



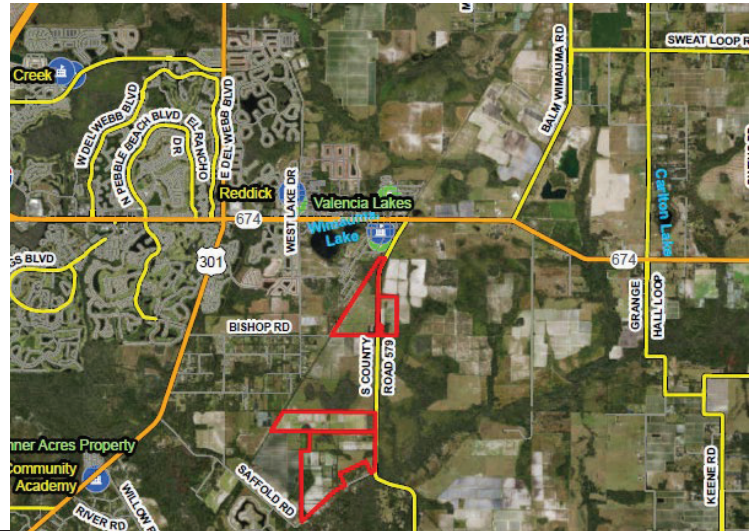
Rezoning Application: PD 23-0041

Zoning Hearing Master Date: June 20, 2023

BOCC Land Use Meeting Date: August 8, 2023

1.0 APPLICATION SUMMARY

Applicant: 301 Wimauma LLC
 FLU Category: WVR-2
 Service Area: Rural
 Site Acreage: 909.27 +/-
 Community Plan Area: Wimauma
 Overlay: None
 Request: Rezoning from AR to PD



Introduction Summary:

The applicant seeks to rezone property to PD (Planned Development) to permit a Wimauma Village Neighborhood (LDC Part 3.24.00) consisting of 1,816 residential units and Neighborhood Centers. The subject site consists of three non-contiguous areas which will establish a sending area and receiving areas for the combined project density. When developing as a Wimauma Village Neighborhood, a maximum density of 2 units per acre can be considered.

Zoning:	Existing	Proposed
District(s)	AR (Agricultural Rural)	PD (Planned Development) 23-0041
Typical General Use(s)	Single-Family Residential/Agricultural	Single-Family Residential
Acreage	909.27	909.27
Density/Intensity	1 unit per 5 acres	1.9 units per acre -overall 0.007 units per acre – sending area 2.84 units per acre– receiving area
Mathematical Maximum*	181 residential units	1,818 residential units - overall 2 residential units – sending area 1,816 residential units - receiving area

*number represents a pre-development approximation

Development Standards:	Existing	Proposed (Receiving Areas)
District(s)	AR (Agricultural Rural)	PD 23-0041
Lot Size / Lot Width	5 acres / 150 feet	1,800 – 7,200 sf / 16-60 feet
Setbacks/Buffering and Screening	Front Yard Minimum: 50 feet Side Yard Minimum: 25 feet Rear Yard Minimum: 50 feet	Front Yard Minimums: 0-25 feet Side Yard Minimums: 0-5 feet Rear Yard Minimums: 3-15 feet
Height	50 feet	35-50 feet

APPLICATION NUMBER: PD 23-0041

ZHM HEARING DATE: June 20, 2023

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Case Reviewer: Michelle Heinrich, AICP

Additional Information:

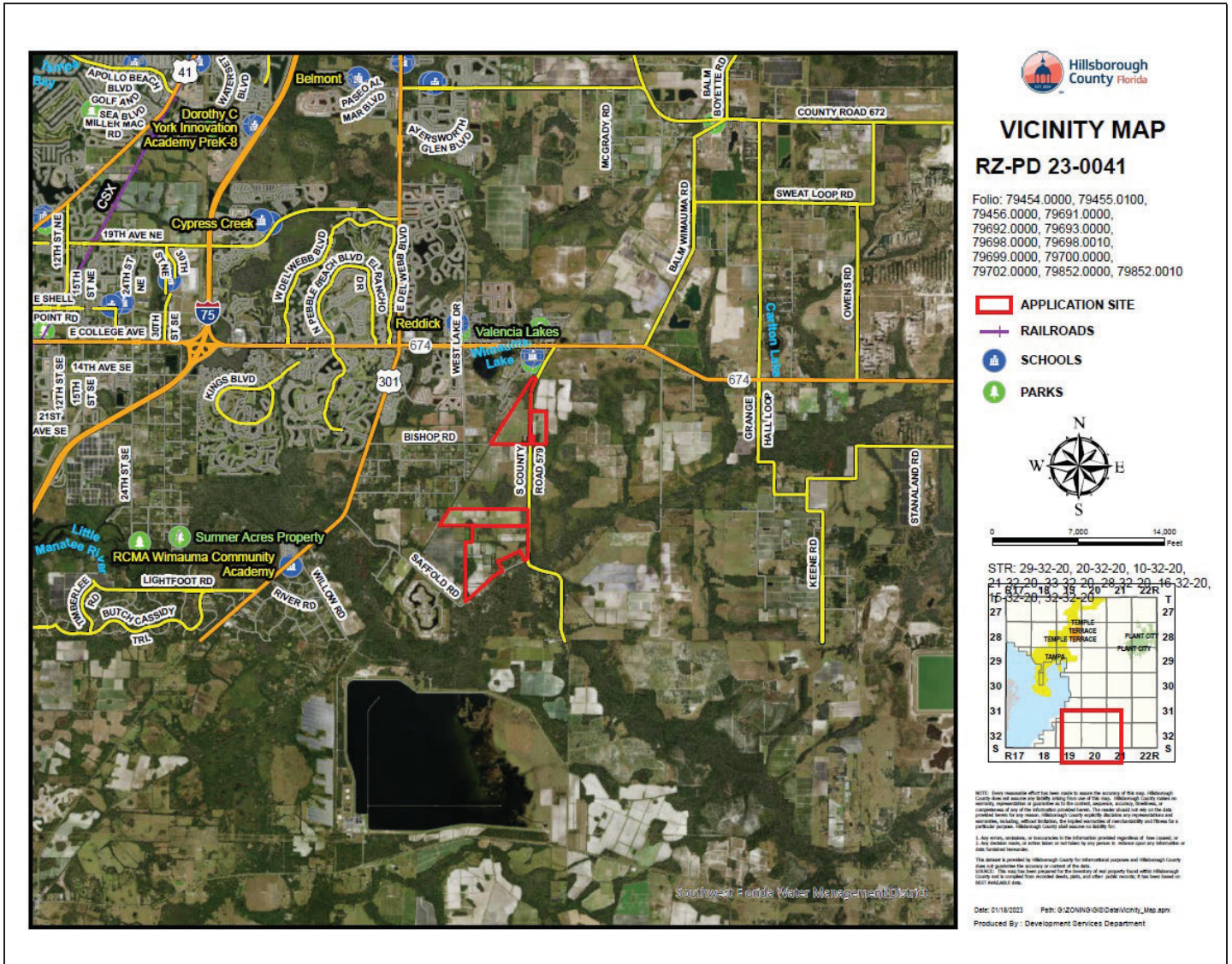
PD Variation(s)	None requested as part of this application
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Waiver(s) to the Land Development Code	None requested as part of this application
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Planning Commission Recommendation: Consistent	Development Services Recommendation: Approval, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

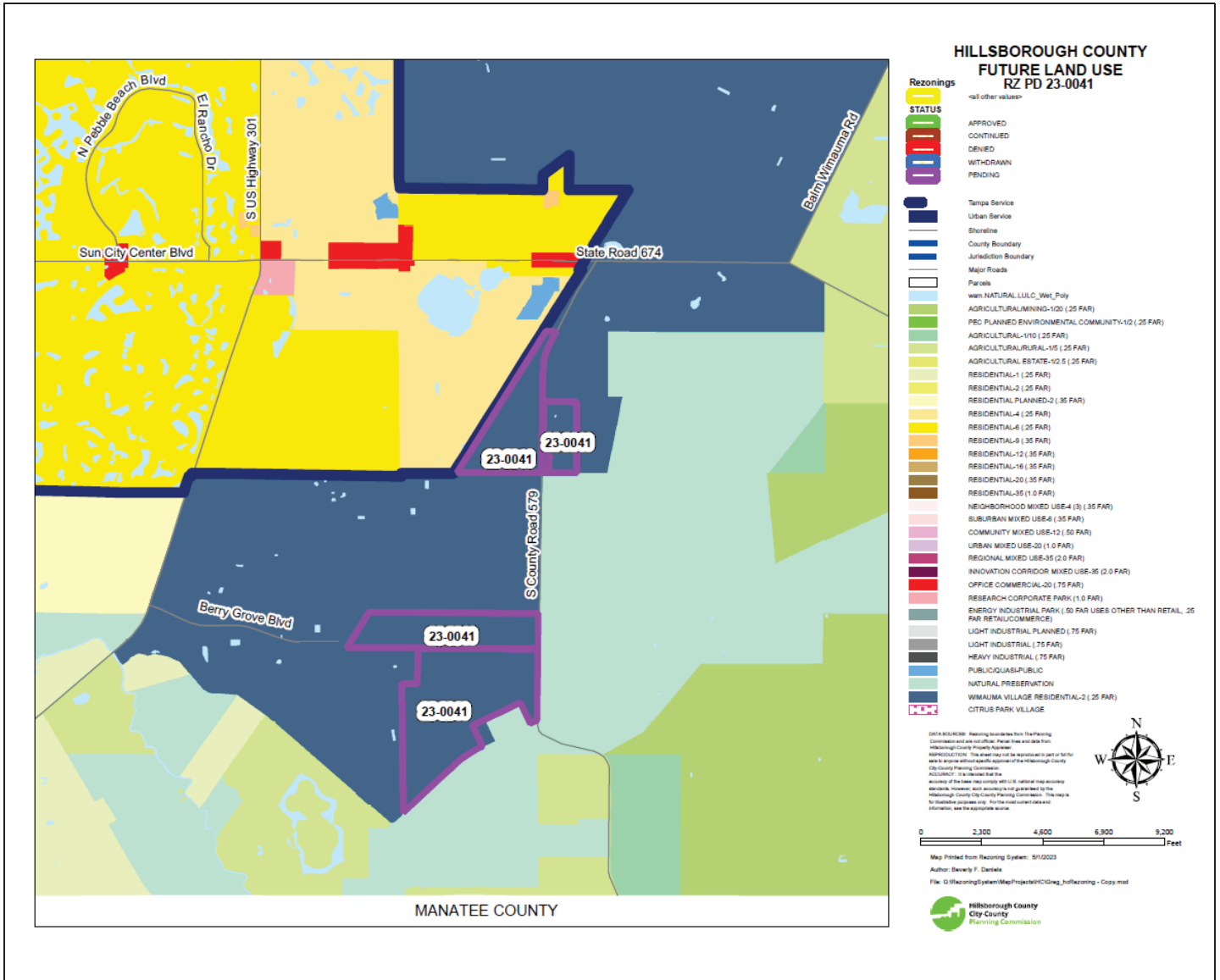


Context of Surrounding Area:

The sites are located south of SR 674 in the Wimauma Community. Both sites are located to the immediate east of the TECO right-of-way which is primarily undeveloped and areas of conservation. This area, while undeveloped at this time, has been approved for large residential projects. A significant portion of the surrounding area consists of ELAPP lands. The area to the west of the TECO right-of-way is developed with residential and agricultural uses. The Wimauma Downtown is located to the north along SR 674.

2.0 LAND USE MAP SET AND SUMMARY DATA

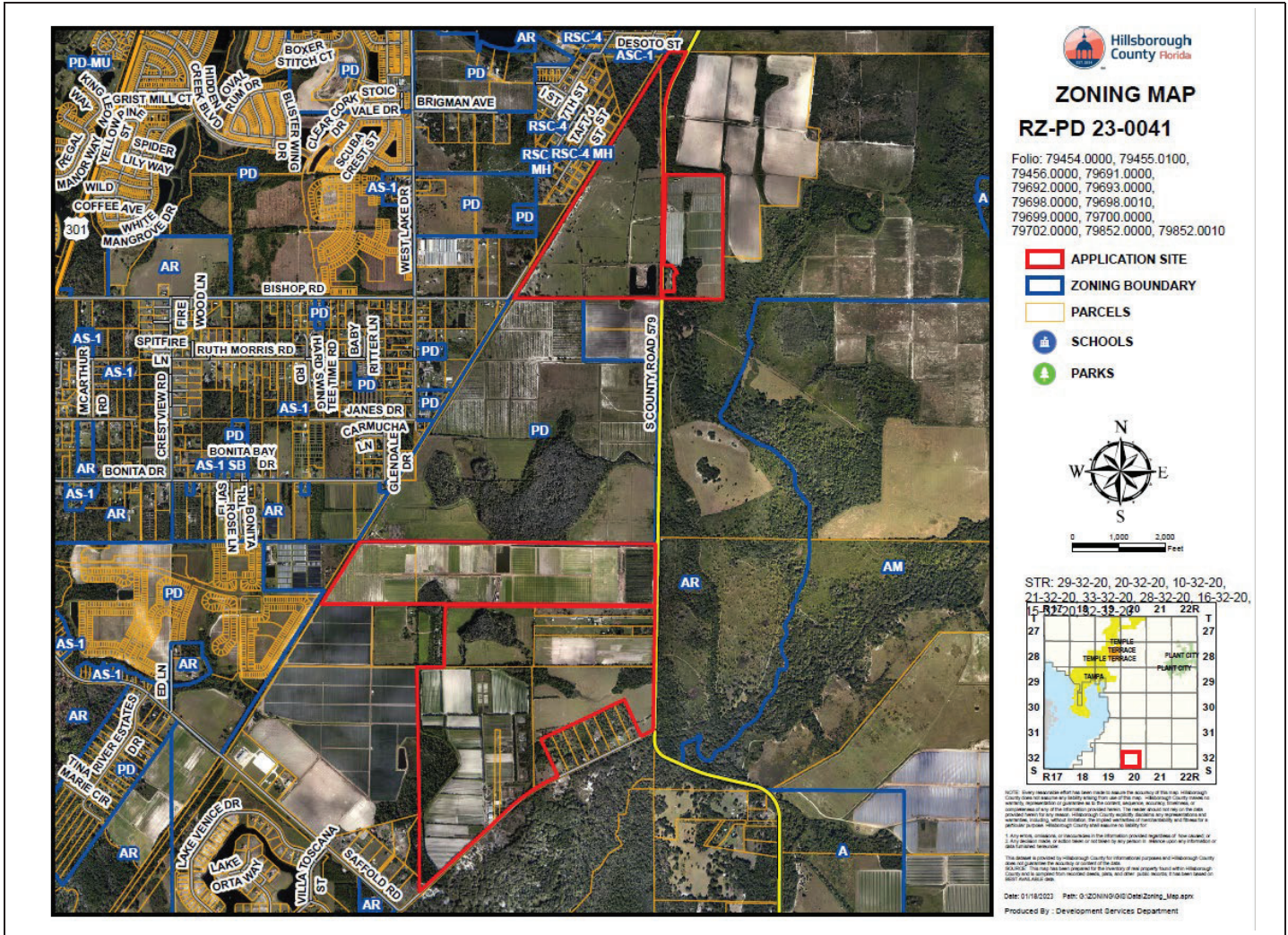
2.2 Future Land Use Map



Subject Site Future Land Use Category:	WVR-2
Maximum Density/F.A.R.:	Consideration of densities up to 2 units per acre, otherwise 1 unit per 5 acres
Typical Uses:	Agriculture, residential uses and residential support uses may be considered.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

