determined by criteria in Chapter 212 of the FDOT Design Manual. Queue lengths for required turn lanes must, at a minimum, be equal to the value required by the analysis outputs. Notwithstanding the foregoing, turn lanes are to be sized as depicted in Table 5-2 below:

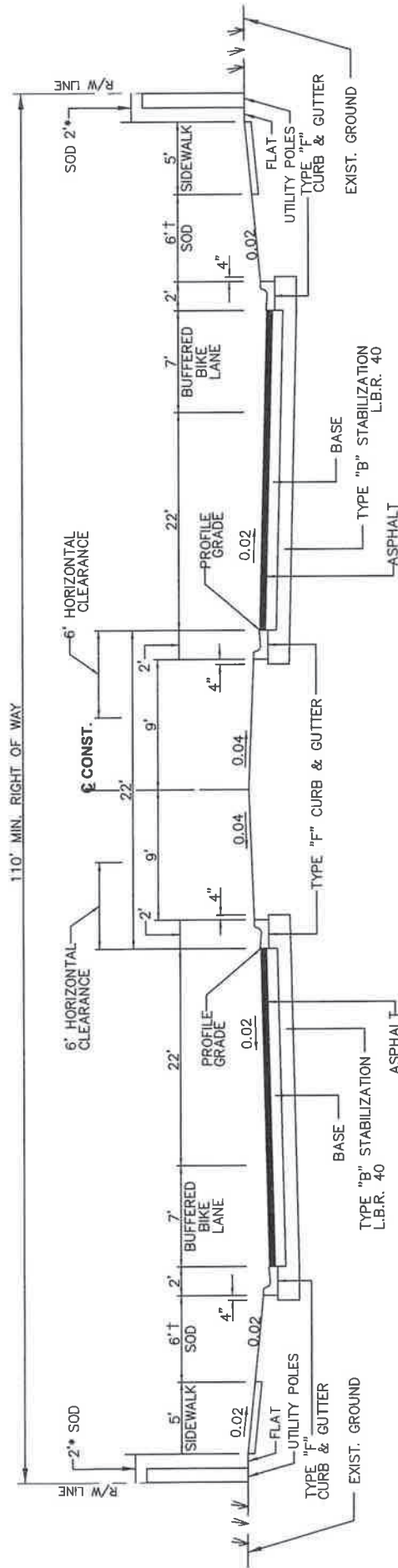
Table 5-2: Minimum Queue Lengths*

Turn Lane Type	Project Location	
	Within Urban Service Area	Within Rural Service Area
Left	100	50
Right	50	50
Freeflow Right	0	0

*Unless otherwise required by analysis

TS-6 AND TS-7





TYPICAL SECTION

N.T.S.

10,000 TO LESS THAN 20,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 45 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

REVISION DATE:

10/17

TRANSPORTATION TECHNICAL MANUAL



**Hillsborough
County Florida**

URBAN COLLECTORS (4 LANE DIVIDED) TYPICAL SECTION

DRAWING NO. **TS-6**

SHEET NO. 1 OF 1



FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

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



TRANSPORTATION TECHNICAL MANUAL

REVISION DATE:
10/17

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
Providence Rd.	County Collector - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Bloomington Ave.	County Arterial - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Grand Winthrop Ave.	Private (Adjacent to Modification Area)	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	18,625	2,146	1,508
Proposed	21,457	2,852	1,721
Difference (+/-)	(+) 2,832	(+) 706	(+) 213

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

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	Vehicular	Does Not Meet LDC
South	X	Vehicular & Pedestrian	None	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West	X	Vehicular & Pedestrian	None	Meets LDC
Notes: Although the vehicular only cross access along the northern boundary, i.e. between the project and folio 74147.0200, does not comply with Sec. 6.04.03.Q. LDC requirements, this is an existing condition and not a part of the modification area. As such, staff did not address this issue as a part of this Major Modification request.				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Bloomington Ave. – Request to Waive Required Turn Lane	Administrative Variance Withdrawn	N/A - Variance Request Withdrawn
Providence Rd. – Turn Lane Length Reduction	Design Exception Requested	Approvable
Bloomington Ave. – Substandard Road	Design Exception Requested	Approvable
Providence Rd. – Substandard Road	Design Exception Requested	Approvable
Notes: The request to waive the required turn lane was withdrawn. The proposed access plan was redesigned to shift trips from that that access to the next project access to the east.		

Transportation Comment Sheet

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

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Steffanie L. Wickham WASTE DIVISION
Sterlin Woodard, P.E. WETLANDS DIVISION

75106 AGENCY COMMENT SHEET

REZONING	
HEARING DATE: 10/17/2022	COMMENT DATE: 10/11/2022
PETITION NO.: 22-1112	PROPERTY ADDRESS: 11349, 11201 Bloomingdale Ave, Riverview, FL 33578
EPC REVIEWER: Melissa Yanez	FOLIO #: 074147-0275, 074147-0001
CONTACT INFORMATION: (813) 627-2600 X 1360	STR: 09-30S-20E
EMAIL: yanezm@epchc.org	
REQUESTED ZONING: Major Modification to PD	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetlands near the SE corner of the area indicated for Major Modification
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration as attached, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none">• Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.• The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.• Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be	

Environmental Excellence in a Changing World

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3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org

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

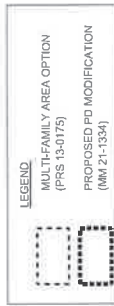
- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

