

PD Modification Application: PRS 23-0154

Zoning Hearing Master Date: N/A

BOCC Land Use Meeting Date: May 9, 2023



Hillsborough County Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: EPG 1, LLC

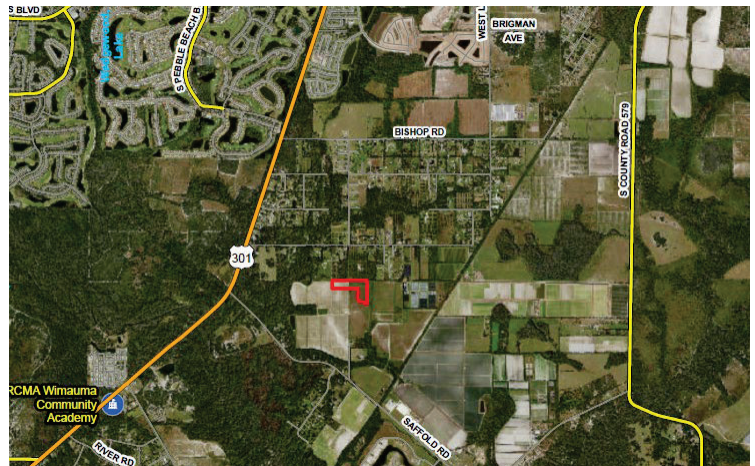
FLU Category: WVR-2

Service Area: Rural

Site Acreage: 13 +/-

Community Plan Area: Wimauma

Overlay: None



Introduction Summary:

The subject site is located within PD 19-0102, as most recently modified by MM 22-1301. PD 19-0102 covers two non-contiguous development areas which transferred density from one area (Bullfrog Creek Mitigation Area) to the other area (Berry Bay Receiving Area). The PD is approved for 1,047 residential units (subject to the availability of employment and commercial in the Wimauma Community Plan Village area) and a public school use (permissible in Option 1 and permitted in Option 2).

Existing Approval(s):

Pod F approved for 60-80 single-family lots. This range was an estimate under PD 19-0102.

Proposed Modification(s):

Pod F proposed for 60-100 single family lots. The proposed range is based upon site engineering conducted since the approval, which now proposes an accurate range.

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:

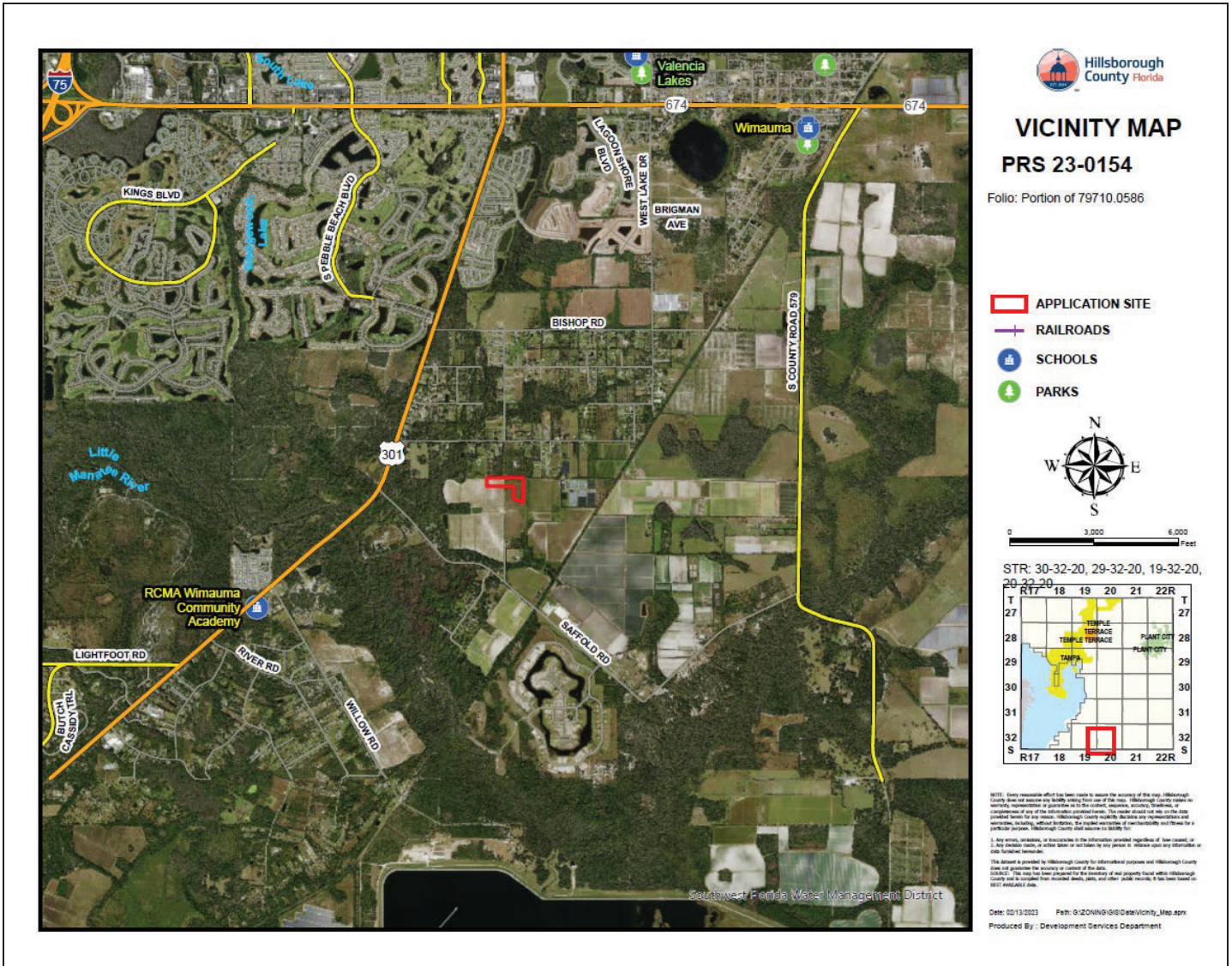
N/A

Development Services Recommendation:

Approvable, Subject to Conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



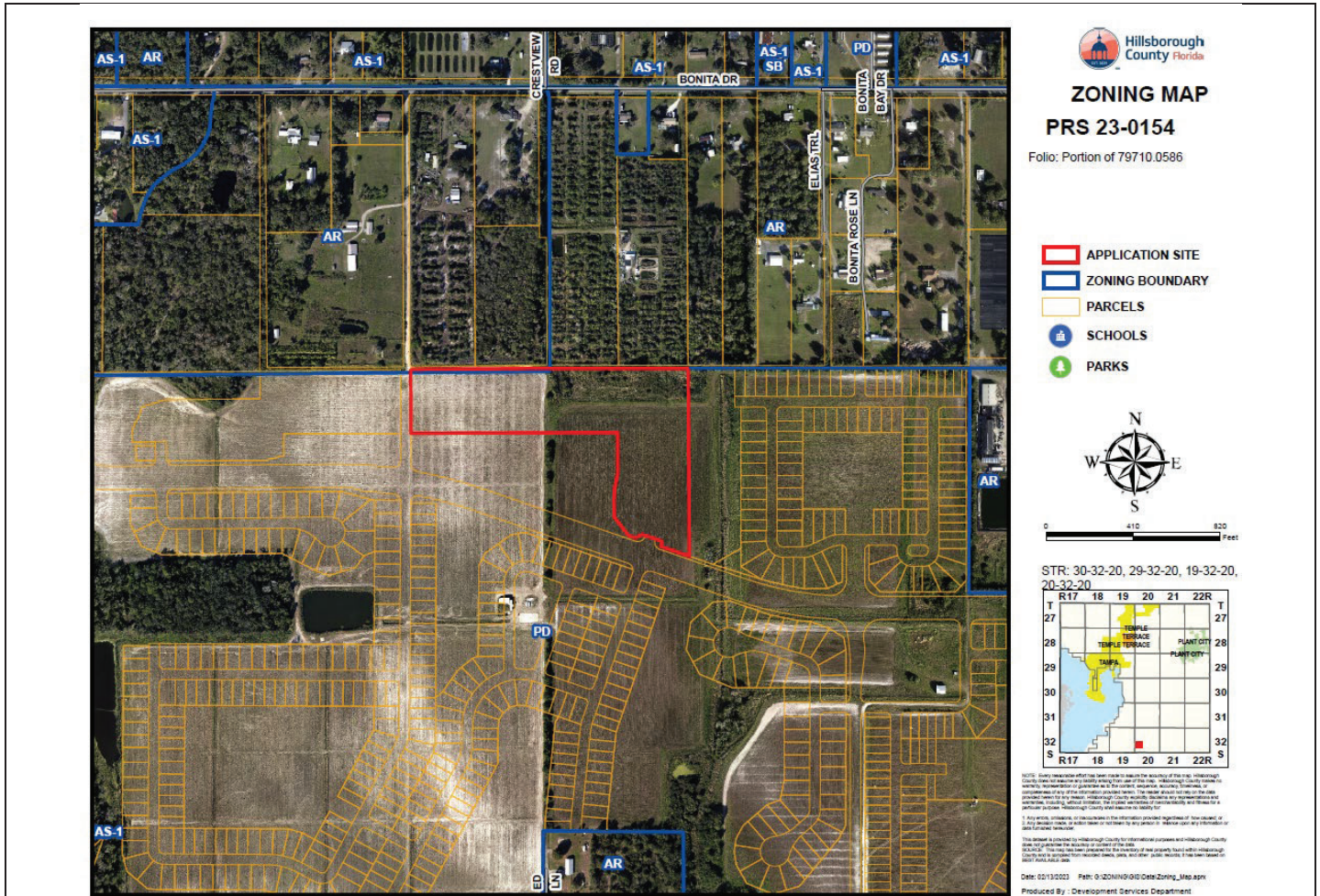
Context of Surrounding Area:

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

The area of modification is located along the northern PD boundary.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Immediate Area Map

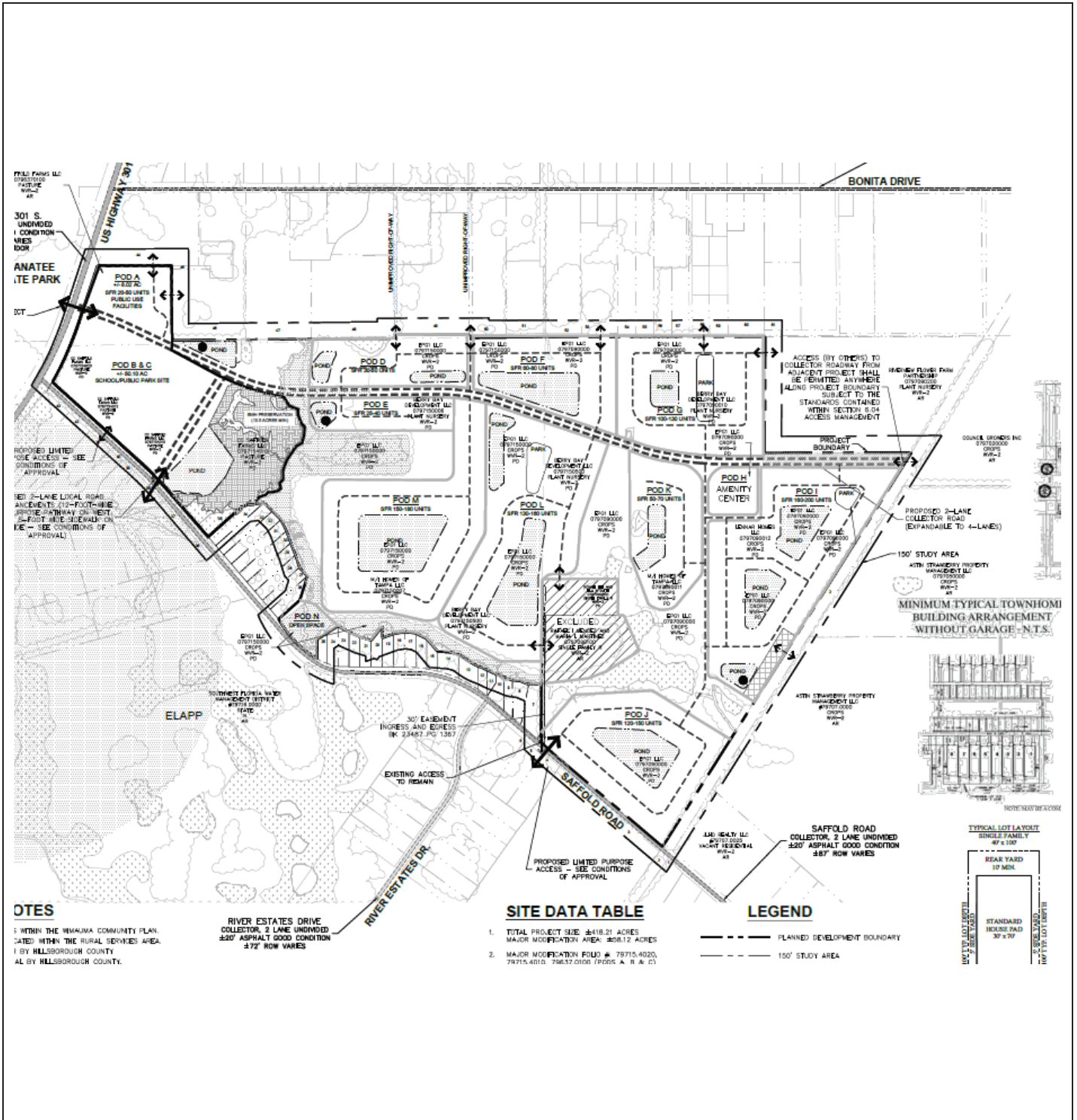


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR	1 unit per 5 acres	Single Family and Agricultural	Single Family and Agriculture
South	PD 19-0102 (Pod L)	2.5 units per acre (gross overall)	Single-Family Residential	Undeveloped
East	PD 19-0102 (Pod G)	2.5 units per acre (gross overall)	Single-Family Residential	Undeveloped
West	PD 19-0102 (Pod D)	2.5 units per acre (gross overall)	Single-Family Residential	Undeveloped