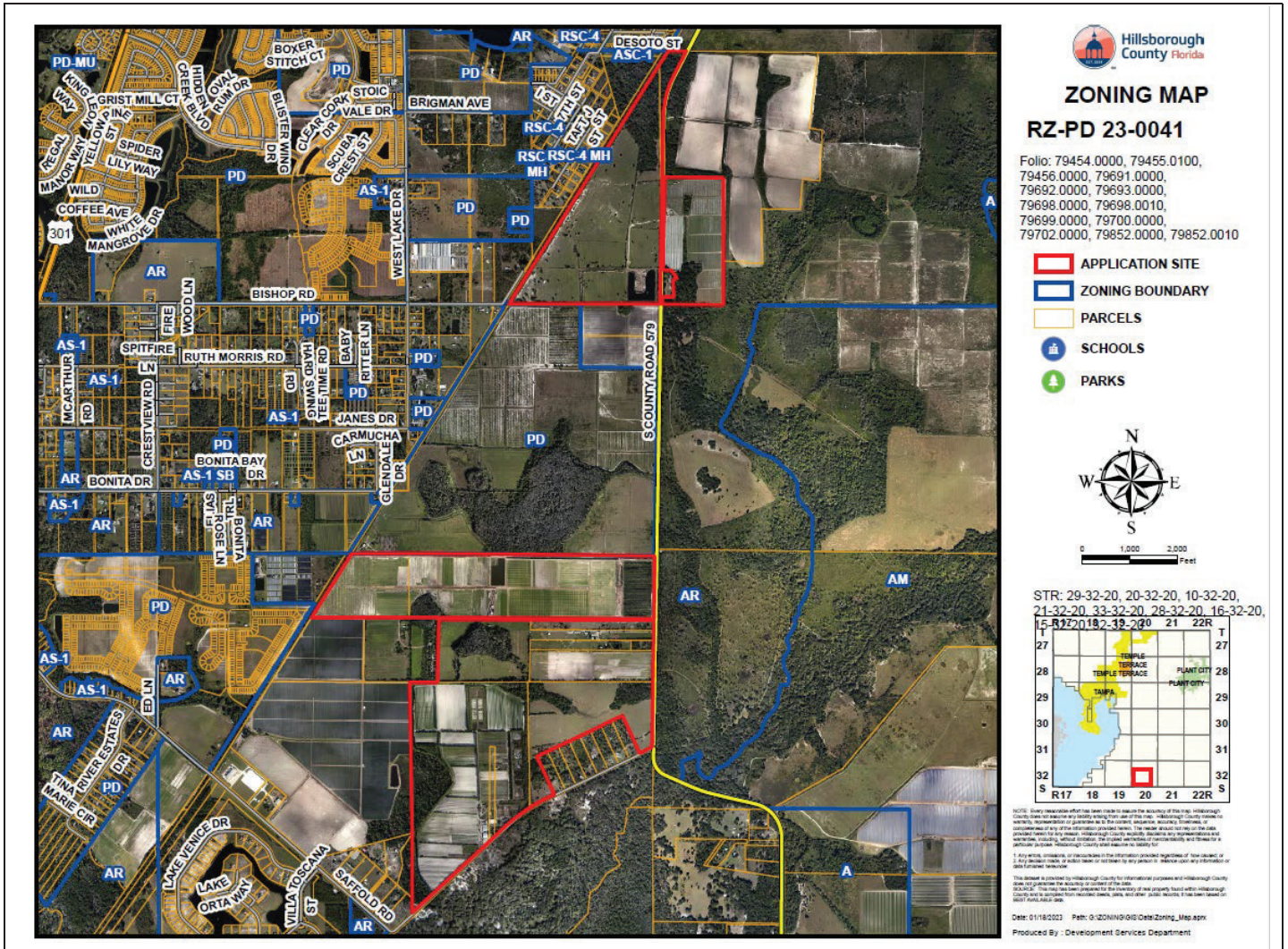


Adjacent Zonings and Uses – Sending Area

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	ASC-1	1 unit per acre	Single-Family Residential and Agriculture	Single-Family Residential
South	AR & PD 18-1048	AR: 1 unit per 5 acres PD: 3.84 units per acre	AR: Single-Family Residential and Agriculture PD: Single-Family Residential	AR: Agriculture PD: Undeveloped
East	AR	1 unit per 5 acres	Single-Family Residential and Agriculture	Agriculture and Conservation
West	AR	1 unit per 5 acres	Single-Family Residential and Agriculture	TECO ROW, Single-Family Residential and Undeveloped

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

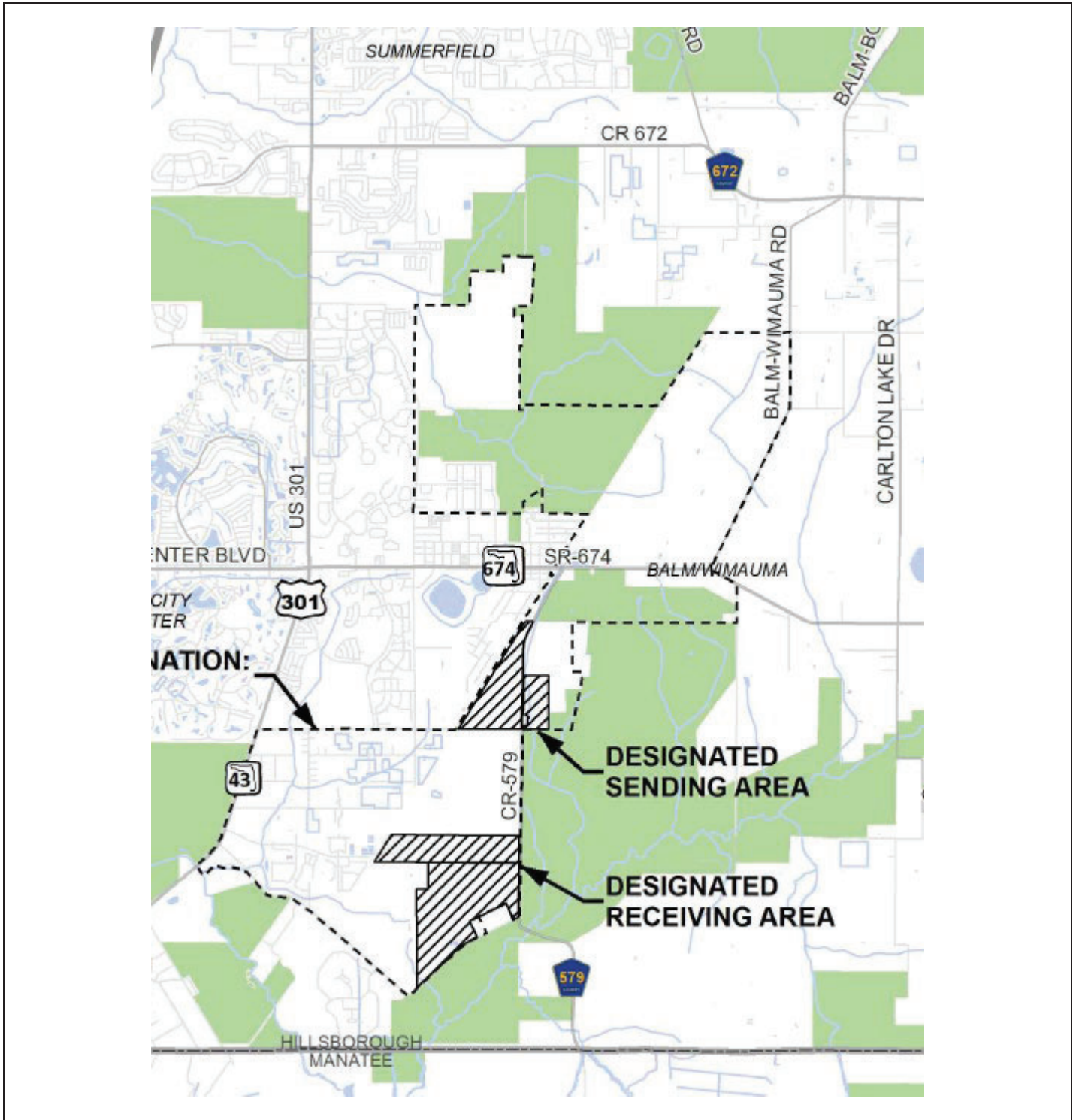


Adjacent Zonings and Uses – Receiving Area

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 18-1048	3.84 units per acre	Single-Family Residential	Undeveloped
South	AR	1 unit per 5 acres	Single-Family Residential and Agriculture	Single-Family Residential and Conservation
East	AR & AM	AR: 1 unit per 5 acres AM: 1 unit per 20 acres	Single-Family Residential and Agriculture and Mining	Conservation
West	AR	1 unit per 5 acres	Single-Family Residential and Agriculture	TECO ROW and Agriculture

2.0 LAND USE MAP SET AND SUMMARY DATA

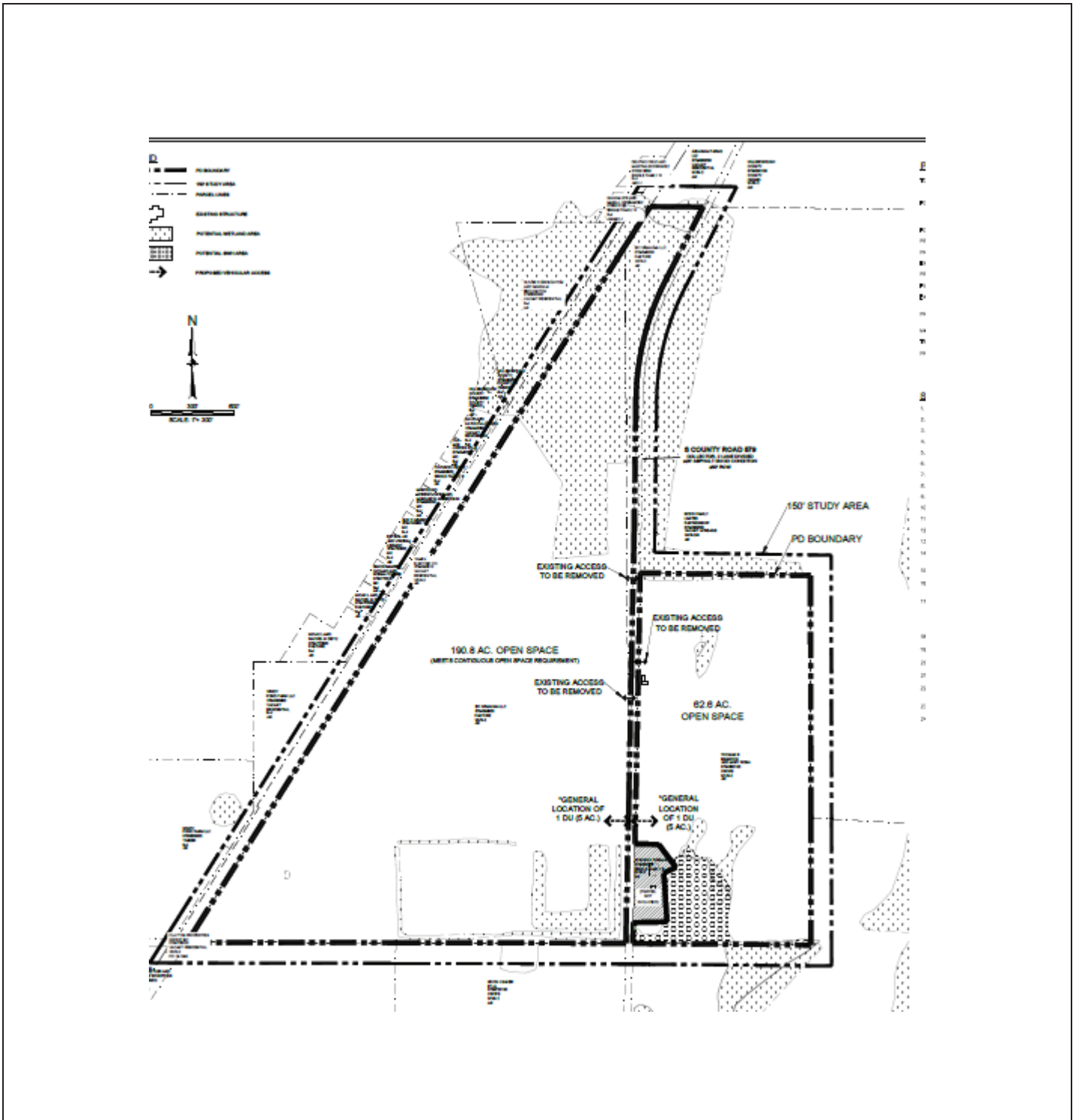
2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



Sending Area

2.0 LAND USE MAP SET AND SUMMARY DATA

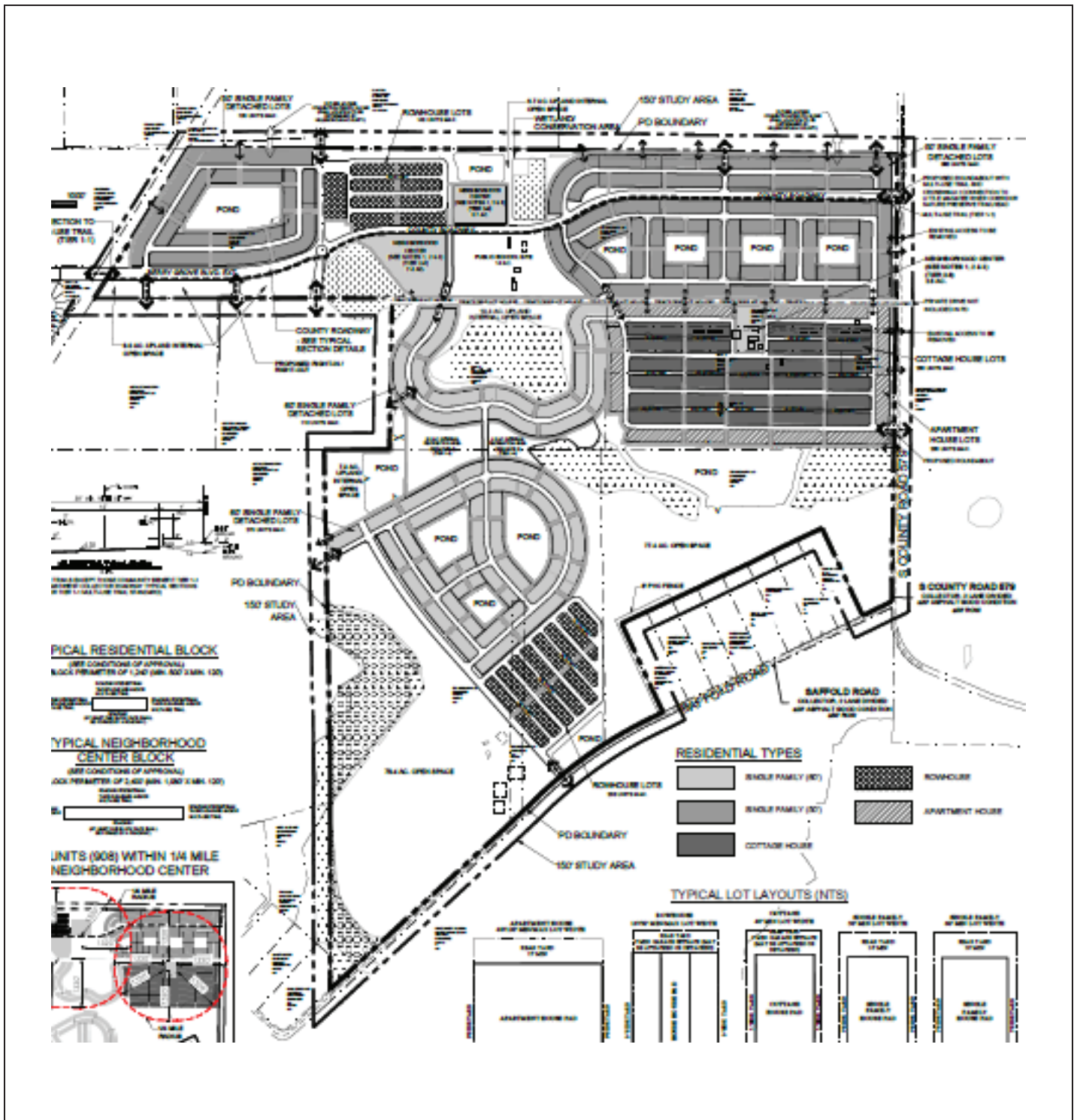
2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



Receiving Area

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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
Berry Grove Blvd.	County Collector - Urban	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 - TBD <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – Voluntary Preservation for 4 Lanes West of Internal Roundabout
CR 579	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – Tier 1-1 Trail Connection
Saffold Rd.	County Collector - Rural	2 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
	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	1,742	128	174
Proposed	19,286	2,006	1,911
Difference (+/-)	(+) 17,544	(+) 1,878	(+) 1,737

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
CR 579 - Substandard Rd.	Design Exception Requested	Approvable
Saffold Rd. – Substandard Rd.	Design Exception Requested	Approvable
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	
Natural Resources	<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	
Conservation & Environ. Lands Mgmt.	<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	
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 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input checked="" 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	Connections permitted at developers' expense, per FLU category
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<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	
Impact/Mobility Fees (see Agency Comments for additional uses) Townhouse (Fee estimate based on a 1,500 s.f., 1-2 Story) Mobility: \$9,445 Parks: \$1,957 School: \$7,027 Fire: \$249 Total per Townhouse: \$18,678 Single Family Detached (Fee estimate based on a 2,000 s.f.) Mobility: \$13,038 Parks: \$2,145 School: \$8,227 Fire: \$335 Total per House: \$23,745				

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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The 270 +/- acre sending area will remain largely undeveloped. Under the transfer of development rights (TDR) requirements, two dwelling units will remain in this area. Properties to the west of the sending area consist of single-family residential, which is separated from the subject site by the 40 foot wide TECO right-of-way. Much of this area is zoned AR and located within the *Town of Wimauma* plat; therefore, smaller lot sizes are found. Areas to the east are undeveloped and consist of agricultural uses and conservation areas. Properties to the south are zoned PD (Planned Development) and AR (Agricultural Rural). The PD zoned land is approved for a 1,056 unit residential development, which has not yet developed. The AR zoned area is used for agriculture. Given the surrounding properties and limited development on the sending area, no compatibility issues have been identified.