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 subject property contains wetland/OSW areas, which have not been delineated. Knowledge of the actual extent of the wetland and OSW are necessary in order to verify the avoidance of wetland impacts pursuant to Chapter 1-11. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed. Once delineated, surveys must be submitted for review and formal approval by EPC staff.
- Chapter 1-11, prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

My/cb



NOTES TO SITE PLAN

WE LANDS
A. APPROVAL OF THIS ZONING PETITION BY HILLSBOROUGH COUNTY
DOES NOT CONSTITUTE A GUARANTEE THAT THE ENVIRONMENTAL
PROTECTION COMMISSION APPROVAL WILL BE NECESSARY FOR
PROTECTION AS PROPOSED WILL BE ISSUED, DOES NOT ITSELF
SERVE TO JUSTIFY ANY HAZARD TO WETLANDS, AND DOES NOT OBLI-
GATE ANY AFFECTED WETLANDS TO ENVIRONMENTAL PROTECTION
IF AFFECTED WETLANDS WILL BE HAZARDED IN ACCORDANCE WITH
HIGHER PROTECTION

GENERAL
THIS SITE PLAN IS CONCEPTUAL AND WILL BE SUBJECT TO CHANGE AS
DISCUSSIONS AND DESIGN DEVELOPMENT PROCEED. PLANNING AND ENGINEERING
NOTES ARE MORE CLEARLY KNOWN.

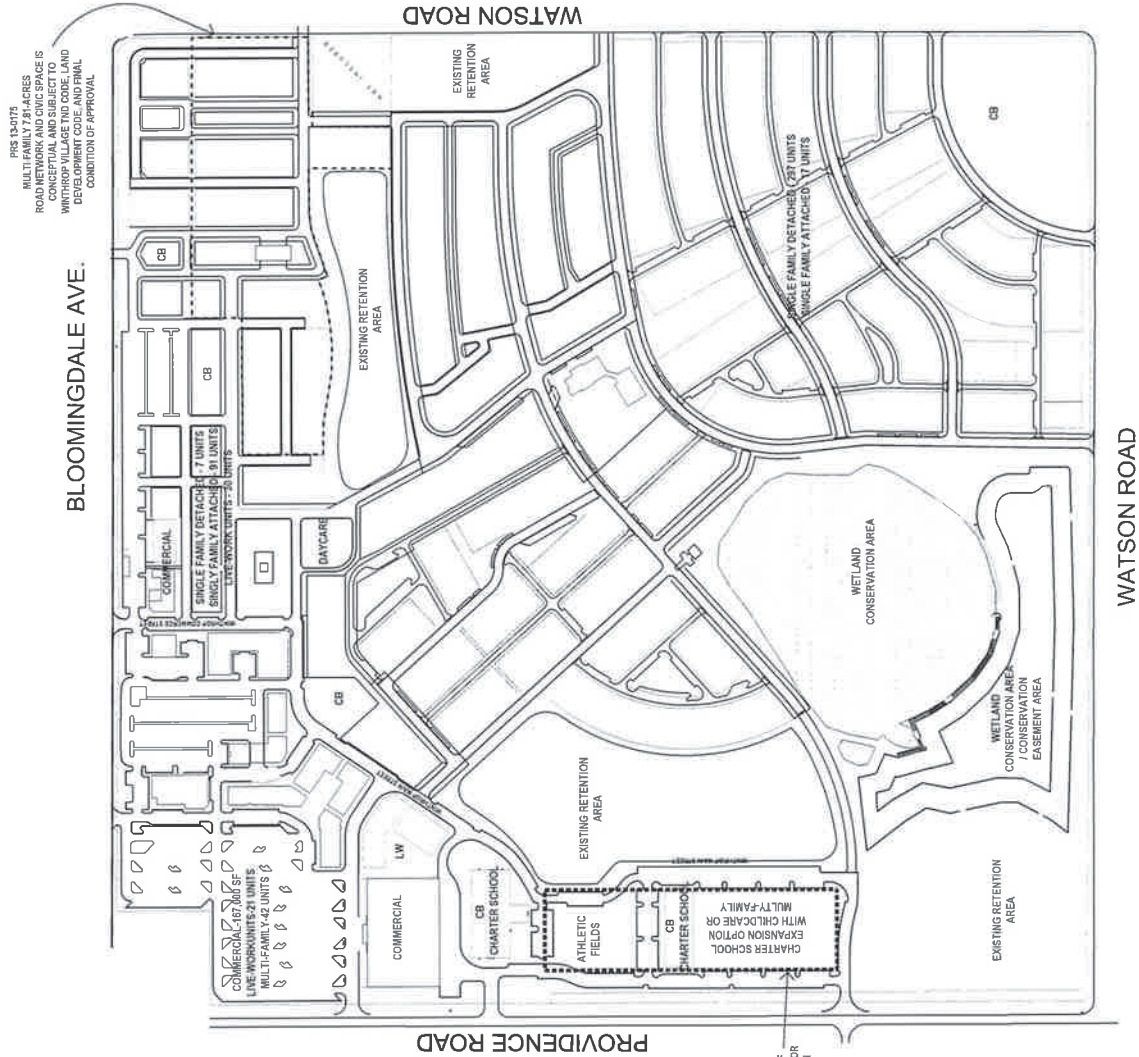
PRS 13-0175 LEGAL DESCRIPTION

A tract of land being a portion of the Northwest 1/4 of Section 9, Township 30 South, Range 20 East, Hillsborough County, Florida, being more particularly described as follows:

Commence at the Northeast corner of the Northwest $\frac{1}{4}$ of said Section 9, run thence along the East boundary of the Northwest $\frac{1}{4}$ of said Section 9, South $07^{\circ}05'59''$ East, 249.29 feet, thence departing said East boundary, North $89^{\circ}59'56''$ West, 200.70 feet to a point of intersection with the Westery right-of-way line.