2.0 LAND USE MAP SET AND SUMMARY DATA

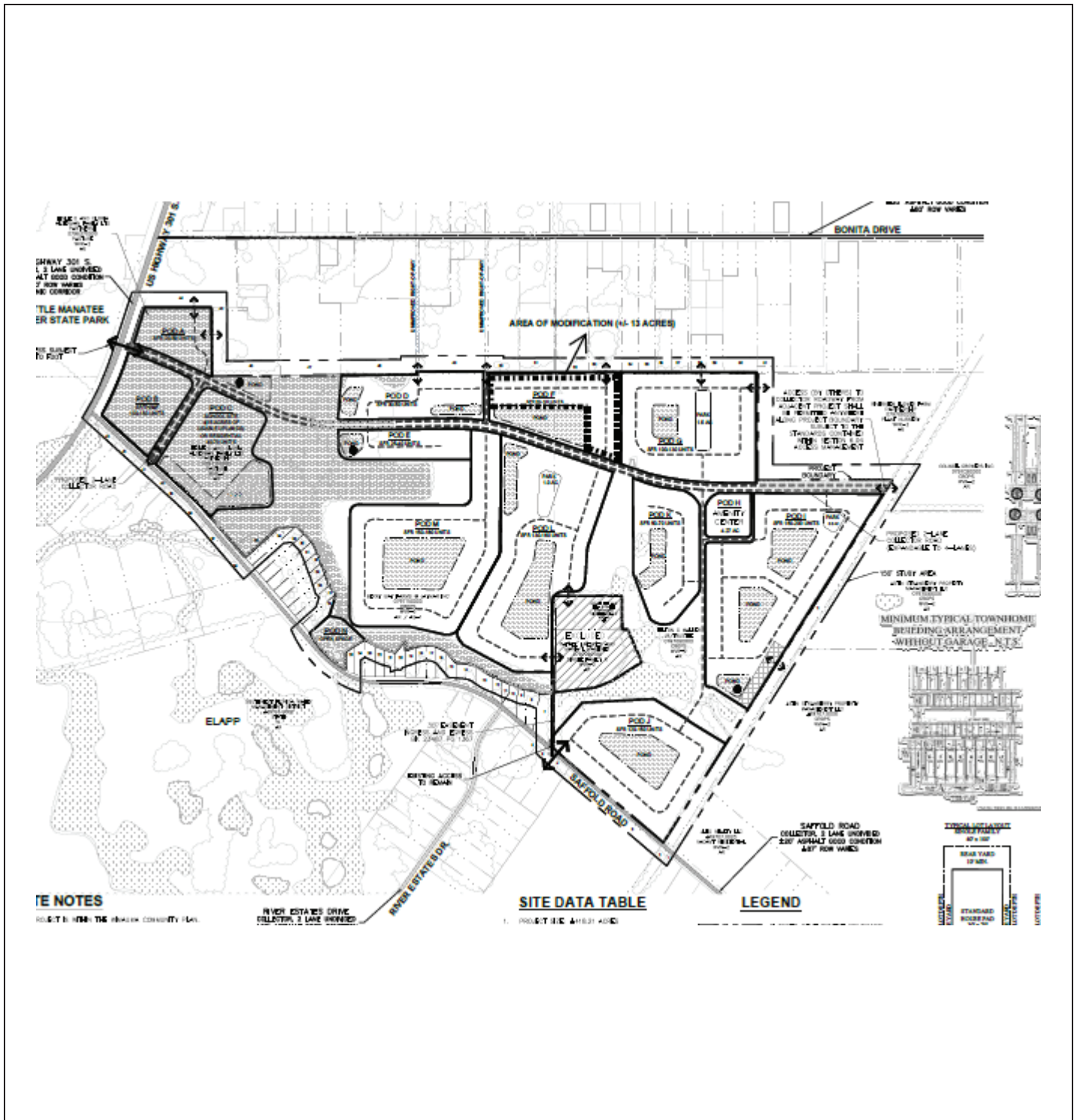
2.3 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



Option 2

2.0 LAND USE MAP SET AND SUMMARY DATA

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



Option 1

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

Adjoining Roadways (check if applicable)

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

Project Trip Generation Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	18,361	1,920	1,954
Proposed	18,361	1,920	1,954
Difference (+/-)	+0	+0	+0

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

Connectivity and Cross Access Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Vehicular & Pedestrian	None	Meets LDC
South	X	Vehicular & Pedestrian	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West	X	Vehicular & Pedestrian	None	Meets LDC

Notes:

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.

Notes:

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	No wetlands in Pod F
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input checked="" 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 type="checkbox"/> Potable Water Wellfield Protection Area <input checked="" type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input checked="" type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa (to the west) <input checked="" type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Not available at the time of filing this staff report.				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The modification request is limited to Pod F, which is approved for single-family lot in the range of 60-80 lots. The range is proposed to be expanded by 20 units from 80 to 100 lots at the maximum. No change to the minimum lot size or pod size is proposed. Pod F is located along the northern boundary of the PD. Abutting properties consist of large lots developed with agricultural uses. The closest residential structures are 450 – 700 feet from the common boundary.

Based upon the above, no compatibility issues have been identified.

5.2 Recommendation

Approvable, subject to proposed conditions of approval.

The overall project is approved for a total of 1,047 lots. Each pod has a minimum and maximum range that if all pods developed at the minimum would be under the 1,047 maximum. If all pods developed at the maximum range, this would exceed the 1,047 maximum. Therefore, notwithstanding the ranges provided on the site plan for each pod, the total number of units remains at 1,047 allowing only a reallocation within the pods, not an increase for the overall project.

6.0 PROPOSED CONDITIONS

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

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

1. Residential development under Option 1 and Option 2 shall be limited to a maximum of 1,047 residential units. Additionally:
 - 1.1 Under Development Option 1, a non-charter public school shall be permissible where depicted on the general site plan (Pod C). Pod C may alternatively be developed with 40-70 single-family detached, single-family attached and/or multi-family residential units.
 - 1.2 Under Development Option 2, a non-charter public school (1,620 student maximum, pre-K - 8th grade), public passive park and conservation area is permitted where depicted on the general site plan (Pod B & C). There is no alternative for residential development in Pod B & C under Option 2.
2. Under Development Option 1, Pods A, D, E, F, G, I, J, K, L and M shall be limited to single-family detached residential. Under Development Option 1, Pod B and Pod C may be developed with single-family detached, single-family attached (townhomes) or multi-family residential. Under Development Option 1, Pod C is permissible for a non-charter public school, in lieu of residential development (as specified in condition 4 below). Each pod shall be limited to the maximum number of units provided for each pod on general site plan, and in no case shall the total number of units within the PD exceed 1,047.
3. Under Development Option 2, Pods A, D, E, F, G, I, J, K, L and M shall be limited to single-family detached residential. Under Option 2, Pod B & C shall permit a non-charter public school, public park and conservation area (as specified in condition 1.2 above). Pod B & C has no alternative residential option under Option 2. Each pod shall be limited to the maximum number of residential units provided for each pod on general site plan, and in no case shall the total number of units within the PD exceed 1,047.
 - 3.1 Under Development Option 2, Pod A shall also permit Public Use Facilities (as defined in the Land Development Code) in addition to or in lieu of single-family detached residential development.
 - 3.2 Public Use Facilities shall provide a minimum 30 foot setback from all roadways. Land Development Code required buffering and screening shall be provided wherever the Public Use Facilities abuts residential development located internal or external to the Planned Development.
4. Under Development Option 1, the school site shall be a minimum of 15 upland acres in size. Under Development Option 1, development of this non-charter public school shall require compliance by the School Board with the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting

and Concurrency. Under Development Option 1, should this site not be dedicated to Hillsborough County Schools, a maximum of 70 single-family detached units shall be permitted. These residential units, if developed, shall not be in addition to the total number of the 1,047 residential units permitted.

4.1 The School District and the Developer will use their best efforts to reach a mutually agreeable dedication agreement within five (5) years of approval of RZ 19-0102. Within ninety (90) days of the expiration of the "Agreement Period," the Developer will provide written notice to the School District that at the end of the Agreement Period, the Developer will be moving forward with development of the School Site for residential use at the expiration of the Agreement Period. The Developer may develop the School Site prior to expiration of the Agreement Period should the School District at any time advise the Developer in writing that they do not intend to enter into a dedication agreement to acquire the School Site.

4.2 Any and all roadways within the Planned Development serving and/or providing access to the non-charter public school parcel shall be platted to the non-charter public school parcel's property line(s) as a public road(s). In no event shall there be any intervening land restricting access to the non-charter public school parcel.

4.3 The non-charter public school shall be served by a maximum of one (1) vehicular connection to the east-west collector roadway and one (1) vehicular connection to the north-south collector roadway.

4.4 Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queuing to limit off-site impacts. The school shall provide for on-site vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Students"). Specifically:

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

4.4.2 The minimum length of queue shall be determined by multiplying the number of Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25.