The 638 +/- acre receiving area is proposed for a single-family residential project at a density of 2.84 units per acre. Property to the north is zoned PD 18-1048 and approved for 1,056 units at a density of 2 units per acre. Permitted lot sizes are 4,400 – 5,500 sq feet. Cross access between PD 18-1048 and the subject PD is approved. Areas to the south and east consist of agricultural uses and conservation areas. However, an AR zoned residential development of 8 lots is south of the subject site along the north side of Saffold Road. Development in the subject PD is separated from this AR zoned area by upland/open space (67 acres). Property to the west consists of agricultural uses and a TECO right-of-way (approx. 83 feet wide). Property to the southeast is zoned PD 19-0102 and is under development for a 1,047 residential unit neighborhood. Approved lot sizes range from 4,000 – 6,000 sf. The main east/west roadway for PD 19-0102 is planned to align with the subject site's main east/west roadway. This will provide access from US Hwy 301 to CR 579, with the purchase of intervening TECO right-of-way. As outlined above, the proposed project is located within a developing area consisting of residential projects containing comparable lot sizes. Therefore, staff has not identified any compatibility concerns.

5.2 Recommendation

Approval, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

1. Typical Lot Layout shown on Sheet 2 of 3 (Sending Area) to be modified to be consistent with condition 9.
2. Typical Lot Layout for the Civic Building Lot Type to be provided on Sheet 3 of 3.
3. Development Standards table and Typical Lot Layouts to correct "Single-Family Detached" to "Standard House."
4. "Number of Units" column in the Development Standards table to reference the 10% minimum – 40% maximum for the Cottage House Lots, Rowhouse Lots and Apartment House House Lots; to reference the 10% minimum to 50% maximum for the Standard House Lots (combined); and to reference the 10% minimum to 40% maximum for the Civic Building Lot Type as not applicable.
5. Footnote 1 in the Development Standards table to be removed.
6. Repurpose Footnote 2 and place in all setback column headings. Footnote 2 to state "Unless otherwise specified."
7. Development Standards table to include the number of stories (1-4) for Civic Building Lots.
8. Development Standards table to provide the minimum-maximum lot sizes and minimum-maximum lot widths for the Cottage House Lot Types (both or one size/width) and Standard House Lot Types (both types), as provided in the Lot and Primary Structure Requirements by Lot Type (LDC Section 3.24.08).
9. Development Standards table to provide the number stories (1-4) for the Civic Building Lot.
9. Note #4 on Sheet 3 of 3 to replace "park" with "recreation."
10. The 8 acre and 4.5 acre "Internal Recreation Areas" to be re-labeled "Community Benefit Park and Internal Recreation Areas."
11. Community Benefit notations within the "Community Benefit Park and Internal Recreation Areas" to add Tier 2-7 to Tier 1-4.
12. "Note 6" to be removed from the 8 acre and 4.5 acre "Community Benefit Park and Internal Recreation Areas."
13. Tier 2-7 in the Community Benefits table in the PD Site Data to correct the internal recreation acreage from 12.5 to 2.5.
14. PD Site Plan Data to separate the required Internal Open Space acreage from the Community Benefits.
Internal Open Space:
 36.37 acres total: 8.6 acre upland area, 9.7 acre upland area, 10.3 acre upland area, 7.3 acre upland area and 0.47 acres of Multi-Use Trails, excluding the Multi-Use Trail provided under Community Benefit 1-1.

Additional Internal Open Space:
 Community Benefit 1-4: 10 acre Community Park.
 Community Benefit 2-7: 2.5 acres (internal recreation 25%) added to 10 acre Community Benefit Park and 12.72 acres (35% internal open space) of Multi-Use Trails, excluding the Multi-Use Trail provided under Community Benefit 1-1.
15. Proposed "Pedestrian and/or Multi-Use Trail access/stub-out" in the Legend to be modified to remove "Pedestrian and/or."
16. Site Plan to provide the following Site Note: 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. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback.
17. Prior to certification of the General Development Plan (GDP), the applicant shall revise Sheet 3 of 3 the GDP to:

- 17.a Remove the references to “Pedestrian Thoroughfare” within the “Typical Residential Block” and “Typical Neighborhood Center Block” portions of the site plan, as well as any other references which would suggest that such facilities could be permitted;
- 17.b In the rightmost typical section, remove the reference to (“Residential and Non-Residential”) from the top of the section and change to top label to read “69’ Min. Public Right-of-Way – See Conditions of Approval”. Staff notes that as a proposed urban collector roadway, these distinctions are meaningless in the TTM.
- 17.c In the rightmost typical section, relocate the utility poles such that they are located within the 2-foot side strip on the edge of the typical section, rather than in the middle of the feature labeled as a sidewalk.
- 17.d In the rightmost typical section, change the label reading “Typical Section for East of Roundabout” to instead read “Typical Section for Berry Grove Blvd. Extension East of Internal Roundabout”.
- 17.e In the leftmost typical section, change the label reading “116’ Min Right-of-Way” to instead read “116’ Min. Public Right-of-Way – See Conditions of Approval”.
- 17.f In the leftmost typical section, change the label reading “10’ Utility, Landscape & Hardscape Easement” to instead read “10’ Utility, Landscape, Hardscape & Public Access Easement”.
- 17.g In the leftmost typical section, change the label reading “Typical Section for West of Roundabout” to instead read “Typical Section for Berry Grove Blvd. Extension West of Internal Roundabout”.
- 17.h In both typical sections, change the label reading “12’ Multi-Use Trail” to instead read “12’ Tier 1-1 Multi-Use Trail”.
- 17.i In the rightmost typical section, change the label reading “10’ Sidewalk” to instead read “10’ Multi-Purpose Trail”.
- 17.j Consistent with Development Review Procedures Manual Minimum Requirements (DRPM), the developer shall:
- i. Correct the locations of the access arrows depicting the location of approved access within adjacent PD 18-1048. Staff notes that the certified site plan for that project shows the their westernmost stubout along their southern boundary is location +/- 1,480 feet east of the western PD boundary, and their easternmost stubout along their southern boundary is located +/- 1,080 feet west of the eastern PD boundary. This project’s PD site plan is currently showing them located 740 feet and 530 from those respective boundaries.
 - ii. Show and label the adjacent wetland systems to the north, as shown on the 18-1048 certified site plan and ensure they are drawn to scale.
 - iii. Show and label the Little Manatee Corridor Nature Preserve parking area/trailhead, and show those portions of the adjacent trail system within the PD study area (use an aerial to digitize in locations).
18. Modify the Typical Lot Layout for “Rowhouse” units to replace the label “3’ Min. Garage Setback (May Be Attached or Detached)” with a label reading “3’ Min. Garage Setback for Alley Accessed Units (May Be Attached or Detached)*”. Then add corresponding asterisk and note underneath that one typical lot layout which states, “*See Conditions of Approval for Minimum Rear Yard Setbacks for Rowhouse Units Accessed Via Rear Yard Adjacent Roadways”.
19. Modify the Development Standards table to:
- 19.a Change the label reading “Cottage House (Rear Loaded)” to instead read “Cottage House (Rear Alley Access Only)”.
 - 19.b Change the label within the “Rowhouse (Rear Loaded)” row and “Rear Setback (Min)” column from “3’ Min. Garage Setback (May Be Attached or Detached)” to instead read “3’ Min. Garage

- Setback for Alley Accessed Units (May be Attached or Detached)³". Then add a 3rd footnote stating "3. See Conditions of Approval for Minimum Rear Yard Setbacks for Rowhouse Units Accessed Via Rear Yard Adjacent Roadways".
- 19.c Add the text "Lot Type" within the black box in the 1st column.
20. In the "PD Site Data" table, replace the "Neighborhood Center" portion of the table with a new table which reads as follows:
- "Proposed Non-Residential Uses:
1,000 Student Maximum Non-Charter Public School (Grades K-5)
12.5 ac. Publicly Accessible Internal Recreation Uses (see above and Note 4)
13.6 ac. Minimum of Certain Non-Residential Uses within the Three Neighborhood Centers. Allowable uses are: Child Care Center Uses (300 attendees combined maximum); Church Uses (300 seats combined maximum); One (1) Flexible Market Space, and Government/Public Service Uses (see Notes 3 and 5)."
- 20.a Revise "Site Note" 3 to read "Neighborhood Centers shall be developed utilizing the Civic Building Lot standards.
- 20.b Add a new asterisk to the "Proposed Density" and new "Proposed Non-Residential Uses" portion of the table and add a footnote at the bottom of the PD Site Data Table which reads Uses within the project are subject to trip generation caps which apply separately between the Northern and Southern Receiving Areas– See Conditions of Approval".
- 20.c Add arrow symbology to the legend corresponding with the access arrows within adjacent PD 18-1048 and label as "Access within Adjacent PD 18-1048".
21. Add a new site note stating "Areas of additional right-of-way dedication and conveyance, as well as Corridor Preservation are not shown due to the graphic scale. Such areas are present along the project's CR 579 and Saffold Rd. frontages. See conditions of zoning approval for additional information."
22. Prior to certification of the General Development Plan (GDP), the applicant shall revise the proposed design exceptions to:
- 22.a Correct the proposed entitlement program and segmentation which the County Engineer considered in his review and recommendations, but which were not accurately depicted in the requests; and,
- 22.b Correct discrepancies in the way right-of-way dedication and preservation was shown in the Design Exception/typical sections to better reflect to proposed Wimauma Village Residential Neighborhood Special District requirements and proposed conditions of zoning approval.

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

1. For the purposes of these zoning conditions:
 - a. The portion of the PD designated as a Receiving Area and lying north of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as "Northern Receiving Area" portion of the PD.
 - b. The portion of the PD designated as a Receiving Area and lying south of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as "Southern Receiving Area" portion of the PD.
 - c. The portion of the PD designated as a sending area is hereafter referred to as the "Sending Area" portion of the PD.
 - d. The Neighborhood Centers located within the Northern Receiving Area are hereafter referred to as the "Northern Neighborhood Centers".
 - e. The Neighborhood Center located within the Southern Receiving Area is hereafter referred to as the "Southern Neighborhood Center".

- f. The Multi-Use Trail (MUT) required per Community Benefit Tier 1-1 shall mean that MUT which runs along the proposed east/west collector roadway (i.e. the Berry Grove Blvd. extension) within the Northern Receiving Area and that part of the MUT system which connects that portion of the trail with the entrance to the Little Manatee Corridor Nature Preserve (+/- 130 feet north of the northern PD boundary on CR 579). This is hereafter referred to as the "Tier 1-1 Multi-Use Trail". All other trails within the project are hereafter referred to as "Other Multi-use Trails". The entire trail system collectively are hereafter referred to as "Multi-use Trails (MUTs)".
2. The proposed Planned Development (PD) shall be developed in compliance with Part 3.24.00 of the Hillsborough County Land Development Code (LDC) and other applicable rules and regulations, including requirements of the Land Development Code (LDC), Hillsborough County Transportation Technical Manual (TTM) and PD site plan, except as otherwise specifically addressed herein these conditions. Anything shown on the PD site plan which does not comply with the above but was not specifically addressed or excepted herein these conditions, shall not be considered valid exceptions at the time of plat/site/construction plan review.
3. Despite anything shown on the PD site plan to the contrary, it is the County's intent to provide limited flexibility from what is shown on the PD site plan, in order to:
- a. Ensure compliance with part 3.24.00 standards (except as otherwise noted in condition 4, below);
 - b. Logically extend the MUT system within the project to adjacent property boundaries to connect to existing block patterns within existing adjacent developments or to plan for the creation of a logical, comprehensible and seamless network of MUTs to adjacent properties surrounding the project, and/or align the MUT system internally to create an integrated system of seamlessly connected trails within the project (to the greatest extent possible); and/or,
 - c. Comply with access management and other applicable standards.
4. As described above, blocks within the project shall comply with block size and other applicable requirements of the LDC and these zoning conditions. Notwithstanding the above or anything herein to the contrary, as shown on the PD site plan, block faces shall consist of a combination of roadways and MUTs – Pedestrian Thoroughfares (PTs), which are not shown on the PD site plan, are expressly disallowed.
5. Development shall be limited to a maximum of 1,818 residential units. The Sending Area shall be limited to a maximum of 2 residential units. The Receiving Areas shall be limited to a maximum of 1,816 residential units, unless otherwise restricted per condition 31. Development shall occur where generally depicted on the general site plan.
6. To allow for the transfer of 539 residential units to the Receiving Areas, pursuant to Land Development Code (LDC) Section 3.24.10.B (Transfer of Development Rights), a conservation easement, in the form that is consistent with Section 704.06, Florida Statutes, shall be granted by the owner(s) encumbering 269.50 acres within the Sending Area. The conservation easement shall be accepted by the Board of County Commissioners and be recorded in the official public records prior to preliminary plat approval for the Receiving Areas.
7. Prior to the approval of the first preliminary plat/site development plan within the Receiving Areas, the parcels identified as folios 79456.0000 and 79454.0000 located within the Sending Area shall be combined into one parcel through the appropriate subdivision process with documentation of County approval submitted with the first preliminary plat/site development plan.
8. Residential development in the Sending Area shall comply with the following:
Minimum lot size: 21,780 sf (0.5 acres)

Minimum lot width:	100 feet
Minimum front yard setback:	25 feet
Minimum side yard setback:	10 feet
Minimum rear yard setback:	25 feet
Maximum building height:	35 feet

9. The Receiving Areas shall be developed in accordance with the general site plan’s Development Standards table. Unless otherwise specified in the Development Standards table or any other condition, the footnotes within *Lot and Primary Structure Requirements by Lot Type* (LDC Section 3.24.08) shall be applicable.

9.1 Land Development Code Sections 6.01.03.B, 6.01.03.C and 6.01.03.F shall be used to determine lot types (corner, interior, through lots) and yard determinations. Required setbacks shall be those provided in the Development Standards table on the general site plan.

9.2 As noted above, rear yard or yards functioning as rear yards and front yards or yards functioning as front yards may require setbacks differing from those in the Development Standards table (see condition 11).

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

10.1 Notwithstanding the maximum number of lots noted on the general site plan for each development pod, a maximum of 1,816 units shall be permitted unless otherwise restricted by condition 31.

10.2 Notwithstanding the maximum number of lots noted on the general site plan for each development pod, Cottage House Lots, Rowhouse Lots and Apartment House Lots (multi-family units) shall be provided at a minimum of 10% and maximum of 40% of the total number of lots permitted in the Receiving Areas.

10.3 Notwithstanding the maximum number of lots noted on the general site plan for each development pod, Standard House Lot Types (the 6,000 sf and 7,200 sf lots combined) shall be provided at a minimum of 10% and maximum of 50% of the total number of lots permitted in the Receiving Areas.

10.4 The minimum – maximum percentage shall not apply to the Civic Building Lot.

10.4 Should this project be developed by development pod and/or in phases, each plat and/or site development plan shall provide a table providing the number and percentage of Lot Types proposed and approved within the entire PD.

11. Notwithstanding the vehicular access options for Lot Types provided for in LDC Section 3.24.08 (Development Standards for Permitted Lot and Building Form Types), the applicant has selected the following types of vehicular access to be utilized in this PD.

11.1 Cottage House Lot Type: Rear loaded with an attached or detached garage accessed via a two-way alley behind the unit.

11.1.a For vehicular access purposes, a Cottage House Lot Type determined to be a corner lot shall provide vehicular access from the side yard functioning as a rear yard with a minimum setback of 3 feet from the garage door to the property line. Alleys shall not be considered streets or roadways.

- 11.1.b When a rear loaded product is developed, the developer shall construct individual sidewalk connections between the primary entrance of the dwelling (in the front of the lot) to the sidewalk within the primary street or MUT fronting the unit.
- 11.2 Standard House Lot Type: Front loaded with an attached garage accessed via a roadway in front of the unit.
- 11.2.a For vehicular access purposes, a Standard House Lot Type determined to be a corner lot or corner through lot shall provide vehicular access from the front yard or front yard functioning as a side yard. The yard providing access shall comply with the minimum garage setback of 20 feet from the garage door or parking area to the closest edge of the sidewalk, and the remaining portions of the building shall be no closer than 15 feet from the closest edge of the sidewalk.
- 11.3 Rowhouse Lot Type: Rear loaded with an attached garage, detached garage, or parking area accessed via a two-way alley or roadway behind the unit. Alleys shall not be considered streets or roadways.
- 11.3.a For vehicular access purposes, a Rowhouse Lot Type determined to be a corner lot shall provide vehicular access from the side yard functioning as a rear yard. When accessing from a side yard functioning as a rear yard which abuts an alley, a minimum setback of 3 feet shall be provided from the garage door or parking area to the property line.
- 11.3.b For vehicular access purposes, a Rowhouse Lot Type determined to be a corner through lot shall provide vehicular access from the front yard functioning as a rear yard. When accessing from a front yard functioning as a rear yard which abuts a roadway, a minimum setback of 20 feet shall be provided from the garage door or parking area to the closest edge of the sidewalk, and the remaining portions of the building shall be no closer than 15 feet from the closest edge of the sidewalk.
- 11.3.c For vehicular access purposes, a Rowhouse Lot determined to be a through lot shall provide vehicular access from the front yard functioning as a rear yard. When accessing from a front yard functioning as a rear yard which abuts a roadway, a minimum setback of 20 feet shall be provided from the garage door or parking area to the closest edge of the sidewalk, and the remaining portions of the building shall be no closer than 15 feet from the closest edge of the sidewalk.
- 11.3.d When a rear loaded product is developed, the developer shall construct individual sidewalk connections between the primary entrance of the dwelling (in the front of the lot) to the sidewalk within the primary street or MUT fronting the unit.
- 11.4 Apartment House Lot Type: Off street parking to be located behind or to the side of the main structure(s). Off street parking may be accessed from any yard abutting a roadway. The developer shall construct sidewalk connections between the primary entrance(s) of the building(s) (in the front of the lot) to the sidewalk within the primary street or MUT fronting the building(s).
- 11.5 Civic House Lot Type: Off street parking to be located behind or to the side of the main structure(s). Off street parking may be accessed from any yard abutting a roadway. The developer shall construct sidewalk connections between the primary entrance(s) of the building(s) (in the front of the lot) to the sidewalk within the primary street or MUT fronting the building(s).