From said point of intersection, run thence along said Westery right-of-way line, South $07^{\circ}05'59''$ East, 306.46 feet, thence departing said right-of-way line, North $89^{\circ}59'56''$ West, 197.92 feet, thence South $07^{\circ}18'59''$ West, 11.09 feet, thence North $89^{\circ}59'56''$ West, 40.00 feet, thence, South $07^{\circ}00'04''$ West, 207.96 feet, thence North $89^{\circ}59'56''$ West, 110.27 feet, thence North $09^{\circ}25'11''$ East, 212.97 feet, thence North $89^{\circ}59'56''$ West, 102.19 feet to a point of survey, thence Westerly, 99.78 feet along the arc of a curve to the line that having a radius of 285.01 feet, a central angle of $200^{\circ}03'13''$, and a chord of 99.27 feet, which bears South $79^{\circ}38'18''$ West to a point of tangency, thence North $69^{\circ}50'33''$ East, 91.12 feet, thence North $79^{\circ}38'18''$ West, 25.33 feet to the beginning of a non-tangency curve, thence Westerly, 334.61 feet along the arc of a curve to the right, having a radius of 572.00 feet, a central angle of $33^{\circ}20'30''$, and a chord of 329.96 feet, which bears South $86^{\circ}36'47''$ West to a point of reverse curvature, thence Westerly 75.93 feet along the arc of a curve to the left, having a radius of 572.00 feet, a central angle of $33^{\circ}20'30''$, and a chord of 329.96 feet, thence North $09^{\circ}10'06''$ East, 312.00 feet, thence North $89^{\circ}59'56''$ East, 362.00 feet, thence North $09^{\circ}10'06''$ East, 132.00 feet, and thence, North $89^{\circ}59'56''$ East, 740.59 feet to the Point of Beginning.

¹Tract contains 7.44 acres, more or less.





**Hillsborough
County Florida**
Development Services

AGENCY REVIEW COMMENT SHEET

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

TO: Zoning Review, Development Services

DATE: 09/07/2022

REVIEWER: Ron Barnes, Impact & Mobility Fee Coordinator

APPLICANT: Landside Investment, LLC

PETITION NO: 22-1112

LOCATION: 11201, 11349, 0, W Bloomingdale Ave

FOLIO NO: 74147.0000; 74147.0525; 74147.0031

Estimated Fees:

Charter School - No impact fees

Daycare

(per 1,000 s.f.)

Mobility: $\$13,156 * 18 = \$236,808$

Fire: $\$95 * 18 = \$1,710$

Project Summary/Description:

Urban Mobility, Central Park, Central Fire - Charter School- no impact fees; and Daycare 18,000 sf

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

PETITION NO.: MM22-1112 REVIEWED BY: Randy Rochelle DATE: 7/8/2022

FOLIO NO.: 74147.0000, 74147.0031 & 74147.0525

WATER

- ☐ The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☒ A 16 inch water main exists ☒ (adjacent to the site), ☐ (approximately _____ feet from the site) and is located within the east Right-of-Way of Providence Road. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- ☐ The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- ☒ A 6 inch wastewater force main exists ☐ (adjacent to the site), ☒ (approximately 100 feet from the site) and is located within the west Right-of-Way of Providence Road. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water systems.

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 29 June 2022

REVIEWER: Bernard W. Kaiser, Conservation and Environmental Lands Management

APPLICANT: William Molloy

PETITION NO: MM 22-1112

LOCATION: Not listed

FOLIO NO: 74147.0000, 74147.0525, 74147.0031

SEC: _____ **TWN:** _____ **RNG:** _____

☒ This agency has no comments.

☐ This agency has no objection.

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

☐ This agency objects, based on the listed or attached conditions.

COMMENTS: _____.



VERBATIM TRANSCRIPT

Transcript of Proceedings
November 14, 2022

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

-----X
)
IN RE:)
)
ZONE HEARING MASTER)
HEARINGS)
)
-----X

ZONING HEARING MASTER HEARING
TRANSCRIPT OF 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 opposition to this request? I see no one. Mr. Grady, anything
2 else?

3 MR. GRADY: Nothing further.

4 HEARING MASTER: Ms. Corbett.

5 MS. CORBETT: Nothing further, other than respectfully
6 asking for your approval.

7 HEARING MASTER: All right. Thank you so much. With
8 that, we'll close Rezoning 22-1103 and go to the next case.

9 MR. GRADY: The next item is Item D.6, application
10 number major mod application 22-1112. The app is Landside
11 Investment, LLC. The request is for a major modification of
12 existing plan development. Michelle Heinrich will provide staff
13 recommendation after presentation by the applicant.