5. Under Development Option 2, Pod B & C shall permit a non-charter public school. The maximum number of students shall be 1,620 and grades shall be limited to pre-K to 8th grade.

5.1 Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queuing to limit off-site impacts. The school shall provide for on-site vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Students"). Specifically:

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

5.1.2 The minimum length of queue shall be determined by multiplying the number of Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25.

5.2 The public school shall be served by a maximum of one (1) vehicular connection to the east-west collector roadway and one (1) vehicular connection to Saffold Rd.

5.3 With regards to the vehicular access to Saffold Rd., this access shall be restricted to the use of busses and emergency vehicles only. If no busses are utilized by the school, then such access shall not be permitted (except for use as a gated emergency access).

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

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

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

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

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

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

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

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

8. Under Development Option 1 or 2, any single-family detached units/lots developed at a width under 50 feet shall comply with the following:
- 8.1 No more than 65% of the overall PD's single-family detached lots may be under 50 feet in width. If the project will be platted by pod or phase, individual pods or phases shall meet this requirement for each individual pod or phase submitted for plat review. If these percentages will be blended throughout the PD, each plat shall provide a table providing the number and percentage of lots under 50 feet in width proposed and approved within the entire PD. If when blended an individual pod or phase at platting will exceed the percentage maximum of lots under 50 feet in width, the permissibility for lots under 50 feet in width will be restricted accordingly elsewhere in the PD.
 - 8.2 Single-family detached units shall provide a 2-car garage with a minimum 18 foot wide driveway.
 - a. Garages shall be permitted to extend a maximum of 5 feet in front of the primary residential structure if an entry feature over the primary entrance facing the street is provided. The minimum garage setback shall be 20 feet. Notwithstanding condition 6, the primary residential structure setback shall be a minimum of 25 feet. The offset created by these two setbacks shall be occupied by an entry feature and the offset amount shall serve as the minimum depth required of the entry feature. The entry feature shall be permitted to extend further into the front yard at minimum setback of 10 feet. The entry feature shall consist of, but not be limited to, a covered stoop, a covered porch or other architectural feature. If no entry feature is provided, the garage shall not be flush or placed closer to the street than any portion of the front façade.
 - b. Should garages be located behind the front plane of the primary residential structure, the primary residential structure shall provide a minimum 10 foot front yard setback and the garage shall provide a minimum 20 foot front yard setback. The offset between these setbacks shall be a minimum of 10 feet. This offset shall not require the use of any entry feature or covered porch. Should an entry feature or covered porch be provided, the minimum front yard setback of 10 feet shall apply.
 - 8.3 Garage doors shall not account for more than 60% of the width of the street facing building façade.
 - 8.4 All driveways shall be located in an alternating pattern on the left or right side of the unit's front façade. Homes shall not have the same driveway location (left or right side) as the adjacent home. The alternating pattern may be adjusted at corner lots as necessary.
 - 8.5 Street trees may include alternating shade and ornamental trees, subject to the review and approval of Natural Resources staff.
 - 8.6 Each unit's primary entrance door shall face the roadway.

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

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

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

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

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

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

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

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

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

12. Under Development Options 1 and 2, a minimum of 168.4 acres shall be used for open space within the project. The calculation of land area used for open space shall not include the land area for sidewalks required by LDC Section 6.02.08 or 6.03.02, or the non-charter public school site. The developer shall provide contiguity and connection to open space and conservation areas throughout the project via paved or unpaved bicycle/pedestrian trails, sidewalks and pathways.
13. Under Development Options 1 or 2, development shall be as generally depicted on the site plan, which includes pod locations, stormwater ponds, community gathering spaces, park locations and sizes and the internal roadway network.
14. Under Development Options 1 or 2, development within the Designated Sending Area depicted on the site plan, shall be limited to one dwelling unit for the entire 173.61 acre Designated Sending Area. Prior to preliminary plat approval for the Designated Receiving Area, the developer shall submit to Hillsborough County a proposed deed restriction in the form of conservation easement consistent with Section 704.06, Florida Statutes, which shall encumber the Designated Sending Area, limit the development within the Designated Sending Area to one, single residential dwelling unit, and be enforceable by Hillsborough County. The conservation easement must be accepted by the Hillsborough County Board of County Commissioners and recorded in the official public records of Hillsborough County prior to preliminary plat approval.
15. As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd., under Development Option 1 or 2, consistent with the Design Exception (dated March 21, 2019 and last revised April 18, 2019) and which was approved by the County Engineer (on April 25, 2019), including:
 - a. Within Segment A (i.e. Saffold Rd. between US 301 and a point +/- 1,900 feet to the southeast) and Segment C (i.e Saffold Rd. between the easternmost project boundary and a point approximately 1,800 feet to its northwest) the developer shall:
 - i. Widen the existing roadway such that there are 11-foot wide travel lanes;
 - ii. Construct 6-foot wide stabilized shoulders along both sides of the roadway; and;
 - iii. Mill and resurface the existing roadway; and,
 - iv. Construct a 10-foot wide multi-purpose pathway in lieu of the required 5-foot wide sidewalk and 5-foot paved shoulder.
 - b. Within Segment B (i.e. the +/- 3,500 foot segment of Saffold Rd. between Segments A and Segment C) the developer shall:
 - i. Be permitted to maintain the existing 10-foot wide travel lanes;
 - ii. Construct 6-foot wide stabilized shoulders along both sides of the roadway; and,

- iii Notwithstanding anything within the approved Design Exception (dated April 25, 2019) to the contrary, construct a 10-foot wide multi-purpose pathway (in lieu of the required 5-foot wide sidewalk and 5-foot paved shoulder) along the +/- 500 foot portion of the proposed project which fronts Segment C.

16. Under Development Options 1 or 2, at the request of Hillsborough County, the developer shall dedicate and convey to Hillsborough County up to 15 feet of right-of-way, for a distance of approximately 50 feet on either side of:

- a. the Dug Creek stormwater cross drain under Saffold Rd.; and,
- b. the stormwater cross drain located +/- 300 feet to the northwest of the Dug Creek stormwater cross drain.

17. Under Development Options 1 or 2, the developer shall construct a minimum 5-foot wide sidewalk along the project's West Lake Dr. frontage concurrent with construction of the first increment of development within Designated Receiving Area, or concurrent with development of the single-family dwelling within the Designated Sending Area, whichever occurs first.

18. With regards to the Designated Receiving Area:

- a. Internal project roadways shall be public and may not be gated.
- b. The developer shall construct all proposed full access connections and future roadway connections as generally shown on the PD site plan, as well as any additional internal connections that may be required to satisfy Section 6.02.01.H emergency access requirements.
- c. Consistent with Section 10.01.05.D.2., no further notification to future PD residents shall be required when such connections are completed.

19. With regards to required site access improvements:

19.1 Under Development Options 1 or 2, the developer shall construct the following improvements:

- a. A southbound to eastbound left turn lane on US 301 onto Saffold Rd.
- b. A southbound to eastbound left turn lane on US 301 at the project entrance (i.e. onto the proposed east-west collector roadway);
- c. A northbound to eastbound right turn lane on US 301 at the project entrance (i.e. onto the proposed east-west collector roadway);
- d. A westbound to southbound left turn lane on the proposed east-west collector roadway onto US 301;

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

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

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

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

20. With regards to certain internal roadways:

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

20.2 Under Development Option 2, the developer shall:

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

- i. The developer shall construct a minimum 12-foot wide multi-purpose pathway along the west side of the north-south road. There shall be a minimum 8-foot wide grass/sod area between the closest edge of the pathway and the back of curb.
 - ii. The developer shall construct a minimum 5-foot wide sidewalk along the long the east side of the north-south road. There shall be a minimum 8-foot wide grass/sod area between the closest edge of the sidewalk and the back of curb.
 - iii. No vehicular access shall be permitted along the north-south roadway. Notwithstanding the above, gated access which serves only emergency vehicles or is used for occasional maintenance use (e.g. for maintenance of the pond or landscaping) shall be permitted.
- 21. Under Development Option 1 or 2, notwithstanding anything on the PD site plan or herein these conditions to the contrary, access shall be permitted (subject to Section 6.04 access management standards) anywhere along the easternmost 1,365 feet of the northern project boundary (i.e. along the easternmost 1,365 feet of the proposed east-west collector roadway).
- 22. Under Development Option 1 or 2, notwithstanding anything on the PD site plan or herein these conditions to the contrary, the existing easement access on Saffold Rd. (serving adjacent folios 079709.0500 and 079709.0100) shall be permitted to remain; however, such access connection may serve no more than three dwelling units. Any development on these adjacent properties in excess of a combined total of three dwelling units shall be required to obtain access through the subject PD via the public roadway stubouts provided to each folio as part of the subject PD.