12. The project shall provide Neighborhood Centers totaling 13.6 acres and comply with applicable portions of Land Development Part 3.24.00 (Wimauma Village Residential Neighborhood). Three Neighborhood Centers shall be provided where depicted on the general site plan and in compliance with the individually noted acreages. The maximum Floor Area Ratio (FAR) in each Neighborhood Center shall be 0.25. Uses within the Neighborhood Center shall be developed using the Civic Building Lot Type. Only the following uses shall be permitted in a Neighborhood Center:
- childcare (maximum of 300 children in total in one or more childcare facilities and in compliance with LDC Section 6.11.24);
 - church/synagogue (maximum of 300 seats in total in one or more churches/synagogues and in compliance with LDC Section 6.11.25);
 - a flexible market space (in compliance with LDC Section 6.11.130); and,
 - government/public service uses (excluding public or private schools and in compliance with any applicable sections of Land Development Code Part 6.11.00).
- Notwithstanding the above, development within the Neighborhood Centers shall be subject to the trip generation cap and related conditions contained within Condition 34.
13. A minimum of 908 residential units shall be located within a quarter mile of one or more of the Neighborhood Centers. Should this project be developed by development pod and/or in phases, each plat and/or site development plan shall provide a table providing the number of residential units located within a quarter mile of one or more of the Neighborhood Centers.
14. Notwithstanding the absence of any required buffering or screening on the general site plan, the project shall comply with LDC Section 3.24.03.B (Landscaping, Buffering and Screening).
15. The project shall provide a minimum of 363.70 acres of Open Space, as required in LDC Section 3.24.03.A (General Development Standards).
16. The project shall provide a minimum of 109.11 acres of Contiguous Open Space, as required in LDC Section 3.24.03.A, where depicted on the general site plan in the Sending Area.
17. The project shall provide a minimum of 36.37 acres of Internal Open Space, as required in LDC Section 3.24.03.A, where depicted on the general site plan in the Receiving Areas. This required Internal Open Space shall be comprised of an 8.6 acre upland area, a 9.7 acre upland area, a 10.3 acre upland area, a 7.3 acre upland area and 0.47 acres of MUTs within the Receiving Areas, excluding the MUT provided under Community Benefit 1-1.
- 17.1 Uses permitted within the Internal Open Space parcels shall be those provided in LDC Section 3.24.03.A.5.
- 17.2 Active recreational uses, such as but not limited to those listed in Note #4 on Sheet 3 of 3, within the required 36.37 acres of Internal Open Space areas are permitted and shall be privately owned/maintained and be publicly accessible.
- 17.3 Active recreational uses, such as but not limited to those listed in Note #4 on Sheet 3 of 3, and not located within the required 36.37 acres of Internal Open Space, are permitted and shall be privately owned/maintained and may be publicly accessible. Such uses shall not be located within the 79.4 acre or 77.4 acre Open Space areas within the Receiving Areas.

- 17.4. Recreational Uses, Private Community uses, as defined by the LDC, shall not be located within the required 36.37 acres of Internal Open Space. Such uses shall not be located within the 79.4 acre or 77.4 acre Open Space areas within the Receiving Areas.
- 17.5 The 0.47 acres of MUTs contributing to the minimum Internal Open Space acreage requirement shall be privately owned/maintained and be publicly accessible.
18. The project shall provide the following six Community Benefits:
- 18.1 Tier 1 – Community Benefit 1 (Multi-Use Trail): The project shall provide a MUT where depicted on the general site plan. This MUT shall be constructed as detailed in Condition 24.
- 18.2 Tier 1 – Community Benefit 4 (10 acre park): The project shall provide a 10 acre Community Benefit Park where depicted on the general site plan. Uses permitted per LDC Section 3.24.03.A.5 and active recreational uses, such as but not limited to Note #4 uses, may be permitted. This 10 acre Community Benefit Park shall be privately owned/maintained and be publicly accessible.
- 18.2.a The community benefit shall require that at least 50% of the 10 acre Community Benefit Park be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 75% of the residential units. One hundred percent of the 10 acre Community Benefit Park shall be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 90% of the residential units.
- 18.3 Tier 1 - Community Benefit 4 (Affordable Housing): The project shall provide at least 10% of the total units for affordable housing, as defined in the *Unincorporated Hillsborough Comprehensive Plan*. The units shall remain affordable for a minimum of 30 years, ensured through a deed restriction, land use restriction agreement, or other mechanism any of which must be determined by the County Attorney’s Office as ensuring the affordability requirement will be maintained. The affordable housing units shall be developed as Cottage House, Rowhouse and/or Apartment House lot types.
- 18.3.a Should the project be developed by development pod and/or in phases, each site development plan for Cottage House, Rowhouse and/or Apartment House Lot Types shall provide at least 10% of the units as affordable housing units, unless more than 10% was designated in a previous phase and the excess is used to meet the minimum 10% requirement in the subsequent phase(s). Each site development plan shall demonstrate that a minimum of 10% is provided under the proposed and approved units.
- 18.4 Tier 1 – Community Benefit 2 (Public School Site): The project shall provide a public school where depicted on the general site plan.
- 18.4.a The school site shall be a minimum of 14 upland acres in size.
- 18.4.b The school shall be limited to a non-charter public facility serving grade levels K through 5, and with a maximum of 1,000 students. Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queueing to limit off-site impacts. Each school shall provide for on-site vehicular queueing for the number of students who are projected to be ineligible for busing (hereafter referred to as “Students”). Specifically:

- i. The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,
 - ii. The minimum length of queue for each school shall be determined by multiplying the number of Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25.
- 18.4.c The School District and the Developer will use their best efforts to reach a mutually agreeable dedication agreement within three (3) years of the zoning approval for PD 23-0041 (the "Agreement Period").
- 18.4.d Any and all roadways within the Planned Development serving and/or providing access to the public school parcel shall be platted to the public school parcel's property line(s) as a public road(s). In no event shall there be any intervening land restriction access to the public school parcel.
- 18.4.e Should the School District and the developer not reach a mutually agreeable dedication agreement within the Agreement Period, the developer shall initiate a Major Modification application to propose an alternative Community Benefit, in accordance with the Land Development Code.
- 18.5. Tier 2 – Community Benefit 7 (Internal Recreation and Internal Open Space Increases). The project shall enlarge the 10 acre Community Benefit Park by 2.5 acres (25%) to provide internal recreation uses. Active recreational uses, such as but not limited to Note #4 uses, shall be provided. This 2.5 acres of internal recreation shall be privately owned/maintained and be publicly accessible. Additionally, the project shall provide an additional 12.72 acres (35%) of Internal Open Space with the provision of 12.72 acres of MUTs throughout the project, excluding the MUT under Community Benefit 1-1.
 - 18.5.a The community benefit shall require that at least 50% of the 2.5 acres of internal recreation be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 75% of the residential units. One hundred percent of the 2.5 acres of internal recreation shall be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 90% of the residential units.
 - 18.5.b The community benefit shall require that at least 50% of the 12.72 acres of MUTs, excluding the MUT under Community Benefit 1-1, be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 75% of the residential units. One hundred percent of the 12.72 acres of MUTs shall be approved through the appropriate site development process and open to the public prior to the final plat approval of more than 90% of the residential units.
- 18.6. Tier 2- Community Benefit 8 (Construct On-Site Non-Residential Uses). The project shall construct a minimum of 22,881.6 square feet of permitted uses, as provided in condition 12, within one or more of the three Neighborhood Centers.
 - 18.6.a At least 50% of the 22,881.6 square feet (11,440.8 sf) shall receive a Certificate of Occupancy prior to the final plat approval of more than 75% of the residential units (1,363 to 1,634 residential units). One hundred percent of the 22,881.6 square feet shall receive Certificates of Occupancy prior to the final plat approval of more than 90% of the residential units (1,635 to 1,816 residential units). Should this project be developed by development pod or in phases, each

plat and/or site development plan shall provide a table providing the number of lots proposed and approved within the entire PD.

19. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access, or access connections to continue/extend the Multi-Use Trails (MUTs), may be permitted anywhere along the PD boundaries.
20. The project shall be served by and limited to the following vehicular access connections:
 - a. Within the Sending Area:
 - i. Two (2) connections to County Road (CR) 579.
 - b. Within the Northern Receiving Area:
 - i. One (1) connection to CR 579;
 - ii. One (1) connection to US 301 via an extension of Berry Grove Blvd.;
 - iii. Three (3) stubouts along the northern boundary of the Northern Receiving Area; and,
 - iv. Six (6) stubouts along the southern boundary of the Northern Receiving Area.
 - c. Within the Southern Receiving Area:
 - i. One (1) connection to CR 579;
 - ii. One (1) connection to Saffold Rd.;
 - iii. Two (2) stubouts along the western boundary of the Southern Receiving Area; and,
 - iv. Three (3) stubouts along the northern boundary of the Southern Receiving Area.
21. With respect to project roadways:
 - a. The developer shall construct the extension of Berry Grove Blvd. (i.e. the east-west collector roadway within the Northern Receiving Area between US 301 and CR 579) as a 2-lane, collector roadway utilizing the Typical Section standards shown on Sheet 3 of 3 of the PD site plan. The roadway shall be constructed as a divided facility, expandable to 4-lanes west of the internal roundabout, and as an undivided 2-lane facility east of the internal roundabout.
 - b. Other internal project roadways shall be constructed to an appropriate urban typical section as described in the Hillsborough County TTM. Designation of appropriate typical sections shall occur at the time of plat/site/construction plan review, and be based upon anticipated traffic volumes within each segment.
 - c. The developer may commit to construction of all internal roadways within the project (other than the east-west collector roadway) to applicable Traditional Neighborhood Development (TND) Typical Section standards as found within the TTM. If the developer does not so commit, then developer shall be required to construct all roadways serving the Northern and Southern Neighborhood Centers to either an appropriate collector road standard or the TS-3 (non-residential subtype) typical section standard.
 - d. All project alleyways shall comply with LDC Section 3.24.05.B.2.a. Additionally:
 - i. All project alleyways shall be constructed to accommodate 2-way traffic;
 - ii. Alleyways shall consist of a minimum of 16 feet of pavement, with 5-foot wide green strips on either side of the pavement, and located within a 26-foot-wide right-of-way;

- iii. MUTs and other bicycle and pedestrian facilities may perpendicularly cross alleyways but are otherwise prohibited within alleyways.
- e. The total right-of-way widths shown in the Design Exception and on the PD site plan are minimum widths. Additionally:
 - i. The developer shall preserve a minimum of +/- 46 feet of right-of-way west of the proposed internal roundabout or as otherwise necessary to accommodate the future expansion of Berry Grove Blvd. as a future 4-lane roadway, expandable to the inside. The intent of these conditions are to require the developer to secure the dedication, conveyance and preservation of certain rights-of-way to the County as described above, both within the project and through adjacent folios 79710.0585 and 79702.0010.
 - ii. Notwithstanding the below referenced Design Exceptions which grant relief from the LDC Sec. 3.24.06 requirement to improve certain segments of CR 579 and Saffold Rd. to the full Typical Section requirements, or anything shown on the PD site plan to the contrary, consistent with LDC Sec. 3.24.06.C.5.b. the developer shall dedicate and convey sufficient right-of-way along the project's Saffold Rd. and CR 579 frontages to ensure that a fully compliant TS-7 roadway can be constructed (by others) within the right-of-way (i.e. such that 96 feet of right-of-way is available post dedication and conveyance).
 - iii. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall dedicate and convey to Hillsborough County sufficient right-of-way as necessary to accommodate the proposed project roundabouts as well as the required westbound to northbound right turn lane on Saffold Rd. into the project's access, which the developer shall construct concurrent with the initial increment of development within the Southern Receiving Area. The amount and location of the right-of-way dedication shall be based upon Transportation Technical Manual and roundabout design requirements, as applicable, and shall be reviewed and approved by the appropriate agencies including Hillsborough County Development Services and/or Public Works.
 - iv. Notwithstanding anything shown on the PD site plan to the contrary, as CR 579 is identified on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced facility, the developer shall preserve a minimum of 11 additional feet above and beyond any right-of-way necessary to be dedicated and conveyed in accordance with conditions 21.e.iii. and 21.e.iv, hereinabove. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setback shall be calculated from the future right-of-way line.
- f. Construction of the Berry Grove Blvd. extension, such that a completed roadway connection between US 301 and CR 579 occurs, shall be done concurrently with the initial increment of development within the Northern Receiving Area. Phasing of additional vehicular stubouts within the Northern Receiving Area may be considered at the time of plat/site/construction plan review, and approval of any phasing plan for these other vehicular connections, subject to County approval. At a minimum, roadway stubouts shall be constructed concurrent with the phase of the development adjacent to such stubout and/or as otherwise required pursuant to condition 21.h. hereinbelow.

- g. Phasing of access within the Southern Receiving Area may be considered at the time of plat/site/construction plan review, and approval of any phasing plan for these other vehicular connections shall be subject to County approval. At a minimum, roadway stubouts shall be constructed concurrent with the phase of the development adjacent to such stubout.
- h. Roadways shall be constructed as necessary to provide vehicular access to each increment of development or as otherwise required herein these zoning conditions. Additionally, vertical development must occur within a fully formed, compliant block (i.e. the infrastructure along all four sides of each block must be constructed prior to or concurrent with vertical development within each block). Certificates of Occupancy (temporary or otherwise) shall not be issued until each portion of the block perimeter is open to traffic, and the applicable portions of any other sidewalks or MUTs required pursuant to the LDC or as otherwise required pursuant to the PD or zoning conditions is constructed.
- i. Prior to or concurrent with each increment of development, the developer shall submit a trip generation and site access analysis which examines the need for turn lanes along the Berry Grove Blvd. extension and to implement the trip cap conditions described within condition 34, hereinbelow. Such analyses shall be based on Hillsborough County Land Development Code (LDC) Section 6.04.04.D. warrants as well as an examination of anticipated impacts from proposed and anticipated future development (whether generated by this development or development within adjacent properties) which is expected to utilize project stubouts as well as future anticipated roadway connections.
- j. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, access connections along the Berry Grove Blvd. extension shall meet the following access spacing standards:
- i. That portion of the roadway west of the internal roundabout shall meet LDC Sec. 6.04.07 spacing standards for a Class 3 roadway;
 - ii. That portion of the roadway east of the internal roundabout shall meet LDC Sec. 6.04.07 spacing standards for a Class 4 roadway; and,
 - iii. Identification of the appropriate access spacing standard for all other internal project roadways will be determined at the time of plat/site/construction plan review stage.
22. The developer shall be required to construct all roadway, sidewalk and/or MUT stubouts generally shown on the PD site plan, as well as any other sidewalk or MUT stubouts necessary to comply with Sec. 3.24.05.A. and other applicable sections of the LDC. The developer shall also be required to construct certain site access improvements (auxiliary turn lanes) as identified within the required transportation study described in condition 21.i., hereinabove. Proposed roundabouts shall be constructed prior to or concurrent with construction or improvement of the intersecting roadway(s). Notwithstanding the right-of-way dedication and conveyance requirements specified hereinabove above, the developer shall have no obligation to construct turn lanes along the Berry Grove Blvd. Ext. that are identified as being needed to safely accommodate non-project traffic.
23. The Berry Grove Blvd. extension and Tier 1-1 MUT shall be dedicated and conveyed to the County. Consistent with LDC Sec. 3.24.04.A.7., other project roadways may potentially be dedicated to the County for ownership and maintenance or may be privately owned and maintained by a homeowner's association or similar entity, subject to certain conditions and determinations as further described hereinbelow. Additionally:

- a. The ability for a roadway to be accepted by the County for public ownership and maintenance shall be subject to a determination (to be at the time of plat/site/construction plan review) as to whether each individual roadway segment complies with Policy 4.1.4. of the Mobility Element of the Hillsborough County Comprehensive Plan. Roadway segments which staff find do not comply with Policy 4.1.4 shall not be accepted.
- b. Prior to or concurrent with the construction of that segment of the Berry Grove Blvd. extension located west of the internal roundabout, the developer shall dedicate and convey a 10-foot-wide landscape and hardscape easement, in addition to the typical utility easement required per the TTM, along the southern side of the roadway (as shown in the Typical Section standards depicted on Sheet 3 of 3 of the PD site plan). Such easement shall be sufficient to permit public access, as well as allow the County to install and maintain landscaping or hardscaping within the easement area. While the Tier 1-1 Trail will be owned and maintained by Hillsborough County as noted herein these conditions, nothing in this condition shall be construed as requiring the County to accept landscaping or hardscaping within this area for maintenance.
- c. Prior to or concurrent with the construction of each segment of privately maintained roadway within the project, the developer shall dedicate and convey a public access easement to Hillsborough County.
- d. Alleyways shall be privately owned and maintained by a homeowner's association or similar entity but shall not be required to have public access easements unless otherwise necessary to accommodate solid waste service pickup or as may be required by Fire Rescue.
- e. Other MUTs shall be privately owned and maintained by a homeowner's association or similar entity. Prior to or concurrent with the construction of each segment of MUT within the project, the developer shall dedicate and convey to Hillsborough County a public access easement over the MUT.
- f. In the case of required roadway, pedestrian, MUTs stubouts which are constructed within privately maintained rights-of-way but which are unable to be constructed to exact property boundaries (e.g. due to grading or other constraints), the developer shall be required (in addition to the public access easements required hereinabove) to dedicate and convey sufficient easement rights necessary to permit the County or an adjacent property owner to complete the connection without further consultation of the property owner.