14 HEARING MASTER: Good evening.

15 MR. MOLLOY: Good evening again. William Molloy, 325
16 South Boulevard. This is a request, as Mr. Grady said, for a
17 major modification to the existing plan development that is the
18 Winthrop development in Riverview. The technical ask here is to
19 add 500 students and the facilities that would, you know,
20 educate and house them to the existing charter school and also
21 use a child -- add a childcare use of 180 students.

22 From a planning perspective, I think all that is
23 pretty easy. It's an existing school. The dirt for the
24 facilities is there. It was previously earmarked for
25 multi-family, that's going to move elsewhere in the project now.

1 And obviously the need for the expansion is more than apparent.
2 I know the school has a waiting list that numbers in the
3 hundreds. The devil in this case is actually the vehicular and
4 the transportation aspects, because we had to basically engineer
5 a denovo queuing system that kept all the traffic, the drop off,
6 the -- the pickup completely internal the project without
7 compromising any access points or interfering with the existing
8 businesses. And Winthrop is built-out development, so that took
9 a lot of -- a lot of work, let's put it that way. This case is
10 on its second case number. We've been at it for quite some
11 time.

12 I would like to introduce Mr. Jason Kendall, who can
13 walk you very briefly through or, you know, at your discretion,
14 we can go into detail the queuing plan so we can show you how it
15 works and how it does what it's supposed to do.

16 HEARING MASTER: That was going to be my question to
17 have that comparison done of what you have now and what you're
18 proposing.

19 MR. MOLLOY: Yes, ma'am. To be very clear, we have
20 nothing now. This was done before a queue was mandated.

21 HEARING MASTER: Ah, okay.

22 MR. MOLLOY: So that's why the exercise was that
23 exceptional.

24 HEARING MASTER: I appreciate it. Good evening.

25 MR. KENDALL: Good evening. I'm Jason Kendall, 708

1 Lithia Pinecrest Road, Brandon, Florida. I'd like to share
2 something on the alma, if possible. Okay. As as -- as Billy
3 mentioned, the -- the two schools were built before any of the
4 queuing -- the current correct queuing criteria was -- was
5 mandated.

6 Currently, the school drop off and pickup comes up the
7 western side of the schools and, you know, drops off and picks
8 up on the western side, that's directly adjacent to Providence
9 Avenue, which is right here. So the -- currently, the parents
10 will come in the various locations across Winthrop, but they'll
11 come around and there's two lanes currently that they can come
12 up here and queue onsite. So we've -- as Billy mentioned, we've
13 gone in detail with staff and the founder of Winthrop and we've
14 kind of come up with a new queuing plan that changes things
15 quite drastically. We've added two lanes of queuing around the
16 school itself, so that now there's four lanes instead of two.

17 Additionally, the sec -- the four lanes extend up the
18 eastern side the school as well, so we have a lot more stacking
19 there. Currently, there is no -- no parent traffic coming in
20 Grand Winthrop on the south side of the school. We've reversed
21 the -- the queuing lane so the -- the -- the -- the traffic will
22 come in, circle the school and also come in off of Bloomingdale,
23 which again greatly increase the traffic.

24 Currently, also a number of the parents will drop off
25 the -- the kids in the Publix parking area and walk them in the

1 school. We're changing that to add an actual parent drop off
2 area on the north side of the Winthrop complex. And we're
3 making sidewalk improvements and ADA access improvements from
4 that parking area to the school.

5 We're also adding sidewalks to the neighborhood where
6 there's a -- 330 homes currently with about 50 students
7 enrolled. So a number of students will walk to the school.
8 We're also adding an additional drop off and pickup period.
9 Currently, there's two. There will be three in the future when
10 this is developed and they're all separated by a 30 minute time.
11 So the queuing plan you see here in the report is the worst case
12 scenario for if all the students were picked up at the same
13 time. That's not going to be the case. There's no reason
14 for -- for this queuing plan to ever back up this far, but we do
15 have enough stacking for all the students at the -- at -- the
16 whole complex to fit on the Winthor property.

17 HEARING MASTER: Can you show me on that plan where
18 the new building is?

19 MR. KENDALL: It's going on the south side of the --
20 of the development right -- right there.

21 HEARING MASTER: I see.

22 MR. KENDALL: Currently right now, the Publix is right
23 here. There's -- there's two school buildings right here and
24 the new school complex is going here, the new school buildings.
25 As Billy mentioned, that's currently on the existing PD plan to

1 be a multi-family development with up to 150 units.

2 HEARING MASTER: I understand. All right. Thank you
3 so much. Appreciate it. If you could please sign-in.

4 MR. KENDALL: All right.

5 MR. MOLLOY: William Molloy. And I just want to
6 reinforce that that document that Jason produced absolutely
7 reflects a worse case scenario as though every child was being
8 dropped off or picked up at the same time. And what we've
9 agreed to at the school is staggered drop off times. So that,
10 again, that density that, you know, that many cars onsite we
11 should never actually see. I just want to make sure that's
12 clear.

13 HEARING MASTER: And did I also see in the conditions
14 that there'll be mandatory staff people assigned at various
15 locations?

16 MR. MOLLOY: Correct. There's -- and I believe
17 John Sullivan could actually speak to that. We're going to have
18 the school agree that they have to have staff at certain points
19 within the project. If they don't, their right to do the walk
20 up/drop off will be revoked.

21 HEARING MASTER: Understood.

22 MR. MOLLOY: So --

23 HEARING MASTER: All right. Thank you so much.

24 MR. MOLLOY: I'm just going to introduce Mr. Sullivan.
25 He's the owner and the principal on this project, just so he can

1 retain his right to speak at the Board, if necessary.