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

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

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

26. An evaluation of the property supports the presumption that listed animal species may occur or have restricted activity zones throughout the property. Pursuant to the Land Development Code (LDC), a wildlife survey of any endangered, threatened or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. This survey information must be provided upon submittal of the preliminary plans through the Land Development Code's Site Development or Subdivision process. Essential Wildlife Habitat as defined by the LDC must be addressed, if applicable, within the overall boundaries of this rezoning request.
27. An evaluation of the property identified the existence of Significant Wildlife Habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map. Preservation of Significant Wildlife Habitat is subject to the provisions of the LDC. Adequate preservation of this habitat must be shown on the site development plan submitted through the County's Site Development plan review process. The area to be preserved may require revision from that shown on the conceptual site plan submitted with this rezoning application.
28. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Proposed land alterations are restricted within the wetland setback areas.

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

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

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

Both the number of jobs required by the additional residential units above 663 residential units and the number of jobs that must exist within the boundaries of the Wimauma Community Plan Village


shall be based upon the assumptions set forth in the Employment and Services Requirements section of Objective 48 of the Hillsborough County Comprehensive Plan. As required by Objective 48 of the Comprehensive Plan, the Wimauma Village Residential-2 employment and shopping requirements are hereby identified for tracking purposes in these conditions of approval as Attachments A and B.

31. An evaluation of the properties identified mature trees warranting preservation that may include grand oaks and the applicant is encouraged to consult with staff of the Natural Resource Unit.
32. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals and where land alterations are restricted.
33. An evaluation of the property identified the potential existence of significant wildlife habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map. The potential for upland significant wildlife habitat within the boundaries of the proposed application shall require the site plan to identify its existence by type (mesic or xeric) and location and how the Land Development Code preservation and/or mitigation provisions for upland significant wildlife habitat will be addressed.
34. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
35. The construction and location of any proposed environmental impacts are not approved by this review, but shall be considered by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code (LDC).
36. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
37. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
38. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
39. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW

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

- 40. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
- 41. Should Pod B & C be developed with a non-charter public school (Option 2), water distribution system improvements will need to be completed prior to the connection to the County's water system. The improvements include two funded CIP projects that are currently under constructions, C32001-South County Potable Water Repump Station Expansion and C32011-Potable Water In-Line Booster Pump Station, and will need to be completed by the County prior to issuance of any building permits that will create additional demand on the system.

Zoning Administrator Sign Off:



J. Brian Grady
Thu Apr 20 2023 17:02:51

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

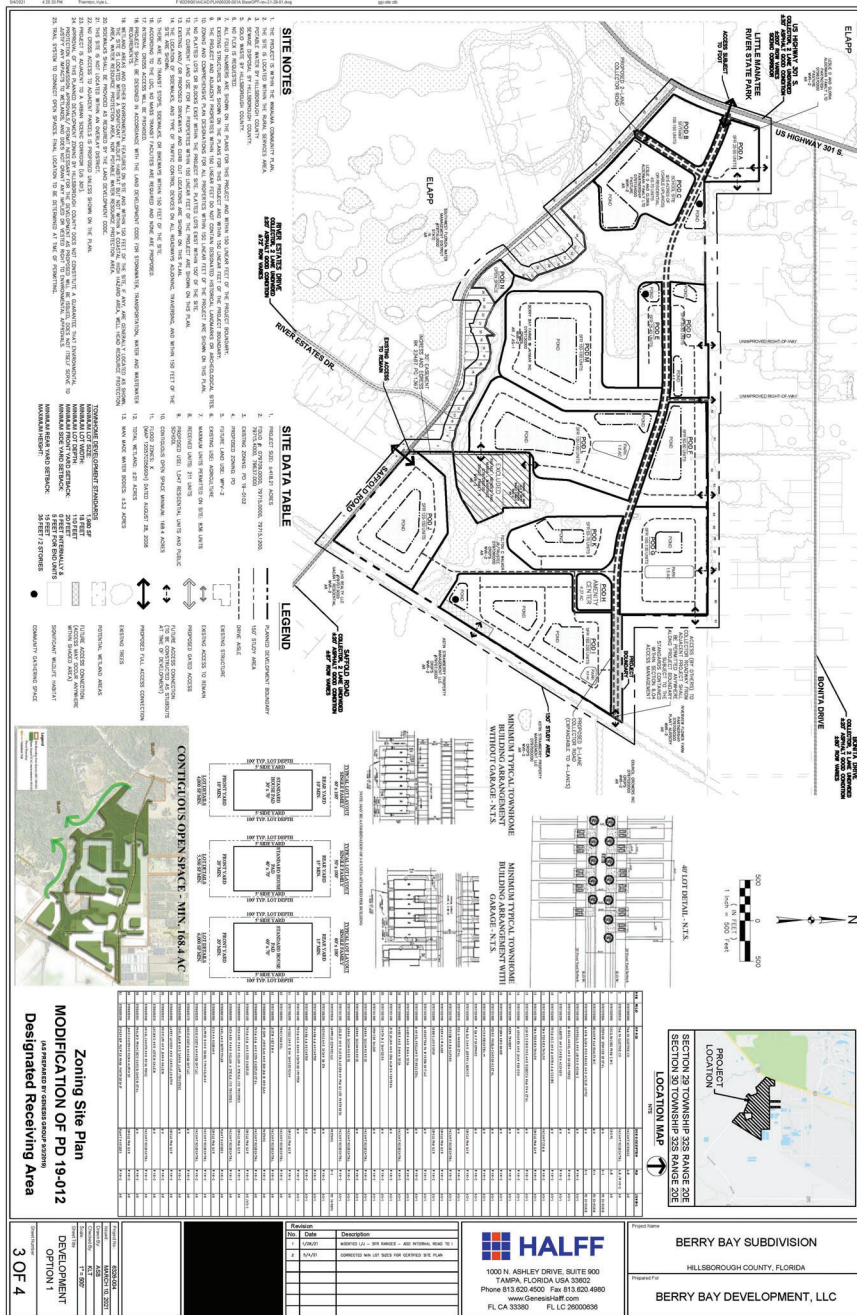
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

None.