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

- a. That portion of the Tier 1-1 MUT running alongside the Berry Grove Blvd. extension. shall be constructed utilizing the Typical Section standards depicted on Sheet 3 of 3 of the PD site plan.
- b. Notwithstanding anything in LDC or Comprehensive Plan to the contrary, that portion of the Tier 1-1 MUT east of the internal roundabout must be constructed concurrently with the roadway, since the facility is serving the dual purpose of fulfilling the Tier 1-1 benefit and serving to replace one of the buffered bicycle lanes which would otherwise be required (east of the internal roundabout) pursuant to the TTM.

- c. Consistent with the LDC and Comprehensive Plan, that portion of the Tier 1-1 MUT west of the internal roundabout shall be constructed prior to or concurrent with the 1,363rd residential unit within the project.
 - d. Those portions of the Tier 1-1 MUT running through the internal roundabout and the roundabout to be constructed at the intersection of the Berry Grove Blvd. extension. and CR 579 and along the east side of CR 579 shall be constructed with a minimum width of 12-feet; however, other features of the typical section shall be dictated by roundabout design requirements, which are subject to the review and approval of Hillsborough County Public Works at the time of plat/site/construction plan review. These portions of the trail shall be constructed concurrently with the roundabout.
 - e. Other MUTs shall be constructed in accordance with the Typical Section – 2 (TS-2) Section 1 subtype standard as found within the TTM and as depicted on the “Multi-Use Trail Typical Section” standard within Sheet 3 of 3 of the PD site plan. Other MUTs shall be constructed when/as required pursuant to Zoning Condition 21.h. Additionally, Other MUTs not forming a block perimeter shall be constructed at a time to be determined by staff at the time of plat/site/construction plan review.
 - f. The developer shall design and construct slip ramps as necessary to transition between the use of MUTs/wide sidewalks and roadways with on-street bicycle facilities and roadways with no on-street bicycle facilities, as applicable.
25. The intent of the Wimauma Community Plan, LDC, and these zoning conditions are to facilitate an interconnected network of transportation systems, rather than individual isolated segments of varying facility types which do not result in a logical, comprehensible, and integrated system of transportation facilities within the project, and to extend outside of the project such that the block pattern can logically continue into adjacent properties in the future (as appropriate). The intent of these internal and external systems is to create a series of seamless, interconnected neighborhoods and villages. As such, and notwithstanding anything shown on the PD site plan to the contrary, the developer shall ensure the constructed transportation network is designed/located such that MUTs segments throughout the project, including those forming block faces, are aligned when possible in order to facilitate a safe and efficient MUT system which ensures the safe crossings of roadways and alleyways while maintaining compliance with Part 3.24.00 of the LDC. Determination of the appropriateness/number/design of mid-block crossings of internal collector roadways shall be made by County staff at the time of plat/site/construction plan review. MUTs shall be designed with midblock crossings of all alleyways and local roadways, as needed to facilitate the above goals, unless a specific crossing is determined by County staff at the time of plat/site/construction plan review to be unsafe and where such safety issues cannot otherwise be mitigated.
26. In addition to any other sidewalks required pursuant to the Hillsborough County LDC and/or the PD site plan and zoning conditions, the developer shall construct a minimum 5-foot-wide sidewalk along the project’s frontage within the Sending Area along the east side of CR 579. This sidewalk shall be constructed concurrent with the first increment of development within the Southern or Northern Receiving Area, or concurrent with development of the single-family dwelling located within Sending Area east of CR 579, whichever occurs first.
27. Design Exceptions
- a. If PD 23-0041 is approved, the County Engineer will approve a Design Exception (dated April 24, 2023) which was found approvable by the County Engineer (on May 30, 2023) for the CR 579 substandard

roadway improvements. The County Engineer has found that the Design Exception is approvable and in compliance with LDC Section 3.24.06.D.1.a, and the BOCC finds that the Design Exception is appropriate.

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

- i. Within Segment A, which shall be defined as that portion of CR 579 between SR 674 and the southern boundary of the Sending Area, the developer shall:
 - a) Maintain the 10 to 11-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section – 7 (TS-7) of the Transportation Technical Manual (TTM);
 - b) Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM;
 - c) Construct 5-foot-wide paved shoulders along both sides of the roadway, in accordance with TS-7 of the TTM; and,
 - d) Construct a 10-foot-wide multi-purpose pathway (also generally referred to as a shared use pathway or multi-use trail, but purposefully not referred to as an MUT or Other MUT, which are otherwise separately and specifically defined and regulated herein these conditions) along the west side of the roadway.

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

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

roadway improvements. The County Engineer has found that the Design Exception is approval and in compliance with LDC Section 3.24.06.D.1.a, and the BOCC finds that the Design Exception is appropriate.

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


- i. Within Segment B, which shall be defined as that portion of Saffold Rd. along the frontages of folios 79700.0400, 79700.0300, 79700.0350, 79700.0100, 79700.0200, 79700.0250, 79700.0050, and 79700.0150, the developer shall:
 - a) Maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the TS-7 of the TTM;
 - b) Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM; and,
 - c) Construct a 5-foot-wide sidewalk along the north side of the roadway as shown in the Design Exception request.
 - ii. Within Segment A, which shall be defined as those portions of Saffold Rd. between CR 579 and the western project boundary, excluding the area defined as Segment B, the developer shall:
 - a) Maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the TS-7 of the TTM;
 - b) Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM;
 - c) Construct 5-foot-wide paved shoulders along both sides of the roadway, in accordance with TS-7 of the TTM; and,
 - d) Construct a 10-foot-wide multi-purpose pathway (also generally referred to as a shared use pathway or multi-use trail, but purposefully not referred to as an MUT or Other MUT, which are otherwise separately and specifically defined and regulated herein these conditions) along the north side of the roadway.
28. In addition to any temporary end of roadway/MUT signage required by the MUTCD, the developer shall install signage at all roadway/MUT access stubouts not connecting to an existing roadway/MUT which identifies the stubout as a "Future Roadway Connection" or "Future Trail Connection" as applicable.
29. At roadway and MUT stubouts along the boundary with folio 79703.0000, in addition to signage required pursuant to condition 29, above, the developer shall install appropriate end of roadway and end of trail treatments at the temporary stubouts which prevent vehicular and bicycle/pedestrian traffic from utilize

those stubouts until such time as all of the facilities are properly extended and appropriate right-of-way and/or easement rights through the adjacent property is obtained.

30. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall redesign all dead-end roadways over 150 feet in length (including roadways planned to only be temporarily “dead end” roadways) such that they terminate in a roundabout or another approved end of roadway treatment, consistent with TTM requirements.
31. The Access Management improvements necessitated by the proposed development are based upon the Access Management Analysis prepared by Links & Associates, Inc. signed and sealed on May 30, 2023. The maximum trip generation assumed to establish the access management improvements at the time of rezoning is as follows:
 - i. The cumulative gross trip generation of all existing and proposed development within the Northern Receiving Area of 10,163 average daily trips, 1,384 a.m. peak hour trips and 1,064 p.m. peak hour trips.
 - ii. The cumulative gross trip generation of all existing and proposed development within the Southern Receiving Area of 9,106 average daily trips, 620 a.m. peak hour trips and 845 p.m. peak hour trips.
 - iii. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no Project Identification number exists, and copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips available remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided. Should the number of trips generated by the overall development exceed those impacts analyzed in conjunction with this rezoning, additional access management improvements may be required at the time of site development permitting.
32. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
33. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
34. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on

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

35. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
36. The sending parcels area that is adjacent to the Little Manatee River Corridor Preserve and the receiving parcels that are adjacent to the Upper Little Manatee River Preserve shall be subject to Land Development Code Section 4.01.11 for Natural Resources which requires a compatibility plan to address issues relating to the development such as, but not necessarily limited to, access, prescribed fire, and landscaping. The compatibility plan shall be proposed by the developer, reviewed and approved by the Conservation and Environmental Lands Management Department, and shall be required as a condition of granting a Natural Resources Permit for development impacts on those areas that are adjacent to Natural Preserves.
37. An evaluation of the property supports the presumption that listed animal species may occur or have restricted activity zones throughout the property. Pursuant to the Land Development Code (LDC) Section 4.01.00, a wildlife survey of any endangered, threatened or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. This survey information must be provided upon submittal of the preliminary plat through the Land Development Code's Subdivision review process.
38. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
39. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.
40. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

<p>Zoning Administrator Sign Off:</p>	 <p>J. Brian Grady Tue Jun 13 2023 10:58:20</p>
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SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Wimauma Village Neighborhood:

The subject site is located in the Wimauma Village (WVR-2) Future Land Use (FLU) category and seeks to develop at a density of 2 units per acre. This requires compliance with Land Development Code Part 3.24.00 (Wimauma Village Residential Neighborhood), which was adopted in 2021 as part of the Board of County Commissioners directed update to the WVR-2 FLU category and Wimauma Village Community Plan in the *Future of Hillsborough* Comprehensive Plan.

Residential areas are to be compact, through the use of minimum/maximum block sizes, thereby creating a more walkable neighborhood and preserving larger areas for open space and recreation. Various housing types and sizes are required to meet the needs of existing and future community residents. This project is meeting this requirement by providing the minimum acreages of open space (40% -363.70 acres), contiguous open space (30% - 109.11 acres) and internal open space (10% -36.37 acres). The project has shown that it will be developed in a block form and no waiver to the minimum/maximum block size is requested. Housing types will include cottage design, standard (2 different lot sizes/lot width) design, rowhouses and apartments.

In addition to providing larger areas of open space to reflect the characteristics of the Wimauma community, internal open space and recreation (passive and active) areas are also required to serve the neighborhood residents and the larger Wimauma community. These areas are provided throughout the subject site and include not only specifically located internal open spaces, but also a multi-use trails throughout the project. These trails provides extensive internal connection as well as connection points at the western and eastern PD boundaries - all of which is publicly accessible.

The development of Neighborhood Centers within the predominately residential development allows for residential support and public service uses in proximity to residents. The project complies with the minimum acreage required (1.5% - 13.6 acres) in three Neighborhood Centers in the project. These Neighborhood Centers may feature uses such as daycares, libraries, and churches. Unique to the WVR-2 area is the allowance of Flexible Market Spaces, which are temporary, community-serving uses such as food trucks, farmers' markets, and neighborhood fairs. Commercial uses are not permitted in the Neighborhood Centers for the purpose of directing commercial development to downtown Wimauma to aid in its revitalization.

Projects in the WVR-2 FLU category requesting 2 units per acre are required to provide Community Benefits, as provided in Land Development Part 3.24.00 and approved by the Board of County Commissioners. Some of the Community Benefits are specific, while others allow for the furtherance of one or more of the many community identified goals within the Wimauma Village Community Plan. These benefits are to be established by specified timeframes to ensure their development. The project has offered to provide six Community Benefits which include:

- A multi-use trail – the project is providing a multi-use trail of approximately 1.3 miles along the the primary east/west roadway. This trail will also connect to both one of the Neighborhood Centers within the project and the Little Manatee Trailhead to the east of the project. This Multi-use Trail will be provided as part of the east/west roadway construction to the east of the internal roundabout. The portions to the west must be completed by platting of 75% of residential units.
- 10 acre community park – the project will provide a 10 acre park to be available to neighborhood residents and the Wimauma community (privately owned/maintained but publicly accessible). The acreage size was provided due to the minimum park acreage required in a different community benefit for public park. This benefit is requested due to Goals 7 and 9 of the Wimauma Village Community Plan. Goal 7 speaks to passive recreation approximate to ELAPP sites. The Little Manatee River Corridor is located to the east of subject site and the Upper Little Manatee River is located to the south. The 10

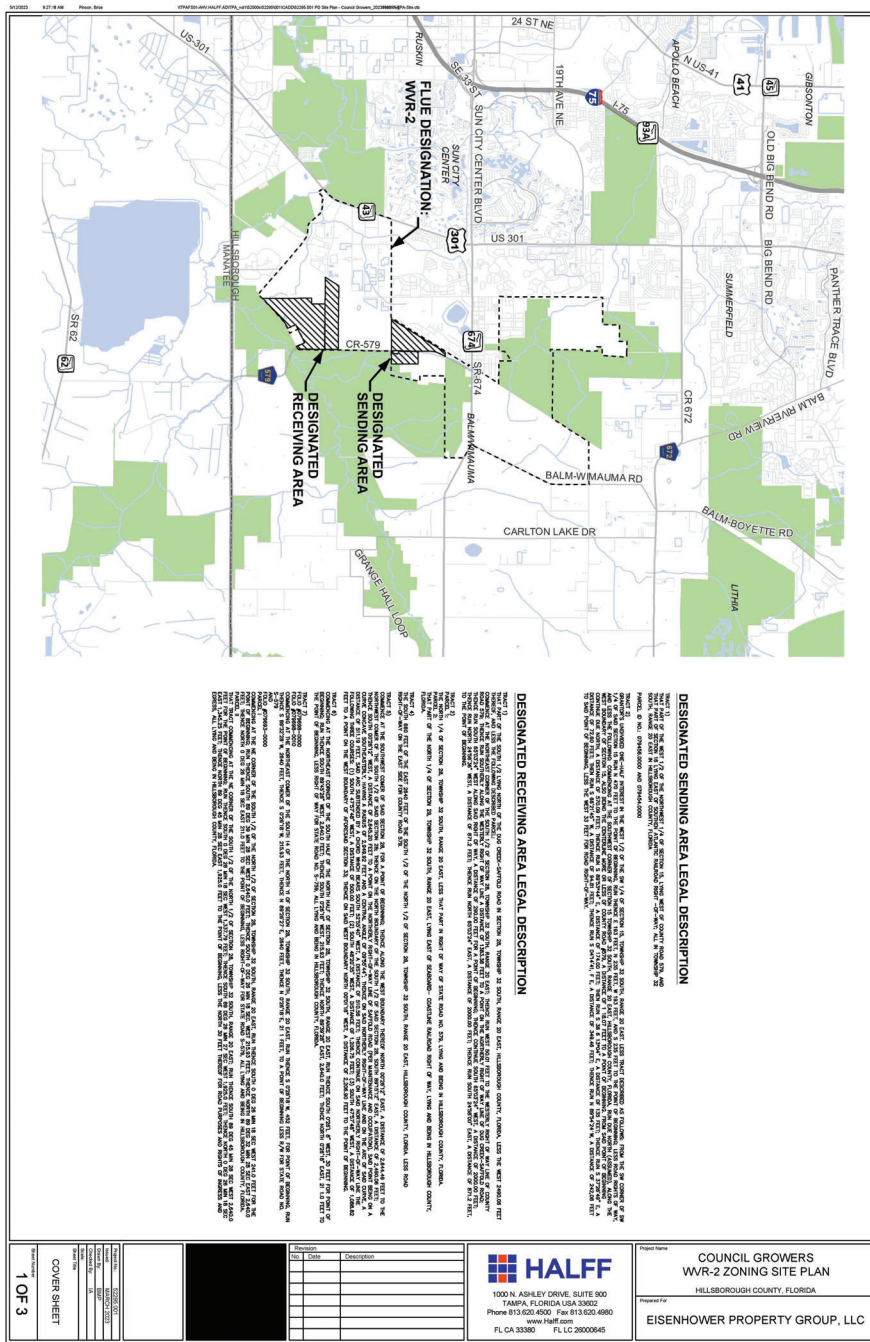
acre park also is in response to Goal 9, which emphasizes open spaces (including parks and public uses) as an important feature in the Wimauma community. The 10 acre park must be approved through the site development process and available to the public by specified percentages of residential development (75% and 90%).