2 HEARING MASTER: All right. Good evening.

3 MR. SULLIVAN: Hi. Good evening. Thank -- thank you
4 for being here late. My name is John Sullivan. My address is
5 11135 and 37 Winthrop Market, which is -- it's been my honor in
6 working with the County all these years to bring a T and D with
7 Andrea Spwaney (phonetically) and he came and visited, actually
8 when school was open recently and we kind of looked at the right
9 way to do this. And actually everything about this plan that's
10 being proposed now, somewhat sometimes frustrated with staff,
11 actually got better overtime even with the give and take that --
12 that causes this to happen. And I've had the pleasure for
13 living with the school my back -- on my back porch and when I
14 wake up every morning, I -- I get to watch up till now, it's
15 been about 350 parents walking with their kids to school, which
16 is -- and coming back handheld back to the Publix. It's really
17 been a remarkable experience just to kind of live and watch
18 these kids do it. I mean, it's just one of the joys of because
19 developing and building is, you know, dry and deals with leases
20 and things like that and building contracts. But this was been
21 kind of a pleasure in the project. So I can tell you that it's
22 worked very well, and people really work it out now. And this
23 now adds much more capacity, if the worst case they're talking
24 about happened. So I just wanted to tell you to thank you all
25 for working on it and it's been a pleasure to work with you.

1 Thank you.

2 HEARING MASTER: Thank you, sir, for your comments.

3 If you could please sign-in. Mr. Mallory, does that conclude
4 your presentation? Perfect. Development Services.

5 MS. HEINRICH: Hi. Good evening. Michelle Heinrich,
6 Development Services. This is a major modification request to
7 PD 97-0113, as most recently modified by PRS 14-605. This is a
8 148 acre mixed use project known as Winthrop, which consists of
9 residential, commercial office and civic uses in a T and D
10 development form. The area of modification, as the applicant's
11 team pointed out, is the southwest portion of the PD, which is
12 currently permitted for multi-family. The applicant requests a
13 second development option which would allow for the expansion of
14 the neighboring charter school and a day care use. If developed
15 under this option, multi-family uses would still be allowed
16 elsewhere in the PD at the permitted maximum. The K through
17 eight charter school expansion would increase the number of
18 students from 1,300 to 1,810 with maximum per grade levels,
19 which is outlined in the conditions of approval. This PD was
20 approved prior to the LDC requirement for charter schools to
21 provide a queuing and event parking plan. Therefore, as you
22 heard, under this major modification, that analysis needed to be
23 conducted and those plans are included as part of the site plan.

24 Staff's review of the proposal found that the area is
25 already developed with school uses and is adequately separated

1 from residential uses found to the west and east. Residential
2 to the west is separated from the subject area by Providence
3 Road and retention ponds on the western development.
4 Residential to the east is within the Winthrop PD and is
5 separated by a large retention pond. Areas to the south consist
6 of wetlands and a conservation easement. The area to the north
7 is developed with the existing charter school.

8 The charter school will accommodate students being
9 dropped off from a car utilizing the queuing lanes, as well as
10 students dropped off from an on campus location and then walking
11 to school. Vehicular queuing plan will locate lanes around the
12 school area and no queuing will occur outside of the PD or in
13 the residential only areas of Winthrop. The off campus drop off
14 location is located north, northeast of the school in a portion
15 of the PD developed with commercial office and live work uses.
16 Signage will be required to direct parents to the specified area
17 and discourage the use of customer parking elsewhere in the
18 area. Schooling tenants will be stationed within the vehicle
19 queuing area and office camp off campus parking areas to monitor
20 safety and circulation.

21 The applicant provided a detailed existing and
22 proposed parking count, which has demonstrated to staff that
23 excess parking is available and can be utilized for the off
24 campus drop off area. We received no objections from reviewing
25 agencies and received a finding of consistency from the Planning

1 Commission. Therefore, in addition to the factors I just noted,
2 we do recommend approval subject to proposed conditions. And
3 I'm available if you have any questions.

4 HEARING MASTER: Not at this time, but thank you so
5 much. Planning Commission.

6 MS. PAPANDREW: Andrea Papandrew with your Planning
7 Commission Staff. Subject property is within the residential
8 six future land use category. The site is in the urban service
9 area and is within the limits of the Riverview and the
10 SouthShore Areawide Systems Community Plans. The intent of the
11 Residential-6 future land use category is to designate areas
12 that are suitable for low density residential development.
13 Residential-6 surrounds the subject site on all sides.
14 Residential-12 is located to the northeast. Residential-4 and
15 public quasi-public categories are located to the east. And to
16 the southeast is Residential-2. As the proposed use is a
17 residential support use. It is permitted in the Residential-6
18 future land use category and it is not subject to commercial
19 location or criteria as it is not in neighborhood serving
20 commercial use. The proposed is consistent with Objective eight
21 and Policy 8.1, which recognizes that a range of identified uses
22 can be found in each of the future land use categories, provide
23 they're compatible. In this case, as the proposed use is
24 compatible with the Residential-6 future land use category,
25 which is primarily residential, but allows compatible

1 neighborhood serving commercial uses and residential support
2 use -- support uses. The proposed major modification is in an
3 area that is well established mixed use development known for
4 its connected mix of retail and residential. Expansion of the
5 school and introduction of childcare, both of which are
6 residential support uses would further contribute to the mixed
7 use nature of the site.