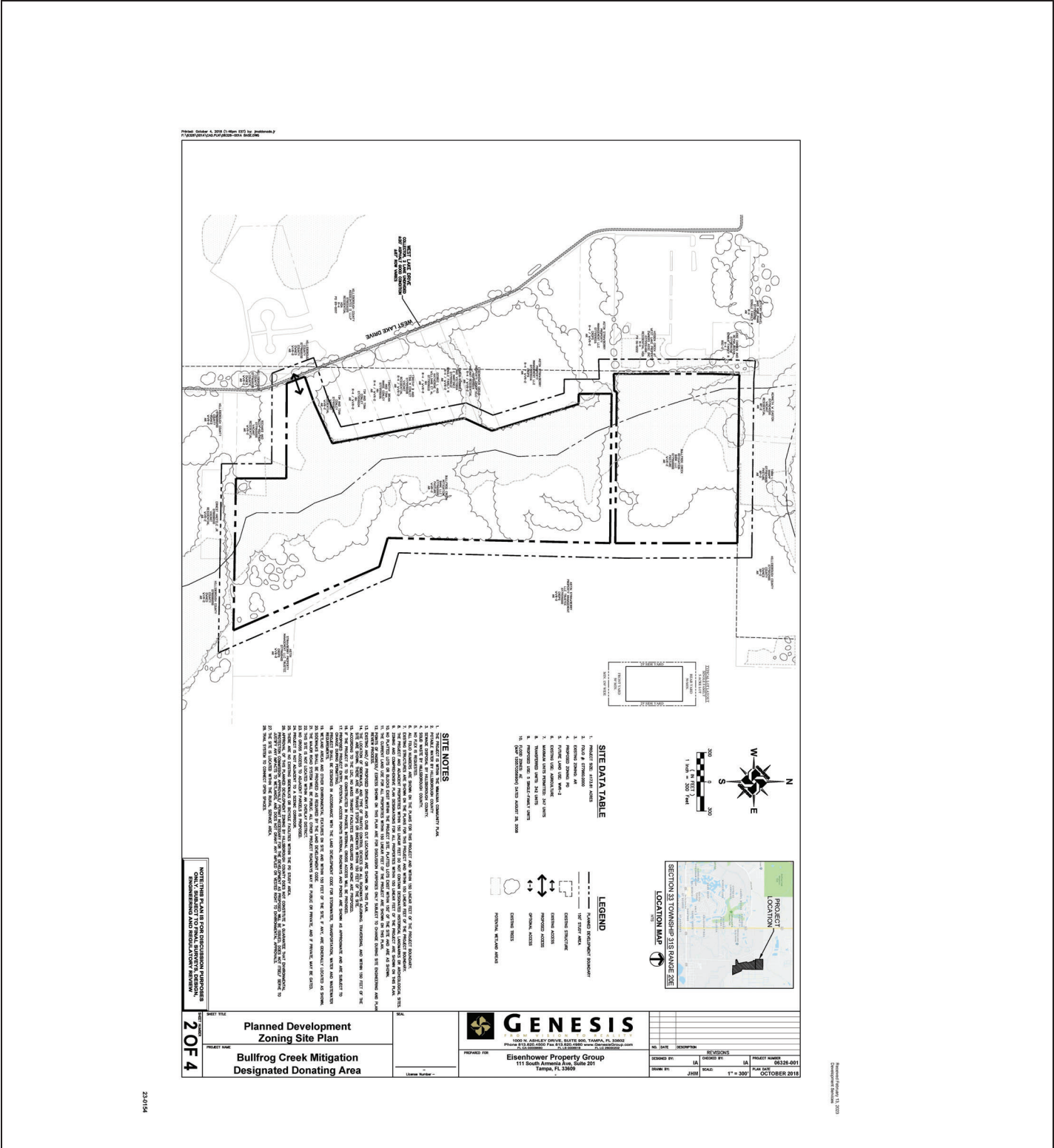
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: ~~03/27/2023~~ Revised 04/20/2023

REVIEWER: Alex Steady, AICP, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Wimauma/ South

PETITION NO: PRS 23-0154

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

SUMMARY OF REQUEST AND CONCLUSION

- County staff previously objected to the rezoning due to a lack of required analysis indicating the proposed minor modification would not have any impact on required turn lanes per LDC section 6.04.04.D. The applicant has since submitted the required analysis. The submitted analysis confirms that the proposed change would not require any modification to existing turn lanes or require additional turn lanes per LDC requirements. Transportation staff has no objection to the minor modification.

PROJECT OVERVIEW AND ANALYSIS

The applicant is requesting a minor modification (PRS) to PD 19-0102 (most recently modified by MM 22-1301). The proposed minor modification proposes to adjust the housing unit range in POD F from 60-80 units to 60-100 units. The proposed change does not impact the previously approved overall entitlements.

Trip Generation and Site Access

The subject PD has access points on U.S. Highway 301 S and Saffold Road. Since there is no change in entitlements or major site plan change, an overall detailed transportation analysis was not required with the proposed minor modification. The applicant provided an analysis indicating the proposed changes to POD F would not trigger any modification to turn lane warrants per section 6.04.04.D of the Land Development Code. The following table is the trip generation comparing the entitlement of the existing approved and entitlements as a result of the minor modification.

Existing Zoning:

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

Proposed Zoning:

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

Trip Generation Difference (Receiving Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 0	(+) 0	(+) 0

TRANSPORTATION INFRASTRUCTURE ANALYSIS

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

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

ROADWAY LEVEL OF SERVICE (LOS)

Saffold Road is not a Hillsborough County regulated roadway and as such was not included in the 2020 Level of service Report.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
US HWY 301	MANATEE COUNTY	SR 674	D	C

Source: 2020 Hillsborough County LOS Report

Transportation Comment Sheet

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

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

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	18,361	1,920	1,954
Proposed	18,361	1,920	1,954
Difference (+/-)	+0	+0	+0

*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		Vehicular & Pedestrian	None	Meets LDC
South	X	Vehicular & Pedestrian	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West	X	Vehicular & Pedestrian	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 Additional Site Information & Agency Comments Summary

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

**CURRENTLY
APPROVED**

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

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

1. Residential development under Option 1 and Option 2 shall be limited to a maximum of 1,047 residential units. Additionally:
 - 1.1 Under Development Option 1, a non-charter public school shall be permissible where depicted on the general site plan (Pod C). Pod C may alternatively be developed with 40-70 single-family detached, single-family attached and/or multi-family residential units.
 - 1.2 Under Development Option 2, a non-charter public school (1,620 student maximum, pre-K - 8th grade), public passive park and conservation area is permitted where depicted on the general site plan (Pod B & C). There is no alternative for residential development in Pod B & C under Option 2.
2. Under Development Option 1, Pods A, D, E, F, G, I, J, K, L and M shall be limited to single-family detached residential. Under Development Option 1, Pod B and Pod C may be developed with single-family detached, single-family attached (townhomes) or multi-family residential. Under Development Option 1, Pod C is permissible for a non-charter public school, in lieu of residential development (as specified in condition 4 below). Each pod shall be limited to the maximum number of units provided for each pod on general site plan, and in no case shall the total number of units within the PD exceed 1,047.
3. Under Development Option 2, Pods A, D, E, F, G, I, J, K, L and M shall be limited to single-family detached residential. Under Option 2, Pod B & C shall permit a non-charter public school, public park and conservation area (as specified in condition 1.2 above). Pod B & C has no alternative residential option under Option 2. Each pod shall be limited to the maximum number of residential units provided for each pod on general site plan, and in no case shall the total number of units within the PD exceed 1,047.
 - 3.1 Under Development Option 2, Pod A shall also permit Public Use Facilities (as defined in the Land Development Code) in addition to or in lieu of single-family detached residential development.
 - 3.2 Public Use Facilities shall provide a minimum 30 foot setback from all roadways. Land Development Code required buffering and screening shall be provided wherever the Public Use Facilities abuts residential development located internal or external to the Planned Development.
4. Under Development Option 1, the school site shall be a minimum of 15 upland acres in size. Under Development Option 1, development of this non-charter public school shall require compliance by the School Board with the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency. Under Development Option 1, should this site not be dedicated to Hillsborough County Schools, a maximum of 70 single-family detached units shall be permitted. These residential units, if developed, shall not be in addition to the total number of the 1,047 residential units permitted.
 - 4.1 The School District and the Developer will use their best efforts to reach a mutually agreeable dedication agreement within five (5) years of approval of RZ 19-0102. Within ninety (90) days of the expiration of the "Agreement Period," the Developer will provide written notice to the School District that at the end of the Agreement Period, the Developer will be moving forward with

development of the School Site for residential use at the expiration of the Agreement Period. The Developer may develop the School Site prior to expiration of the Agreement Period should the School District at any time advise the Developer in writing that they do not intend to enter into a dedication agreement to acquire the School Site.