- Affordable housing – the applicant proposes a minimum of 10% of the project units to be affordable. This results in a minimum of 181 units that will be available. Goal 5 of the Wimauma Community Plan identifies the encouragement of affordable housing and housing to accommodate a range of income levels.
- A public school site – Fourteen acres of the site is reserved for a public school to be located on the south side of the primary east/west roadway. Goal 2 specifically notes the need for schools to support residential development within the area and to consult with the School Board for potential sites when developing a project of 50 or more units. The School Board has been consulted and they support the size and location of the future public school site within this project. The School Board and developer have a 3 year timeframe to dedicate the property to the School Board. If no agreement is made, a modification to the PD will be necessary to provide an alternative community plan benefit.
- Increase the internal recreational and open space acreages – This benefit requires an increase in internal recreation (25%) and open space (35%). The applicants have provided an additional 2.5 acres within the publicly accessible 10 acre community park to provide active recreation uses. An increase of 35% is provided with the multi-use trails planned throughout the neighborhood, excluding the multi-use trail proposed in community benefit #1. The trails will be privately owned/maintained and publicly accessible. The recreation area and trails must be approved through the site development process and available to the public by specified percentages of residential development (75% and 90%).
- Development of a portion of the Neighborhood Center uses – as specified in LDC Section 3.24.09, a community benefit can be satisfied when committing to constructing a percentage of the proposed uses within the Neighborhood Centers. The amount is based on 30% of the proposed units, at 42 square feet per unit. This results in 22,848 square feet (544 units at 42 square feet). This number does not exceed the maximum FAR for the Neighborhood Centers acreage. Certificates of Occupancy for this non-residential square footage must be obtained by specified percentages of residential development (75% and 90%).

Density Transfer: In accordance with LDC Section 3.24.10, the applicant is requesting a transfer of density from one Sending Area to two Receiving Areas. The sending site, located in the WVR-2 FLU category, is 270.50 acres in size and consists of three parcels located on the west side of CR 579 and south of SR 674. Wetland acreage accounts for 14% of the site (39.87 acres); therefore, density is calculated for the full Sending Area site. The Sending Area acreage provides 541 units (2 units per acre). As required by the LDC, two units will be left behind, providing 539 units to be transferred to the receiving area. Because the applicant does not intend to leave three units behind, two of the parcels will be required to be combined. The Receiving Areas contain 67.90 acres of wetlands (10%), which allows the full acreage to be used for density calculation purposes.

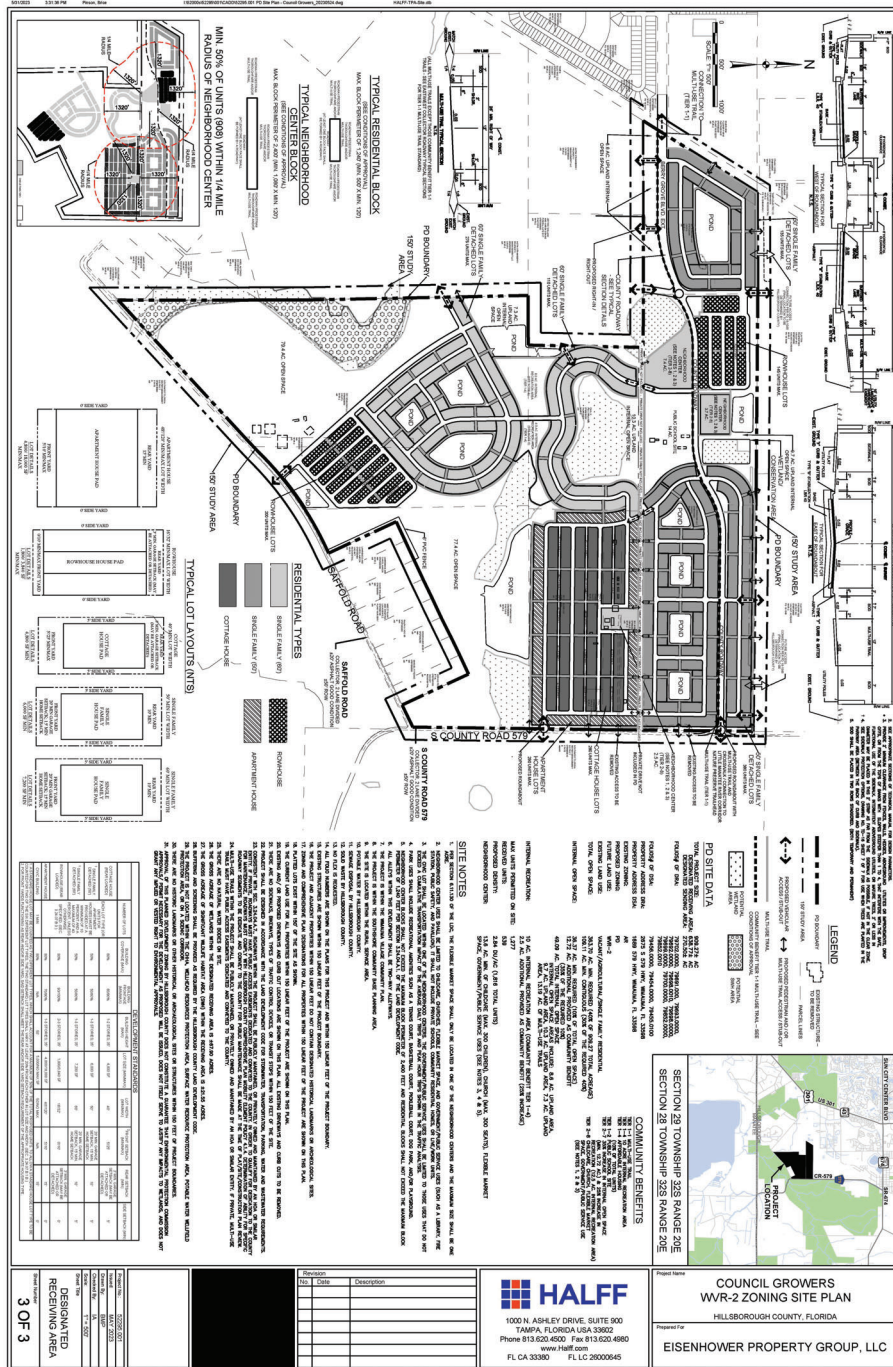
Once density is transferred from the Sending Site, no residential development is permitted, except the remaining 2 units. A conservation easement over all acreage that was used for the 539 units is required. Florida State Statute 704.6 allows the area to be used for open space and/or agricultural purposes.

8.0 PROPOSED SITE PLAN (FULL)



23-0041

8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 6/12/2023

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: WM/ South

PETITION NO: RZ 23-0041

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects for the reasons outlined below.

CONDITIONS OF APPROVAL

Note: Staff has highlighted certain areas below which contain condition references which need to be redone/verified once these are placed within the zoning staff report, and/or need to be filled in because they reference conditions which are not located within this report but will be in the zoning staff report.

1. For the purposes of these zoning conditions:
 - a. The portion of the PD designated as a Receiving Area and lying north of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as “Northern Receiving Area” portion of the PD.
 - b. The portion of the PD designated as a Receiving Area and lying south of the northern boundaries of folios 79703.0000 and 79705.0000 is hereafter referred to as “Southern Receiving Area” portion of the PD.
 - c. The portion of the PD designated as a sending area is hereafter referred to as the “Sending Area” portion of the PD.
 - d. The Neighborhood Centers located within the Northern Receiving Area are hereafter referred to as the “Northern Neighborhood Centers”.
 - e. The Neighborhood Center located within the Southern Receiving Area is hereafter referred to as the “Southern Neighborhood Center”.
 - f. The Multi-Use Trail (MUT) required per Community Benefit Tier 1-1 shall mean that MUT which runs along the proposed east/west collector roadway (i.e. the Berry Grove Blvd. extension) within the Northern Receiving Area and that part of the MUT system which connects that portion of the trail with the entrance to the Little Manatee Corridor Nature Preserve (+/- 130 feet north of the northern PD boundary on CR 579). This is hereafter referred to as the “Tier 1-1 Multi-Use Trail”. All other trails within the project are hereafter referred to as “Other Multi-use Trails”. The entire trail system collectively are hereafter referred to as “Multi-use Trails (MUTs)”.

2. The proposed Planned Development (PD) shall be developed in compliance with Part 3.24.00 of the Hillsborough County Land Development Code (LDC) and other applicable rules and regulations, including requirements of the LDC, Hillsborough County Transportation Technical Manual (TTM) and PD site plan, except as otherwise specifically addressed herein these conditions. Anything shown on the PD site plan which does not comply with the above but was not specifically addressed or excepted herein these conditions, shall not be considered valid exceptions at the time of plat/site/construction plan review.

3. Despite anything shown on the PD site plan to the contrary, it is the County's intent to provide limited flexibility from what is shown on the PD site plan, in order to:
 - a. Ensure compliance with part 3.24.00 standards (except as otherwise noted in **condition 4**, below);
 - b. Logically extend the MUT system within the project to adjacent property boundaries to connect to existing block patterns within existing adjacent developments or to plan for the creation of a logical, comprehensible and seamless network of MUTs to adjacent properties surrounding the project, and/or align the MUT system internally to create an integrated system of seamlessly connected trails within the project (to the greatest extent possible); and/or,
 - c. Comply with access management and other applicable standards.
4. As described above, blocks within the project shall comply with block size and other applicable requirements of the LDC and these zoning conditions. Notwithstanding the above or anything herein to the contrary, as shown on the PD site plan, block faces shall consist of a combination of roadways and MUTs – Pedestrian Thoroughfares (PTs), which are not shown on the PD site plan, are expressly disallowed.
5. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access, or access connections to continue/extend the Multi-Use Trails (MUTs), may be permitted anywhere along the PD boundaries.
6. The project shall be served by and limited to the following vehicular access connections:
 - a. Within the Sending Area:
 - i. Two (2) connections to County Road (CR) 579.
 - b. Within the Northern Receiving Area:
 - i. One (1) connection to CR 579;
 - ii. One (1) connection to US 301 via an extension of Berry Grove Blvd.;
 - iii. Three (3) stubouts along the northern boundary of the Northern Receiving Area; and,
 - iv. Six (6) stubouts along the southern boundary of the Northern Receiving Area.
 - c. Within the Southern Receiving Area:
 - i. One (1) connection to CR 579;
 - ii. One (1) connection to Saffold Rd.;
 - iii. Two (2) stubouts along the western boundary of the Southern Receiving Area; and,
 - iv. Three (3) stubouts along the northern boundary of the Southern Receiving Area.
7. With respect to project roadways:
 - a. The developer shall construct the extension of Berry Grove Blvd. (i.e. the east-west collector roadway within the Northern Receiving Area between US 301 and CR 579) as a 2-lane, collector roadway utilizing the Typical Section standards shown on Sheet 3 of 3 of the PD site plan. The roadway shall be constructed as a divided facility, expandable to 4-lanes west of the internal roundabout, and as an undivided 2-lane facility east of the internal roundabout.
 - b. Other internal project roadways shall be constructed to an appropriate urban typical section as described in the Hillsborough County TTM. Designation of appropriate typical

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

- c. The developer may commit to construction of all internal roadways within the project (other than the east-west collector roadway) to applicable Traditional Neighborhood Development (TND) Typical Section standards as found within the TTM. If the developer does not so commit, then developer shall be required to construct all roadways serving the Northern and Southern Neighborhood Centers to either an appropriate collector road standard or the TS-3 (non-residential subtype) typical section standard.
- d. All project alleyways shall comply with LDC Section 3.24.05.B.2.a. Additionally:
 - i. All project alleyways shall be constructed to accommodate 2-way traffic;
 - ii. Alleyways shall consist of a minimum of 16 feet of pavement, with 5-foot wide green strips on either side of the pavement, and located within a 26-foot-wide right-of-way;
 - iii. MUTs and other bicycle and pedestrian facilities may perpendicularly cross alleyways but are otherwise prohibited within alleyways.
- e. The total right-of-way widths shown in the Design Exception and on the PD site plan are minimum widths. Additionally:
 - i. The developer shall preserve a minimum of +/- 46 feet of right-of-way west of the proposed internal roundabout or as otherwise necessary to accommodate the future expansion of Berry Grove Blvd. as a future 4-lane roadway, expandable to the inside. The intent of these conditions are to require the developer to secure the dedication, conveyance and preservation of certain rights-of-way to the County as described above, both within the project and through adjacent folios 79710.0585 and 79702.0010.
 - ii. Notwithstanding the below referenced Design Exceptions which grant relief from the LDC Sec. 3.24.06 requirement to improve certain segments of CR 579 and Saffold Rd. to the full Typical Section requirements, or anything shown on the PD site plan to the contrary, consistent with LDC Sec. 3.24.06.C.5.b. the developer shall dedicate and convey sufficient right-of-way along the project's Saffold Rd. and CR 579 frontages to ensure that a fully compliant TS-7 roadway can be constructed (by others) within the right-of-way (i.e. such that 96 feet of right-of-way is available post dedication and conveyance).
 - iii. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall dedicate and convey to Hillsborough County sufficient right-of-way as necessary to accommodate the proposed project roundabouts as well as the required westbound to northbound right turn lane on Saffold Rd. into the project's access, which the developer shall construct concurrent with the initial increment of development within the Southern Receiving Area. The amount and location of the right-of-way dedication shall be based upon Transportation Technical Manual and roundabout design requirements, as applicable, and shall be reviewed and approved by the appropriate agencies including Hillsborough County Development Services and/or Public Works.
 - iv. Notwithstanding anything shown on the PD site plan to the contrary, as CR 579 is identified on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced facility, the developer shall preserve a minimum of 11 additional

feet above and beyond any right-of-way necessary to be dedicated and conveyed in accordance with conditions 7.e.iii. and 7.e.iv, hereinabove. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setback shall be calculated from the future right-of-way line.

- f. Construction of the Berry Grove Blvd. extension, such that a completed roadway connection between US 301 and CR 579 occurs, shall be done concurrently with the initial increment of development within the Northern Receiving Area. Phasing of additional vehicular stubouts within the Northern Receiving Area may be considered at the time of plat/site/construction plan review, and approval of any phasing plan for these other vehicular connections, subject to County approval. At a minimum, roadway stubouts shall be constructed concurrent with the phase of the development adjacent to such stubout and/or as otherwise required pursuant to **condition 7.h.** hereinbelow.
- g. Phasing of access within the Southern Receiving Area may be considered at the time of plat/site/construction plan review, and approval of any phasing plan for these other vehicular connections shall be subject to County approval. At a minimum, roadway stubouts shall be constructed concurrent with the phase of the development adjacent to such stubout.
- h. Roadways shall be constructed as necessary to provide vehicular access to each increment of development or as otherwise required herein these zoning conditions. Additionally, vertical development must occur within a fully formed, compliant block (i.e. the infrastructure along all four sides of each block must be constructed prior to or concurrent with vertical development within each block). Certificates of Occupancy (temporary or otherwise) shall not be issued until each portion of the block perimeter is open to traffic, and the applicable portions of any other sidewalks or MUTs required pursuant to the LDC or as otherwise required pursuant to the PD or zoning conditions is constructed.
- i. Prior to or concurrent with each increment of development, the developer shall submit a trip generation and site access analysis which examines the need for turn lanes along the Berry Grove Blvd. extension and to implement the trip cap conditions described within **condition 19**, hereinbelow. Such analyses shall be based on Hillsborough County Land Development Code (LDC) Section 6.04.04.D. warrants as well as an examination of anticipated impacts from proposed and anticipated future development (whether generated by this development or development within adjacent properties) which is expected to utilize project stubouts as well as future anticipated roadway connections.
- j. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, access connections along the Berry Grove Blvd. extension shall meet the following access spacing standards:
 - i. That portion of the roadway west of the internal roundabout shall meet LDC Sec. 6.04.07 spacing standards for a Class 3 roadway;
 - ii. That portion of the roadway east of the internal roundabout shall meet LDC Sec. 6.04.07 spacing standards for a Class 4 roadway; and,
 - iii. Identification of the appropriate access spacing standard for all other internal project roadways will be determined at the time of plat/site/construction plan review stage.

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

convey sufficient easement rights necessary to permit the County or an adjacent property owner to complete the connection without further consultation of the property owner.

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

- a. That portion of the Tier 1-1 MUT running alongside the Berry Grove Blvd. extension shall be constructed utilizing the Typical Section standards depicted on Sheet 3 of 3 of the PD site plan.
- b. Notwithstanding anything in LDC or Comprehensive Plan to the contrary, that portion of the Tier 1-1 MUT east of the internal roundabout must be constructed concurrently with the roadway, since the facility is serving the dual purpose of fulfilling the Tier 1-1 benefit and serving to replace one of the buffered bicycle lanes which would otherwise be required (east of the internal roundabout) pursuant to the TTM.
- c. Consistent with the LDC and Comprehensive Plan, that portion of the Tier 1-1 MUT west of the internal roundabout shall be constructed prior to or concurrent with the 1,363rd residential unit within the project.
- d. Those portions of the Tier 1-1 MUT running through the internal roundabout and the roundabout to be constructed at the intersection of the Berry Grove Blvd. extension and CR 579 and along the east side of CR 579 shall be constructed with a minimum width of 12-feet; however other features of the typical section shall be dictated by roundabout design requirements, which are subject to the review and approval of Hillsborough County Public Works at the time of plat/site/construction plan review. These portions of the trail shall be constructed concurrently with the roundabout.
- e. Other MUTs shall be constructed in accordance with the Typical Section – 2 (TS-2) Section 1 subtype standard as found within the TTM and as depicted on the “Multi-Use Trail Typical Section” standard within Sheet 3 of 3 of the PD site plan. Other MUTs shall be constructed when/as required pursuant to Zoning Condition 7.h. Additionally, Other MUTs not forming a block perimeter shall be constructed at a time to be determined by staff at the time of plat/site/construction plan review.
- f. The developer shall design and construct slip ramps as necessary to transition between the use of MUTs/wide sidewalks and roadways with on-street bicycle facilities and roadways with no on-street bicycle facilities, as applicable.