8 As per Policy 8.3 and 8.5, the applicant is not
9 required to remove entitlements to the multi-family uses that
10 were previously approved, as intensity and density calculations
11 for a site may be calculated using the gross average of the site
12 for schools. However, the applicant is proposing a reduction in
13 the multi-family residential dwellings as per the proposed
14 conditions of approval. The proposed meets the intent of
15 Objective nine of Policy 9.2, which requires all development to
16 meet or exceed the requirements of all land development
17 regulations adopted by the county, state and federal government.
18 The applicant has submitted a queuing plan and has requested an
19 administrative variance and design exemption regarding the
20 eastbound right turn lane at the intersection of Bloomingdale
21 Avenue and Winthrop Town Center. The applicant has also
22 requested design exemptions for requirements regarding lane
23 width, lane length and width for Bloomingdale Avenue and
24 regarding improvements to Providence Avenue.

25 At the time of filing this report, final

1 transportation and zoning comments were not yet available in
2 Optix. Therefore, the Planning Commission Staff did not take
3 them into consideration for the analysis of this request.

4 Schools and childcare centers are residential support
5 uses and are permitted in all residential future land use
6 categories per Objective 17 and Policy 17.1, as long as the
7 proposed schools are compatible with the surrounding area. The
8 site is part of a large mixed use development known as Winthrop
9 Village. It includes a mix of residential, commercial and
10 residential support uses, access to the charter school and
11 childcare centers through Grand Winthrop Avenue off Providence
12 Road.

13 Pedestrian connectivity is achieved with -- with a
14 network of sidewalks that will be internal to the development
15 and connected to the surrounding Winthrop Village area. And the
16 applicant has submitted a plan, which will stagger the arrival
17 and dismissal times for students by age and grade groups and
18 included a walk up parking in the plan with additional parking
19 available at an existing public parking lot.

20 The school is compatible -- comparable and compatible
21 with the surrounding area. And it's consistent with Objective
22 16 and Policy 16.1, 16.2 and 16.3 as it provides the transition
23 of uses away from the intersection of Bloomingdale and
24 Providence where the commercial uses are located, while it's
25 residential support uses will be further south of Providence

1 Road.

2 The request is also consistent with the community
3 design component, Gold ten, Policy 10-1.1, which requires school
4 to be located and designed in a manner that -- manner that
5 creates community assets. The design of schools is also
6 encouraged to have a scale similar to adjacent development. The
7 site is within the limits of the SouthShore Areawide Systems
8 Community Plan that recognizes the preferred development pattern
9 of each of its smaller communities and it's within the Riverview
10 review community plan which has Gold 10, which seeks to support
11 and maintain high quality schools, service it's community
12 amenities.

13 HEARING MASTER: You got about 25 seconds left.

14 MS. PAPANDREW: I'm at my end. So perfect. Based
15 upon the above considerations, Planning Commission Staff finds
16 the proposed major modification consistent with the
17 Unincorporated Hillsborough County Comprehensive Plan subject to
18 conditions proposed by the Development Services Department.
19 Thank you.

20 HEARING MASTER: Thank you. I appreciate it. Is
21 there anyone in the audience or online that would like to speak
22 in support? Anyone in favor?

23 MR. GRADY: We have Stephen Griffin.

24 HEARING MASTER: All right. Good evening,
25 Mr. Griffin.

1 MR. GRIFFIN: Mr. Griffin. Good evening, Madam
2 Hearing Master and Staff. I want to speak to this PD in support
3 of this application. The reason I'm supporting this application
4 is going to be making an improvement to the livability of our
5 community. I'm a resident of Winthorp Village and the charter
6 school, as indicated by the applicant, has never really had a
7 queuing plan. It was approved prior to the requirements in the
8 Land Development Code for queuing. So every school year was
9 always an adventure of parents coming through the neighborhood
10 queuing in the neighborhood, creating chaos, if you will.

11 The proposed development, with the conditions as
12 proposed by staff and as you saw presented by the applicant,
13 will finally put a queuing plan for this charter school in
14 place. This will move the parents' traffic coming to and from
15 the school away from the residential portions of our community.
16 It will finally provide some piece of mind for the residents
17 knowing there is going to be a consistency when each school year
18 starts. Parents will know where to come and go and to pick up
19 their kids and we'll have less traffic impacts on our
20 residential neighborhood.

21 So my support is for this PD specifically with those
22 conditions approved by staff, particularly conditions 21 through
23 31, which speaks to the transportation, the access management
24 plan and the pedestrian plan, moving students and their parents
25 to and from the school and removing that burden from our

1 residential neighborhood. I think this is a good plan. Again,
2 it will reduce the impacts of this charter school in the
3 residential portion of Winthrop Village and help our community
4 continue to grow and prosper in the coming years. So thank you
5 very much.

6 HEARING MASTER: Mr. Griffin, before you go, could you
7 give us your address for the record, please?

8 MR. GRIFFIN: Certainly. My address is 6143 Cliff
9 House Lane, Riverview, Florida 33578.

10 HEARING MASTER: Perfect. Thank you so much. I
11 appreciate your comments.

12 MR. GRIFFIN: Thank you for your time.

13 HEARING MASTER: Is there anyone else that would like
14 to speak in support? I'm seeing no one. Anyone in opposition
15 to this request? I see no one in the room. No one online. All
16 right. Mr. Grady, anything else?