- 4.2 Any and all roadways within the Planned Development serving and/or providing access to the non-charter public school parcel shall be platted to the non-charter public school parcel's property line(s) as a public road(s). In no event shall there be any intervening land restricting access to the non-charter public school parcel.
- 4.3 The non-charter public school shall be served by a maximum of one (1) vehicular connection to the east-west collector roadway and one (1) vehicular connection to the north-south collector roadway.
- 4.4 Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queuing to limit off-site impacts. The school shall provide for on-site vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Students"). Specifically:
 - 4.4.1 The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,
 - 4.4.2 The minimum length of queue shall be determined by multiplying the number of Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25.
5. Under Development Option 2, Pod B & C shall permit a non-charter public school. The maximum number of students shall be 1,620 and grades shall be limited to pre-K to 8th grade.
 - 5.1 Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queuing to limit off-site impacts. The school shall provide for on-site vehicular queuing for the number of students who are projected to be ineligible for busing (hereafter referred to as "Students"). Specifically:
 - 5.1.1 The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,
 - 5.1.2 The minimum length of queue shall be determined by multiplying the number of Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25.
 - 5.2 The public school shall be served by a maximum of one (1) vehicular connection to the east-west collector roadway and one (1) vehicular connection to Saffold Rd.
 - 5.3 With regards to the vehicular access to Saffold Rd., this access shall be restricted to the use of busses and emergency vehicles only. If no busses are utilized by the school, then such access shall not be permitted (except for use as a gated emergency access).
 - 5.4 The school's east-west collector roadway vehicular connection shall be aligned with the vehicular access to Pod A.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Minimum lot size: 1,980 sf
Minimum lot width: 18 feet

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

10. Multi-family buildings shall have a minimum front yard setback of 25 feet from all roadways. The maximum building height shall be 45 feet with no additional setback for buildings over 20 feet in height required. For any yard not adjacent to a roadway of 50 feet in width or more, required buffering and screening shall be provided.
11. Under Development Options 1 or 2, buildings and uses within the amenity center (Pod H) shall be developed in accordance with the following:

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

 - 11.1 Buffering and screening where adjacent to any residential uses shall be required.
12. Under Development Options 1 and 2, a minimum of 168.4 acres shall be used for open space within the project. The calculation of land area used for open space shall not include the land area for sidewalks required by LDC Section 6.02.08 or 6.03.02, or the non-charter public school site. The developer shall provide contiguity and connection to open space and conservation areas throughout the project via paved or unpaved bicycle/pedestrian trails, sidewalks and pathways.
13. Under Development Options 1 or 2, development shall be as generally depicted on the site plan, which includes pod locations, stormwater ponds, community gathering spaces, park locations and sizes and the internal roadway network.
14. Under Development Options 1 or 2, development within the Designated Sending Area depicted on the site plan, shall be limited to one dwelling unit for the entire 173.61 acre Designated Sending Area. Prior to preliminary plat approval for the Designated Receiving Area, the developer shall submit to Hillsborough County a proposed deed restriction in the form of conservation easement consistent with Section 704.06, Florida Statutes, which shall encumber the Designated Sending Area, limit the development within the Designated Sending Area to one, single residential dwelling unit, and be enforceable by Hillsborough County. The conservation easement must be accepted by the Hillsborough County Board of County Commissioners and recorded in the official public records of Hillsborough County prior to preliminary plat approval.
15. As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd., under Development Option 1 or 2, consistent with the Design Exception (dated March 21, 2019 and last revised April 18, 2019) and which was approved by the County Engineer (on April 25, 2019), including:

- a. Within Segment A (i.e. Saffold Rd. between US 301 and a point +/- 1,900 feet to the southeast) and Segment C (i.e Saffold Rd. between the easternmost project boundary and a point approximately 1,800 feet to its northwest) the developer shall:
 - i. Widen the existing roadway such that there are 11-foot wide travel lanes;
 - ii. Construct 6-foot wide stabilized shoulders along both sides of the roadway; and;
 - iii. Mill and resurface the existing roadway; and,
 - iv. Construct a 10-foot wide multi-purpose pathway in lieu of the required 5-foot wide sidewalk and 5-foot paved shoulder.
 - b. Within Segment B (i.e. the +/- 3,500 foot segment of Saffold Rd. between Segments A and Segment C) the developer shall:
 - i. Be permitted to maintain the existing 10-foot wide travel lanes;
 - ii. Construct 6-foot wide stabilized shoulders along both sides of the roadway; and,
 - iii. Notwithstanding anything within the approved Design Exception (dated April 25, 2019) to the contrary, construct a 10-foot wide multi-purpose pathway (in lieu of the required 5-foot wide sidewalk and 5-foot paved shoulder) along the +/- 500 foot portion of the proposed project which fronts Segment C.
16. Under Development Options 1 or 2, at the request of Hillsborough County, the developer shall dedicate and convey to Hillsborough County up to 15 feet of right-of-way, for a distance of approximately 50 feet on either side of:
- a. the Dug Creek stormwater cross drain under Saffold Rd.; and,
 - b. the stormwater cross drain located +/- 300 feet to the northwest of the Dug Creek stormwater cross drain.
17. Under Development Options 1 or 2, the developer shall construct a minimum 5-foot wide sidewalk along the project's West Lake Dr. frontage concurrent with construction of the first increment of development within Designated Receiving Area, or concurrent with development of the single-family dwelling within the Designated Sending Area, whichever occurs first.
18. With regards to the Designated Receiving Area:
- a. Internal project roadways shall be public and may not be gated.
 - b. The developer shall construct all proposed full access connections and future roadway connections as generally shown on the PD site plan, as well as any additional internal connections that may be required to satisfy Section 6.02.01.H emergency access requirements.

- c. Consistent with Section 10.01.05.D.2., no further notification to future PD residents shall be required when such connections are completed.

19. With regards to required site access improvements:

19.1 Under Development Options 1 or 2, the developer shall construct the following improvements:

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

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

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

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

20. With regards to certain internal roadways:

20.1 Under Development Option 1, the developer shall construct the east-west and north-south collector roadways as 2-lane collector roadways consistent with either the Type TS-4 (Urban Collector Roadway) or Type TS-7 (Local and Collector Rural Roads), as found within the Hillsborough County Transportation Technical Manual (TTM). In addition to the right-of-way required for the

above improvements, the developer shall preserve additional right-of-way along the east-west collector roadway as necessary, such that it is expandable to a 4-lane facility in the future.

20.2 Under Development Option 2, the developer shall:

- a. Construct the east-west collector roadway as a 2-lane collector roadway consistent with either the Type TS-4 (Urban Collector Roadway) or Type TS-7 (Local and Collector Rural Roads), as found within the Hillsborough County Transportation Technical Manual (TTM). In addition to the right-of-way required for the above improvements, the developer shall preserve additional right-of-way along the east-west collector roadway as necessary, such that it is expandable to a 4-lane facility in the future; and,
- b. Construct the north-south road through Pod B & C (i.e. the roadway directly connecting the east-west collector roadway with Saffold Rd.) as a Type TS-3 (Local Urban Roadway) as found within the Hillsborough County Transportation Technical Manual (TTM). Additionally:
 - i. The developer shall construct a minimum 12-foot wide multi-purpose pathway along the west side of the north-south road. There shall be a minimum 8-foot wide grass/sod area between the closest edge of the pathway and the back of curb.
 - ii. The developer shall construct a minimum 5-foot wide sidewalk along the long the east side of the north-south road. There shall be a minimum 8-foot wide grass/sod area between the closest edge of the sidewalk and the back of curb.
 - iii. No vehicular access shall be permitted along the north-south roadway. Notwithstanding the above, gated access which serves only emergency vehicles or is used for occasional maintenance use (e.g. for maintenance of the pond or landscaping) shall be permitted.