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

plat/site/construction plan review to be unsafe and where such safety issues cannot otherwise be mitigated.

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

13. Design Exceptions

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

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

- i. Within Segment A, which shall be defined as that portion of CR 579 between SR 674 and the southern boundary of the Sending Area, the developer shall:
 - a) Maintain the 10 to 11-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section – 7 (TS-7) of the Transportation Technical Manual (TTM);
 - b) Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM;
 - c) Construct 5-foot-wide paved shoulders along both sides of the roadway, in accordance with TS-7 of the TTM; and,
 - d) Construct a 10-foot-wide multi-purpose pathway (also generally referred to as a shared use pathway or multi-use trail, but purposefully not referred to as an MUT or Other MUT, which are otherwise separately and specifically defined regulated herein these conditions) along the west side of the roadway.

Sidewalks along portions of the eastern side of the Segment A roadway are not addressed in the DE, since they are determined not to explicitly be a substandard roadway issue for the subject project; however, these are addressed within **condition 12**, hereinabove.

- ii. Within Segments B and C (Segment B which shall be defined as that portion of CR 579 between the southern terminus of Segment A and the northern boundary of the Northern Receiving Area and Segment C, which shall be defined as that portion of CR 579 between the southern terminus of Segment B and the intersection of CR 579 and Saffold Rd.) the developer shall:

- a) Maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to TS-7 of the TTM;
 - b) Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM;
 - c) Construct 5-foot-wide paved shoulders along both sides of the roadway, in accordance with TS-7 of the TTM; and,
 - d) Construct a 10-foot-wide multi-purpose pathway (also generally referred to as a shared use pathway or multi-use trail, but purposefully not referred to as an MUT or Other MUT, which are otherwise separately and specifically defined regulated herein these conditions) along the west side of the roadway.
- b. If PD 23-0041 is approved, the County Engineer will approve a Design Exception (dated April 24, 2023). which was found approvable by the County Engineer (on May 30, 2023) for the Saffold Rd. substandard roadway improvements. The County Engineer has found that the Design Exception is approvable and in compliance with LDC Section 3.24.06.D.1.a., and the BOCC finds that the Design Exception is appropriate.

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

- i. Within Segment B, which shall be defined as that portion of Saffold Rd. along the frontages of folios 79700.0400, 79700.0300, 79700.0350, 79700.0100, 79700.0200, 79700.0250, 79700.0050, and 79700.0150, the developer shall:
 - a) Maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the TS-7 of the TTM;
 - b) Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM; and,
 - c) Construct a 5-foot-wide sidewalk along the north side of the roadway as shown in the Design Exception request.
- ii. Within Segment A, which shall be defined as those portions of Saffold Rd. between CR 579 and the western project boundary, excluding the area defined as Segment B, the developer shall:
 - a) Maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the TS-7 of the TTM;
 - b) Construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM;

- c) Construct 5-foot-wide paved shoulders along both sides of the roadway, in accordance with TS-7 of the TTM; and,
 - d) Construct a 10-foot-wide multi-purpose pathway (also generally referred to as a shared use pathway or multi-use trail, but purposefully not referred to as an MUT or Other MUT, which are otherwise separately and specifically defined regulated herein these conditions) along the north side of the roadway.
- 14. In addition to any temporary end of roadway/MUT signage required by the MUTCD, the developer shall install signage at all roadway/MUT access stubouts not connecting to an existing roadway/MUT which identifies the stubout as a “Future Roadway Connection” or “Future Trail Connection” as applicable.
- 15. At roadway and MUT stubouts along the boundary with folio 79703.0000, in addition to signage required pursuant to **condition 14**, above, the developer shall install appropriate end of roadway and end of trail treatments at the temporary stubouts which prevent vehicular and bicycle/pedestrian traffic from utilize those stubouts until such time as all of the facilities are properly extended and appropriate right-of-way and/or easement rights through the adjacent property is obtained.
- 16. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall redesign all dead-end roadways over 150 feet in length (including roadways planned to only be temporarily “dead end” roadways) such that they terminate in a roundabout or another approved end of roadway treatment, consistent with TTM requirements.
- 17. The school shall be limited to a non-charter public facility serving grade levels K through 5, and with a maximum of 1,000 students. Notwithstanding the exemptions provided in LDC Sec. 6.03.10 which are specifically applicable to public schools, the property owner shall provide adequate on-site vehicular queueing to limit off-site impacts. Each school shall provide for on-site vehicular queueing for the number of students who are projected to be ineligible for busing (hereafter referred to as “Students”). Specifically:
 - a. The queue shall provide for the uninterrupted stacking of vehicles within the subject site; and,
 - b. The minimum length of queue for each school shall be determined by multiplying the number of Students by 0.196, then multiplied by 25 feet, and then multiplied by 1.25.
- 18. All residential development and certain other development within the project shall be limited by certain restrictions placed on the allowable uses and cumulative trip generation of all existing and proposed uses within the PD as further detailed below. This condition has the effect that, depending upon the amount and type of uses ultimately developed within the PD, the maximum entitlements listed in **conditions** and may not be constructible and/or could result in a property owner’s inability to construct any development on a certain parcel within the PD. Specifically:
 - i. Apartment House units and Rowhouse unit shall consist of three or more attached dwelling units. Duplexes or multiple single-family style residential units on a single lot shall not be permitted.

- ii. The cumulative gross trip generation of all existing and proposed residential development within the Northern Receiving Area shall not exceed 5,585 average daily trips, 395 a.m. peak hour trips and 545 p.m. peak hour trips.
- iii. The cumulative gross trip generation of all existing and proposed development within the Northern Neighborhood Centers shall not exceed 2,308 average daily trips, 249 a.m. peak hour trips and 359 p.m. peak hour trips.
- iv. The cumulative gross trip generation of all existing and proposed residential development within the Southern Receiving Area shall not exceed 8,740 average daily trips, 599 a.m. peak hour trips and 814 p.m. peak hour trips.
- v. The cumulative gross trip generation of all existing and proposed development within the Southern Neighborhood Center shall not exceed 270 average daily trips, 21 a.m. peak hour trips and 30 p.m. peak hour trips.
- vi. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within each of the above four areas of the PD listed within ii. through v., above. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no Project Identification number exists, and copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips available remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
- vii. Notwithstanding the above, residential development within any specific increment of development shall not be approved if doing so would reduce the number of remaining trips within the trip cap below an amount necessary to comply with the requirement that a minimum of 10% of the number of dwelling units be constructed within each individual lot type.
- viii. In calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE Trip Generation Manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine trip generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap. Given the wide range of potential uses, and since the transportation analysis submitted for purposes of the zoning does not necessarily represent a worst-case scenario of potential trip generation impacts for any individual use or group of uses, the utilization of certain land use codes within the zoning level analysis shall have no bearing on the appropriateness of the codes ultimately chosen to study project impacts at the time of plat/site/construction plan review, including whether uses can ultimately be authorized consistent with the above trip caps.

Other Conditions:

- Prior to certification of the General Development Plan (GDP), the applicant shall revise Sheet 3 of 3 the GDP to:
 - Remove the references to “Pedestrian Thoroughfare” within the “Typical Residential Block” and “Typical Neighborhood Center Block” portions of the site plan, as well as any other references which would suggest that such facilities could be permitted;
 - In the rightmost typical section, remove the reference to (“Residential and Non-Residential”) from the top of the section and change to top label to read “69’ Min. Public Right-of-Way – See Conditions of Approval”. Staff notes that as a proposed urban collector roadway, these distinctions are meaningless in the TTM.
 - In the rightmost typical section, relocate the utility poles such that they are located within the 2-foot side strip on the edge of the typical section, rather than in the middle of the feature labeled as a sidewalk.
 - In the rightmost typical section, change the label reading “Typical Section for East of Roundabout” to instead read “Typical Section for Berry Grove Blvd. Extension East of Internal Roundabout”.
 - In the leftmost typical section, change the label reading “116’ Min Right-of-Way” to instead read “116’ Min. Public Right-of-Way – See Conditions of Approval”.
 - In the leftmost typical section, change the label reading “10’ Utility, Landscape & Hardscape Easement” to instead read “10’ Utility, Landscape, Hardscape & Public Access Easement”.
 - In the leftmost typical section, change the label reading “Typical Section for West of Roundabout” to instead read “Typical Section for Berry Grove Blvd. Extension West of Internal Roundabout”.
 - In both typical sections, change the label reading “12’ Multi-Use Trail” to instead read “12’ Tier 1-1 Multi-Use Trail”.
 - In the rightmost typical section, change the label reading “10’ Sidewalk” to instead read “10’ Multi-Purpose Trail”.
 - Consistent with Development Review Procedures Manual Minimum Requirements (DRPM), the developer shall:
 - Correct the locations of the access arrows depicting the location of approved access within adjacent PD 18-1048. Staff notes that the certified site plan for that project shows the their westernmost stubout along their southern boundary is location +/- 1,480 feet east of the western PD boundary, and their easternmost stubout along their southern boundary is located +/- 1,080 feet west of the eastern PD boundary. This project’s PD site plan is currently showing them located 740 feet and 530 from those respective boundaries.
 - Show and label the adjacent wetland systems to the north, as shown on the 18-1048 certified site plan and ensure they are drawn to scale.

- Show and label the Little Manatee Corridor Nature Preserve parking area/trailhead, and show those portions of the adjacent trail system within the PD study area (use an aerial to digitize in locations).
 - Modify the Typical Lot Layout for “Rowhouse” units to replace the label “3’ Min. Garage Setback (May Be Attached or Detached)” with a label reading “3’ Min. Garage Setback for Alley Accessed Units (May Be Attached or Detached)*”. Then add corresponding asterisk and note underneath that one typical lot layout which states, “*See Conditions of Approval for Minimum Rear Yard Setbacks for Rowhouse Units Accessed Via Rear Yard Adjacent Roadways”.
 - Modify the Development Standards table to:
 - Change the label reading “Cottage House (Rear Loaded)” to instead read “Cottage House (Rear Alley Access Only)”.
 - Change the label within the “Rowhouse (Rear Loaded)” row and “Rear Setback (Min)” column from “3’ Min. Garage Setback (May Be Attached or Detached)” to instead read “3’ Min. Garage Setback for Alley Accessed Units (May be Attached or Detached)*”. Then add a 3rd footnote stating “3. See Conditions of Approval for Minimum Rear Yard Setbacks for Rowhouse Units Accessed Via Rear Yard Adjacent Roadways”.
 - Add the text “Lot Type” within the black box in the 1st column.
 - In the “PD Site Data” table, replace the “Neighborhood Center” portion of the table with a new table which reads as follows:

“Proposed Non-Residential Uses:

1,000 Student Maximum Non-Charter Public Elementary School

12.5 ac. Publicly Accessible Internal Recreation Uses (see above and Note 4)

13.6 ac. Minimum of Certain Non-Residential Uses within the Three Neighborhood Centers. Allowable uses are: Child Care Center Uses (300 attendees combined maximum); Church Uses (300 seats combined maximum); One (1) Flexible Market Space, and Government/Public Service Uses (see Notes 3 and 5).”
- Revise “Site Note” 3 to read “Neighborhood Centers shall be developed utilizing the Civic Building Lot standards.
- Add a new asterisk to the “Proposed Density” and new “Proposed Non-Residential Uses” portion of the table and add a footnote at the bottom of the PD Site Data Table which reads “*Residential within the project and non-residential uses within the Neighborhood Centers are subject to trip generation caps which apply separately between the Northern and Southern Receiving Areas and Neighborhood Centers – See Conditions of Approval”.
- Add arrow symbology to the legend corresponding with the access arrows within adjacent PD 18-1048 and label as “Access within Adjacent PD 18-1048”.
- Add a new site note stating “Areas of additional right-of-way dedication and conveyance, as well as Corridor Preservation are not shown due to the graphic scale. Such areas are

present along the project's CR 579 and Saffold Rd. frontages. See conditions of zoning approval for additional information.”

- Prior to certification of the General Development Plan (GDP), the applicant shall revise the proposed design exceptions to:
 - Correct the proposed entitlement program and segmentation which the County Engineer considered in his review and recommendations, but which were not accurately depicted in the requests; and,
 - Correct discrepancies in the way right-of-way dedication and preservation was shown in the Design Exception/typical sections to better reflect to proposed Wimauma Village Residential Neighborhood Special District requirements and proposed conditions of zoning approval.

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to rezone multiple parcels, totaling +/- 909.27 ac., from Agricultural Rural (AR) to Planned Development (PD). The site is located within the Wimauma Village Residential Neighborhood Special District (WVRNSD).

The applicant is requesting approval of up to 1,816 dwelling units, as well as 12.5 ac. of publicly accessible park uses, a 1,000 student maximum non-charter public elementary school, and certain non-residential uses to be located within three Neighborhood Centers, including church or churches with a combined maximum of 300 seats, child care center(s) with a combined maximum of 300 attendees, a flexible market space, and certain government/public service uses. There are two Neighborhood Centers in the “Northern Receiving Area” and one Neighborhood Center in the “Southern Receiving Area”. For the purposes of the zoning conditions and this report, these terms are defined in the conditions proposed hereinabove. The receiving area portion of the site is bifurcated into two areas, which are separated by a folio (79703.0000) whose narrow flag lot portion (which contains the dirt driveway serving the site) divides the northern and southern receiving areas. While the vision is for these two areas of the project to be joined in the future, each area must stand alone until such time as connections can be made. These connections (consisting of a variety of roadway and multi-purpose pathways connections) will not occur until folio 79703.0000 is redeveloped, at which time that developer will be responsible for completing the connections consistent with applicant LDC requirements, including Hillsborough County Land Development Code (LDC) Sec. 6.02.01.A. requirements which mandate continuation of existing stubouts.

Due a combination of factors, including the applicant's request, due to the way the transportation impacts were analyzed, the proposed flexible nature of the how many units may be developed within each lot type (subject to certain restrictions), and the bifurcated nature of the project, the proposed residential and uses are subject to trip generation caps which will restrict the amount of development which can occur within the Northern Receiving Area, Southern Receiving Area, Northern Neighborhood Centers, and Northern Neighborhood Center. As such, development within these areas are not interchangeable. Staff has proposed conditions which memorialize the restrictions.

The WVRNSD contains a variety of standards governing many facets of development, including transportation related items such as land use, block size, block type, and connectivity regulations. Given the size and scale of the project, staff asked a variety of specific questions related to the applicant's proposed PD site plan. Staff had also requested more detailed plans which shows proposed blocks in more detail. The applicant declined to provide these plans and did not provide adequate written responses to many questions. Staff also identified multiple areas on the site plan which are inconsistent with County regulations and could not be developed as specifically shown. After discussions with the Administrator, it was determined that the County would review this for general compliance with the regulations, but that due to the size, scale, complexity and lack of specific detailed plans for this project, certain limited

flexibility the PD would be permitted at the time of plat/site/construction plan review. Essentially, the project will be required to comply with the general form and layout shown in the PD site plan; however, to the extent changes are needed to ensure compliance with the WVRNSD and other applicable portions of the LDC, Transportation Technical Manual (TTM) and other applicable rules in regulations, deviations will be permitted (and required) at the time of plat/site/construction plan review without requiring a modification of the this zoning. Staffs understanding is that other changes, which may be desired by the developer but are not strictly required for code compliance, may require a zoning modification in the future (depending upon the type a scale of change requested – reference Sec. 5.03.07 of the LDC and the proposed zoning conditions for additional information).

Although not required to submit a detailed trip generation and site access analysis in accordance with the Development Review Procedures Manual (DRPM), the applicant chose to submit the same analysis which was submitted for the previously approved 21-0959 PD zoning, located to the west of the subject project and through which this project must take its sole access (in the near term). That analysis examined both trips from the subject project as well as the development within 21-0959, which both share an access connection to West Lake Dr. Staff has prepared a comparison of the number of trips potentially generated under the existing and proposed zoning designations, generally consistent with the applicant’s transportation analysis, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s (ITE) Trip Generation Manual, 10th Edition.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
181 Single-Family Detached Dwelling Units (ITE LUC 210)	1,742	128	174

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
2 Single-Family Detached Dwelling Units within the Sending Area (LUC 210)	17	2	2
<i>Sending Area Subtotal:</i>	<i>17</i>	<i>2</i>	<i>2</i>
Residential Development within the Northern Receiving Area (Multiple LUCs)	5,585	395	545
1,000 Student Non-Charter Public Elementary School (LUC 520)	2,270	740	160
Northern Neighborhood Centers Uses (Multiple LUCs)	2,308	249	359
<i>Northern Receiving Area Subtotal:</i>	<i>10,163</i>	<i>1,384</i>	<i>1,064</i>
Residential Development within the Southern Receiving Area (Multiple LUCs)	8,740	599	814
12.5 Acres of Park Uses (LUC 411)	96	0	1
Southern Neighborhood Center Uses (Multiple Potential LUCs)	270	21	30
<i>Southern Receiving Area Subtotal:</i>	<i>9,106</i>	<i>620</i>	<i>845</i>
Project Totals:	19,286	2,006	1,911

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Net Peak Hour Trips	
		AM	PM
Difference	(+) 17,544	(+) 1,878	(+) 1,737

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Berry Grove Blvd. is a 2-lane, divided, collector roadway characterized by 11-foot wide travel lanes in good condition. There are 7-foot-wide buffered bicycle lanes present along both sides of the facility. There are 5-foot-wide sidewalks present along both sides of the roadway. The roadway has been constructed approximately 300 feet west of the easternmost project boundary of PD 19-0102, as most recently modified via MM 22-1301. Responsibility to construct the roadway to the eastern PD boundary is a condition of that zoning's approval. The developer of that project is also required to preserve +/- 46-feet of additional right of way in order to facilitate the future potential 4-laning of Berry Grove Blvd.