17 MR. GRADY: Nothing further.

18 HEARING MASTER: Mr. Molloy.

19 MR. MOLLOY: No. I think we're a happy team. I would
20 like to thank Mr. Griffin for his comments. I know he is well
21 respected. It's good to see him and we appreciate -- we
22 appreciate his support. Thank you.

23 HEARING MASTER: Thank you so much. With that, we'll
24 close major modification 22-1112 and go to the next case.

25 MR. GRADY: The next item is Agenda Item D.7 Rezoning

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

-----X
)
IN RE:)
)
LAND USE HEARING OFFICER)
HEARINGS)
)
-----X

LAND USE HEARING OFFICER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

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 Videoconference by:

Julie Desmond, Court Reporter
U.S. Legal Support

1 from the Zoning Hearing Master process. And then
2 the final change is on Page 9 of the agenda, Item
3 D.5, Major Mod Application 22-1112. The applicant
4 is Landside Investment, LLC. Staff is requesting a
5 continuance of this item to November 14, 2022,
6 Zoning Hearing Master Hearing.

7 Madam Hearing Master, similar to the first
8 time, there is some late identified transportation
9 issues and concerns that could not be adequately
10 responded to without the need for the continuance.
11 So in order to provide more time for that review in
12 response to those issues, staff is requesting this
13 item be continued to November 14, 2022, Zoning
14 Hearing Master Hearing.

15 HEARING MASTER HATLEY: All right. Thank you.
16 Is there anyone here in the audience or online who
17 wishes to speak to the continuance of Major
18 Modifications 22-1112?

19 All right. I don't hear anyone. So Major
20 Modification 22-1112 is continued to the November
21 14, 2022, Zoning Hearing Master Meeting.

22 MR. GRADY: That concludes changes to the
23 agenda. I will now go through the published
24 withdrawals and continuances beginning on Page 4 of
25 the agenda. The first item is item A.1, Rezoning

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

-----X
)
IN RE:)
)
ZONE HEARING MASTER)
HEARINGS)
)
-----X

ZONING HEARING MASTER HEARING
TRANSCRIPT 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 via Cisco Webex Videoconference by:

Christina M. Walsh, RPR
Executive Reporting Service
Ulmerton Business Center
13555 Automobile Blvd., Suite 130
Clearwater, FL 33762
(800) 337-7740

1 October 17, 2021 [2022], Zoning Hearing Master.

2 HEARING MASTER HATLEY: Mr. Grady, will you
3 clarify the year, please.

4 MR. GRADY: October 17, 2022. Sorry.

5 HEARING MASTER HATLEY: Thank you.

6 MR. GRADY: Sorry.

7 HEARING MASTER HATLEY: All right. So this
8 would be Rezoning 22-1096. Staff is requesting a
9 continuance to October 17, 2022, Zoning Hearing
10 Master meeting.

11 Is there anyone here or online who wishes to
12 speak to this continuance? All right. I do not
13 hear anyone or see anyone. So Rezoning 22-1096 is
14 continued to the October 17, 2022, Zoning Hearing
15 Master meeting.

16 MR. GRADY: The last change to the agenda is
17 on page 10, item D-7, Major Mod Application
18 22-1112. Landside Investment.

19 Staff is requesting a continuance of this
20 item to the October 17th, 2022, Zoning Hearing
21 Master Hearing to allow for some additional
22 analysis and review of transportation-related
23 issues and -- and further review of that
24 information.

25 So, again, staff is requesting a continuance

1 to the October 17th, 2022, Zoning Hearing Master
2 Hearing.

3 HEARING MASTER HATLEY: Thank you.

4 This is Rezoning -- actually, Major
5 Modification 22-1112, is there anyone here or
6 online who wishes to speak to the continuance of
7 this item?

8 All right. I do not hear anyone or see
9 anyone. Continuance is granted. Major
10 Modification 22-1112 is continued to the
11 October 17th, 2022, Zoning Hearing Master meeting.

12 MR. GRADY: That concludes the changes to
13 the agenda. I'll now go through the public
14 withdrawals and continuances beginning on page 4 of
15 the agenda.

16 The first item is item A-1, Rezoning-PD
17 22-0562. This application is being continued by
18 the applicant to the October 17, 2022, Zoning
19 Hearing Master Hearing.

20 Item A-2, Rezoning-PD 22-0567. This
21 application is out of order to be heard and is
22 being continued to the October 17, 2022, Zoning
23 Hearing Master Hearing.

24 Item A-3, Rezoning-PD 22-0648. This
25 application is continued by the applicant to the

1 October 17, 2021 [2022], Zoning Hearing Master.

2 HEARING MASTER HATLEY: Mr. Grady, will you
3 clarify the year, please.

4 MR. GRADY: October 17, 2022. Sorry.

5 HEARING MASTER HATLEY: Thank you.

6 MR. GRADY: Sorry.

7 HEARING MASTER HATLEY: All right. So this
8 would be Rezoning 22-1096. Staff is requesting a
9 continuance to October 17, 2022, Zoning Hearing
10 Master meeting.

11 Is there anyone here or online who wishes to
12 speak to this continuance? All right. I do not
13 hear anyone or see anyone. So Rezoning 22-1096 is
14 continued to the October 17, 2022, Zoning Hearing
15 Master meeting.