21. Under Development Option 1 or 2, notwithstanding anything on the PD site plan or herein these conditions to the contrary, access shall be permitted (subject to Section 6.04 access management standards) anywhere along the easternmost 1,365 feet of the northern project boundary (i.e. along the easternmost 1,365 feet of the proposed east-west collector roadway).

22. Under Development Option 1 or 2, notwithstanding anything on the PD site plan or herein these conditions to the contrary, the existing easement access on Saffold Rd. (serving adjacent folios 079709.0500 and 079709.0100) shall be permitted to remain; however, such access connection may serve no more than three dwelling units. Any development on these adjacent properties in excess of a combined total of three dwelling units shall be required to obtain access through the subject PD via the public roadway stubouts provided to each folio as part of the subject PD.

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

23. A maximum of 1 single-family detached lot shall be permitted where depicted on the general site plan. Development shall be in accordance with the AR zoning district development standards.

24. Notwithstanding condition 22, the Bullfrog Creek Mitigation Designated Sending Area shall also permit conservation and passive agricultural uses.

25. With regards to the Designated Sending Area:
- a. Access to the one (1) single-family dwelling unit may be permitted anywhere along the PD frontage where adjacent to the Ingress and Egress Easement (as recording in OR Book 25621 Page 624) serving the property;
 - b. Additional access shall be permitted in the location specified on West Lake Dr. or anywhere along the Ingress and Egress Easement necessary to provide for maintenance of these lands.

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

26. An evaluation of the property supports the presumption that listed animal species may occur or have restricted activity zones throughout the property. Pursuant to the Land Development Code (LDC), a wildlife survey of any endangered, threatened or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. This survey information must be provided upon submittal of the preliminary plans through the Land Development Code's Site Development or Subdivision process. Essential Wildlife Habitat as defined by the LDC must be addressed, if applicable, within the overall boundaries of this rezoning request.
27. An evaluation of the property identified the existence of Significant Wildlife Habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map. Preservation of Significant Wildlife Habitat is subject to the provisions of the LDC. Adequate preservation of this habitat must be shown on the site development plan submitted through the County's Site Development plan review process. The area to be preserved may require revision from that shown on the conceptual site plan submitted with this rezoning application.
28. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Proposed land alterations are restricted within the wetland setback areas.

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

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

Said documentation to demonstrate Employment Requirement compliance shall be provided on the preliminary subdivision plat or multi-family site development plan in the form of a table that includes the following: (1) the folio numbers and the heated square footage being allocated for any additional residential units above 663 residential units within the subject PD; and, (2) the folio numbers and heated

square footage already allocated to the subject PD, other planned development zonings within the boundaries of the Wimauma Community Plan Village, and any pending or approved preliminary subdivision plats or multi-family site development applications within the boundaries of the Wimauma Community Plan Village. This table shall be annotated as to which projects are assigned to the provided folios and heated square footage.

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

31. An evaluation of the properties identified mature trees warranting preservation that may include grand oaks and the applicant is encouraged to consult with staff of the Natural Resource Unit.
32. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals and where land alterations are restricted.
33. An evaluation of the property identified the potential existence of significant wildlife habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map. The potential for upland significant wildlife habitat within the boundaries of the proposed application shall require the site plan to identify its existence by type (mesic or xeric) and location and how the Land Development Code preservation and/or mitigation provisions for upland significant wildlife habitat will be addressed.
34. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
35. The construction and location of any proposed environmental impacts are not approved by this review, but shall be considered by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code (LDC).
36. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
37. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
38. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed

in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.

39. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line," and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
40. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
41. Should Pod B & C be developed with a non-charter public school (Option 2), water distribution system improvements will need to be completed prior to the connection to the County's water system. The improvements include two funded CIP projects that are currently under constructions, C32001-South County Potable Water Repump Station Expansion and C32011-Potable Water In-Line Booster Pump Station, and will need to be completed by the County prior to issuance of any building permits that will create additional demand on the system.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: ~~03/27/2023~~ Revised 04/20/2023

REVIEWER: Alex Steady, AICP, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Wimauma/ South

PETITION NO: PRS 23-0154

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

SUMMARY OF REQUEST AND CONCLUSION

- County staff previously objected to the rezoning due to a lack of required analysis indicating the proposed minor modification would not have any impact on required turn lanes per LDC section 6.04.04.D. The applicant has since submitted the required analysis. The submitted analysis confirms that the proposed change would not require any modification to existing turn lanes or require additional turn lanes per LDC requirements. Transportation staff has no objection to the minor modification.

PROJECT OVERVIEW AND ANALYSIS

The applicant is requesting a minor modification (PRS) to PD 19-0102 (most recently modified by MM 22-1301). The proposed minor modification proposes to adjust the housing unit range in POD F from 60-80 units to 60-100 units. The proposed change does not impact the previously approved overall entitlements.

Trip Generation and Site Access

The subject PD has access points on U.S. Highway 301 S and Saffold Road. Since there is no change in entitlements or major site plan change, an overall detailed transportation analysis was not required with the proposed minor modification. The applicant provided an analysis indicating the proposed changes to POD F would not trigger any modification to turn lane warrants per section 6.04.04.D of the Land Development Code. The following table is the trip generation comparing the entitlement of the existing approved and entitlements as a result of the minor modification.

Existing Zoning:

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

Proposed Zoning:

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

Trip Generation Difference (Receiving Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 0	(+) 0	(+) 0

TRANSPORTATION INFRASTRUCTURE ANALYSIS

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

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

ROADWAY LEVEL OF SERVICE (LOS)

Saffold Road is not a Hillsborough County regulated roadway and as such was not included in the 2020 Level of service Report.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
US HWY 301	MANATEE COUNTY	SR 674	D	C

Source: 2020 Hillsborough County LOS Report

Transportation Comment Sheet

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

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

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	18,361	1,920	1,954
Proposed	18,361	1,920	1,954
Difference (+/-)	+0	+0	+0

*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		Vehicular & Pedestrian	None	Meets LDC
South	X	Vehicular & Pedestrian	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West	X	Vehicular & Pedestrian	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

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

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 Sterlin Woodard, P.E. WETLANDS DIVISION

AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: April 11, 2023</p> <p>PETITION NO.: MM 23-0154</p> <p>EPC REVIEWER: Jackie Perry Cahanin</p> <p>CONTACT INFORMATION: (813) 627-2600 X 1241</p> <p>EMAIL: cahaninj@epchc.org</p>	<p>COMMENT DATE: February 22, 2023</p> <p>PROPERTY ADDRESS: 3636 Saffold Rd, 5135 Bonita Dr, 301 Hwy, Wimauma, FL</p> <p>FOLIO #: multiple</p> <p>STR: 19, 29, & 30-32S-20E</p>
<p>REQUESTED ZONING: Minor Mod. to PD 19-0102</p>	
FINDINGS	
<p>WETLANDS PRESENT</p>	<p>Yes</p>
<p>SITE INSPECTION DATE</p>	<p>11/30/2018</p>
<p>WETLAND LINE VALIDITY</p>	<p>Valid SWFWMD ERP</p>
<p>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</p>	<p>No wetlands in proposed MM area (POD F)</p>
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"> • 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 	

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

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

INFORMATIONAL COMMENTS:

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

- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

Jpc/cb

ec: ialbert@halff.com