16 MR. GRADY: The last change to the agenda is
17 on page 10, item D-7, Major Mod Application
18 22-1112. Landside Investment.

19 Staff is requesting a continuance of this
20 item to the October 17th, 2022, Zoning Hearing
21 Master Hearing to allow for some additional
22 analysis and review of transportation-related
23 issues and -- and further review of that
24 information.

25 So, again, staff is requesting a continuance

1 to the October 17th, 2022, Zoning Hearing Master
2 Hearing.

3 HEARING MASTER HATLEY: Thank you.

4 This is Rezoning -- actually, Major
5 Modification 22-1112, is there anyone here or
6 online who wishes to speak to the continuance of
7 this item?

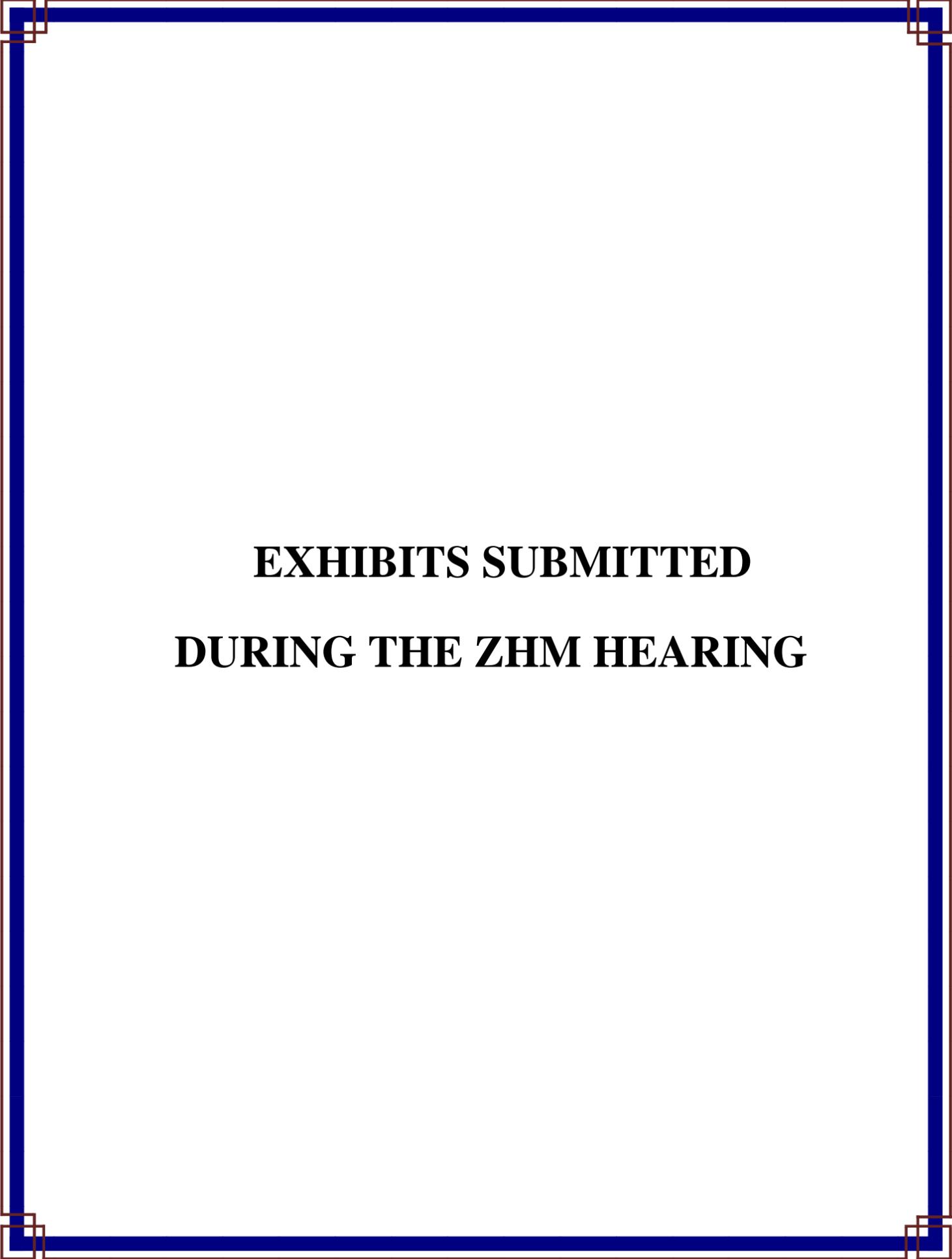
8 All right. I do not hear anyone or see
9 anyone. Continuance is granted. Major
10 Modification 22-1112 is continued to the
11 October 17th, 2022, Zoning Hearing Master meeting.

12 MR. GRADY: That concludes the changes to
13 the agenda. I'll now go through the public
14 withdrawals and continuances beginning on page 4 of
15 the agenda.

16 The first item is item A-1, Rezoning-PD
17 22-0562. This application is being continued by
18 the applicant to the October 17, 2022, Zoning
19 Hearing Master Hearing.

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21 application is out of order to be heard and is
22 being continued to the October 17, 2022, Zoning
23 Hearing Master Hearing.

24 Item A-3, Rezoning-PD 22-0648. This
25 application is continued by the applicant to the



**EXHIBITS SUBMITTED
DURING THE ZHM HEARING**

NONE



PARTY OF RECORD

NONE