CR 579 is a 2-lane, undivided, substandard, collector roadway characterized by +/- 10-foot-wide travel lanes in average condition. The roadway lies within a variable width right-of-way (between +/- 51 and +/- 74 feet in width). There are no existing sidewalks along CR 579 in the vicinity of the proposed project. There are no existing bicycle facilities on CR 579 in the vicinity of the proposed project.

Saffold Rd. is a 2-lane, undivided, substandard, collector roadway characterized by +/- 10-11-foot-wide travel lanes in average condition. The roadway lies within a variable width right-of-way (between +/- 57 and +/- 89 feet in width). There are no existing sidewalks or bicycle facilities along Saffold Rd. in the vicinity of the proposed project; however, there is a 10-foot-wide multi-purpose pathway along the portions of the northern side of Saffold Rd. west of the proposed project (which were constructed by the developer of the above referenced adjacent PD). Additional facilities will be constructed as development progresses by that developer.

CR 579 is shown on the Hillsborough County Corridor Preservation Plan (HCCPP) as a future 2-lane enhanced roadway. In a rural context, 2-lane collector roadways require a minimum of 96 feet pursuant to Typical Section – 7 (TS-7) of the Hillsborough County Transportation Technical Manual, to which we add an additional 12 feet to accommodate future enhancements. As such, the total future right-of-way needed is a minimum of 108 feet. Staff notes that due to the roundabouts proposed on CR 579 by the applicant, additional right-of-way will be needed for the roundabout. Since roundabouts are not constructed with additional auxiliary turning lanes, no additional right-of-way to accommodate left or right turning movements will be needed. Although Saffold Rd. is not shown on the HCCPP, the developer will be required to dedicate and convey additional right-of-way as necessary to accommodate required auxiliary turn lanes, as further described below.

Consistent with the WVRNSD regulations (reference Section 3.24.06), the developer is required to dedicate and convey the right-of-way along its CR 579 and Saffold Rd. frontages as necessary to accommodate future standard roadways to which it is taking access, even though they are unable to construct such roadway themselves as further described in the Design Exception requests. Consistent with the Hillsborough County Corridor Preservation Plan and its implementing regulations within Part 5.11.00 of the LDC, the additional right-of-way way necessary to accommodate the additional enhancements along CR 579 shall be preserved. Staff has proposed conditions which address the various right-of-way dedication and preservation requirements for this and other roadways, hereinabove.

SITE ACCESS, BLOCKS AND CONNECTIVITY

Generally

The Sending Area will be accessed via CR 579. The Northern Receiving Area will be accessed via an extension of Berry Grove Blvd. and via a connection to CR 579. A roundabout is proposed at the intersection of CR 579 and Berry Grove Blvd. Additional vehicular and Multi-Use Trail (MUT) stubouts are proposed along the northern, southern, eastern and western boundaries of the Northern Receiving Area. The Southern Receiving Area will be accessed via one (1) vehicular connection to CR 579 (a roundabout is proposed in this location) as well as one (1) vehicular connection to Saffold Rd. Other

roadway stubouts and MUT stubouts are proposed along the project's northern, eastern and western boundaries.

While roadway stubouts have been fixed, staff notes the need for additional MUT stubouts in order to comply with WVRNSD/LDC requirements. As such, additional MUT connections beyond those shown on the PD site plan may be required at the time of plat/site/construction plan review once detailed plans have been received and analyzed.

Northern Boundary of the Northern Receiving Area

Staff notes that the PD site plan does not meet minimum requirements pursuant to the Development Review Procedures Manual (DRPM). Staff requested the applicant rectify the plans; however, they declined to do so. The applicant did ultimately add to arrows representing the two approved vehicular access connections within adjacent PD 18-1048, which were approved with the note "Future Access Connection (Final Location to Be Determined by Hillsborough County)"; however, these arrows are not in the location shown on the certified plan for that project. According to that plan, their westernmost stubout along their southern boundary is location +/- 1,480 feet east of the western PD boundary, and their easternmost stubout along their southern boundary is located +/- 1,080 feet west of the eastern PD boundary. Regardless, the Administrator has determined that the subject PD will set the location of these two vehicular access connections, and the adjacent PD will have to shift their access to match (as permitted by the included site plan note). Staff notes that the subject PD is also proposing one additional vehicular connection and multiple MUT stubouts along the northern boundary. Whether these additional connections are made will likely ultimately depend on whether the adjacent developer come back through the zoning modification process for any reason, at which time they may be required to revise that PD for compliance with current WVRNSD requirements and other applicable rules and regulations, consistent with the Part 3.24.02 and other applicable sections of the LDC.

Berry Grove Blvd. Extension

As noted above, Berry Grove Blvd. The roadway has been constructed to a point approximately 300 feet west of the easternmost project boundary of PD 19-0102, as most recently modified via MM 22-1301. Responsibility to construct the roadway to the eastern PD boundary is a condition of that zoning's approval. The developer of the subject PD will be required to tie into the terminus of the roadway, which will require that the developer acquiring lands from TECO which are part of folio 79702.0010, in order to facilitate construction of the crossing and dedication and conveyance of the underlying fee to Hillsborough County for future maintenance. This is anticipated to be similar to the crossing that was required by developer of the adjacent PD in order to facilitate the Bishop Rd. extension across the same TECO corridor. This road is an integral part of the development and is critically necessary to provide a balanced and interconnected roadway system, and achieve compliance with applicable WVRNSD/LDC regulations.

The roadway is planned to maintain the future 4-lane potential through to the proposed internal roundabout, after which the roadway will transition to a 2-lane connection east of the internal roundabout and continuing to CR 579.

Tier 1-1 Trail System

The applicant is proposing to utilize the Tier 1-1 benefit, and has opted to construct two trail connections to an adjacent County trail system. The trail will be constructed within the Northern Receiving Area. The first connection is to the westernmost project boundary, and is planned to connect to a future potential trail within the adjacent TECO property, which was identified on the 2019 Greenways and Trails Master Plan for the Cross County Greenway Trail-Wimauma. The second connection is to the east of the project. The Little Manatee Corridor Nature Preserve lies immediately west of the proposed project, and features two

trails (one 1.5 miles in length and a second trail 3.5 miles in length). The trail head and parking area is located +/- 130 feet north of the northern PD boundary on CR 579.

As required by Sec. 3.24.09 of the LDC, the developer is constructing the Tier 1-1 trail to the Multi-Use Trail standard (reference TS-2 within the TTM), has ensured that the trail is at least 0.5 miles in length, and connects with a Neighborhood Center as well as the adjacent trail system operated by Hillsborough County. The proposed project's Tier 1-1 trail is approximately 1.5 miles in length and will connect directly to one-neighborhood center within the Northern Receiving Area, will be across the street from another Neighborhood Center, and will connect to the existing Little Manatee Corridor Nature Preserve trail system as noted above. The Tier 1-1 trail will also directly connect to a proposed Elementary School within the project.

Consistent with Sec. 3.24.06.D., the County Engineer has permitted the developer to propose an alternate Typical Section for that portion of the Berry Grove Blvd. extension east of the proposed internal roundabout. This will allow multi-purpose pathways in lieu of the required buffered bicycle lanes required by the standard TTM typical section. The Tier 1-1 trail will take place of the bicycle lane and sidewalk which runs along the south side of the facility. The proposed typical sections are shown on the PD site plan and have been addressed in the proposed conditions.

Site Access

As noted above, the project will have one internal roundabout to control traffic along the proposed Berry Grove Blvd. extension. Additional turn lanes (as yet unidentified) are anticipated to be required along Berry Grove Blvd. The exact location of required turn lanes will be determined as necessary by trip generation and site access analyses conducted with each increment of development.

Both of the project's proposed vehicular access connections to CR 579 will be controlled via a roundabout. The project's Saffold Rd. entrance will be constructed as a traditional intersection. Consistent with Sec. 6.04.04.D. of the LDC, the developer will be required to construct a westbound to northbound right turn lane on Saffold Rd. into the project entrance.

Block Pattern

The proposed PD site plan shows the general block pattern which will be required at the time of plat/site/construction plan review. A detailed review of the entire project was not possible, as noted in the introduction hereinabove. Notwithstanding the proposed PD site plan which shows block configurations/sizes which are not compliant with the WVRNSD/LDC, the project will be required to produce a plan which meets applicable LDC and technical manual standards and follows the zoning conditions proposed herein above.

While the applicant had a choice in block face types, the applicant chose to utilize roadways and Multi-Use Trails only. The initial iterations of the project also utilized Pedestrian Thoroughfares (PTs). Staff requested the applicant propose specific implementing regulations to address the Sec. 3.24.04.A.5. requirement to provide landscaped areas along both sides of the 8-foot side sidewalk as well as certain amenities. The applicant did not provide an adequate response to that request and later modified the plan to eliminate PTs; however, in an apparent oversight a reference to PTs were left within the "Typical Residential Block" and "Typical Neighborhood Center Block" sections of the plan. Staff has proposed a prior to certification condition requiring this reference be removed for consistency/clarity.

As noted above, staff has proposed conditions which provide for limited flexibility, with the intent of fostering a project which logically extend the MUT system within the project to adjacent property boundaries to connect to existing block patterns within existing adjacent developments or to plan for the creation of a logical, comprehensible and seamless network of MUTs to adjacent properties surrounding

the project, and/or align the MUT system internally to create an integrated system of seamlessly connected trails within the project (to the greatest extent possible).

Consistent with WVRNSD regulations and the Transportation Technical Manual, MUTs are generally required to meet the TS-2 standards (i.e. the standard for Multi-Use Trails/Shared Use Paths). Tier 1-1 MUT standards and the portions of the Tier 1-1 MUT which run through the roundabout along CR 579 is addressed in the conditions proposed hereinabove.

REQUESTED DESIGN EXCEPTIONS

Generally

Consistent with Sec. 3.24.06. of the LDC, the developer performed Essential Elements and right-of-way availability analyses which examined the characteristics of Saffold Rd. and CR 579 and were utilized by the County Engineer to determine whether Design Exceptions could be considered in accordance with WVRNSD requirements. The County Engineer determined DEs could be considered for the roadways, based on the data presented. The proposed Design Exceptions are further described below.

Design Exception #1 – CR 579 Substandard Rd.

As CR 579 is a substandard collector roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request (dated April 24, 2023) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer Found the request approval (on May 30, 2023), determined it to be in compliance with LDC Sec. 3.24.06.D.1.a.. and recommended the BOCC find the Design exception is appropriate. The deviations from the Transportation Technical Manual (TTM) Typical Section – 7 (TS-7) (for 2-Lane, Rural Local and Collector Roadways) include:

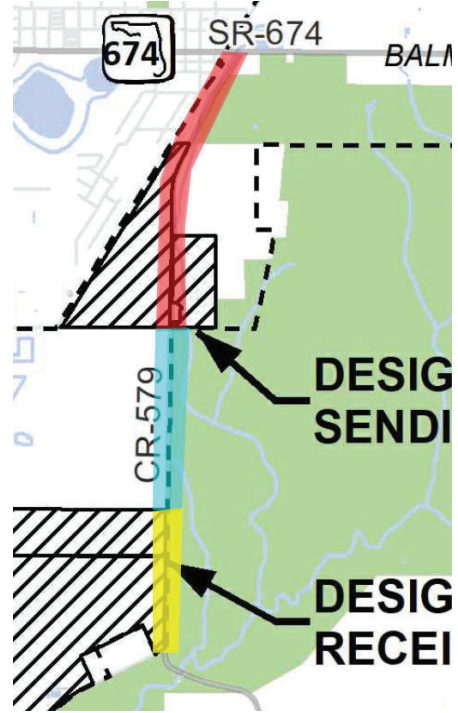
1. Within Segment A (depicted in the graphic below in red), which shall be defined as that portion of CR 579 between SR 674 and the southern boundary of the Sending Area:
 - a. The developer will be permitted to maintain the 10 to 11-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section – 7 (TS-7) of the Transportation Technical Manual (TTM);
 - b. The developer will be permitted to construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM; and,
 - c. The developer will be permitted to construct a 10-foot-wide multi-purpose pathway (also generally referred to as a shared use pathway or multi-use trail, but purposefully not referred to as an MUT or Other MUT, which are otherwise separately and specifically defined regulated herein these conditions) along the west side of the roadway. This will take the place of the 5-foot-wide sidewalk that would normally be constructed along the west side of the roadway within this segment, but will not be in lieu of the required bicycle facilities, which are being provided on the paved 5-foot shoulders consistent with TS-7.
2. Within Segments B and C (Segment B, depicted in the graphic below in blue, and which shall be defined as that portion of CR 579 between the southern terminus of Segment A and the northern boundary of the Northern Receiving Area, and Segment C, depicted in the graphic below in yellow, and which shall be defined as that portion of CR 579 between the southern terminus of Segment B and the intersection of CR 579 and Saffold Rd.):

- a. The developer will be permitted to maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section – 7 (TS-7) of the Transportation Technical Manual (TTM);
- b. The developer will be permitted to construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM; and,
- c. The developer will be permitted to construct a 10-foot-wide multi-purpose pathway (also generally referred to as a shared use pathway or multi-use trail, but purposefully not referred to as an MUT or Other MUT, which are otherwise separately and specifically defined regulated herein these conditions) along the west side of the roadway. This will take the place of the 5-foot-wide sidewalk that would normally be constructed along the west side of the roadway within these segments, but will not be in lieu of the required bicycle facilities, which are being provided on the paved 5-foot shoulders consistent with TS-7.

Sidewalks along portions of the eastern side of the Segment A roadway are not addressed in the DE, since they are determined not to explicitly be a substandard roadway issue for the subject project; however, these are addressed within proposed condition 12, hereinabove.

Other Essential Elements of the roadway will be constructed to meet applicable standards.

If PD 23-0041 is approved by the BOCC, the County Engineer will approve the above referenced Design Exception request, subject to certain revisions as described in the proposed “Prior to Certification” conditions included hereinabove.



Design Exception #2 – Saffold Rd. Substandard Rd.

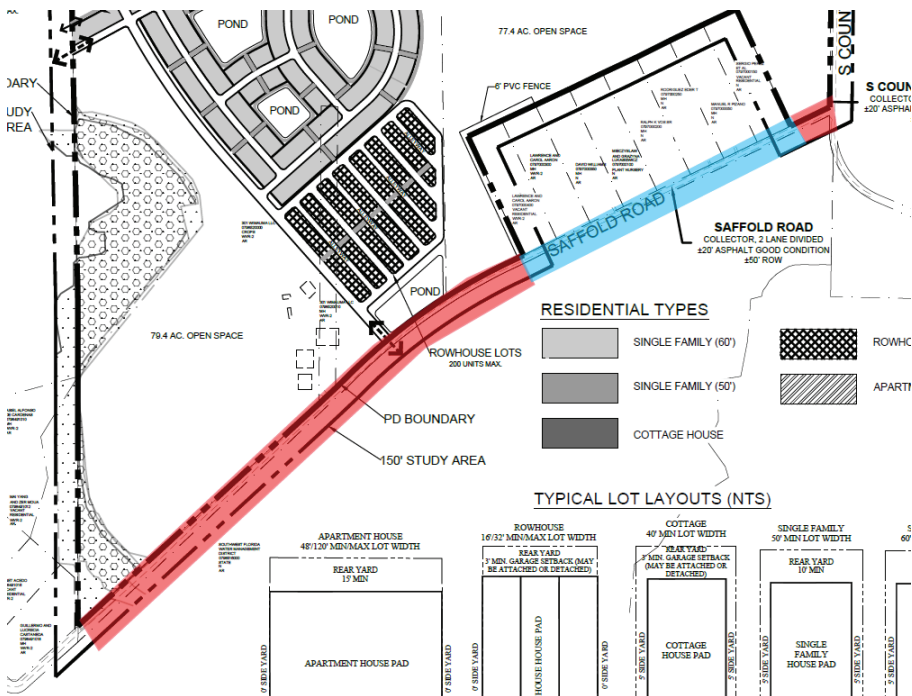
As Saffold Rd. is a substandard collector roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request (dated April 24, 2023) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer Found the request approval (on May 30, 2023), determined it to be in compliance with LDC Sec. 3.24.06.D.1.a.. and recommended the BOCC find the Design exception is appropriate. The deviations from the Transportation Technical Manual (TTM) Typical Section – 7 (TS-7) (for 2-Lane, Rural Local and Collector Roadways) include:

1. Within Segment B (depicted in the graphic below in blue), which shall be defined as that portion of Saffold Rd. along the frontages of folios 79700.0400, 79700.0300, 79700.0350, 79700.0100, 79700.0200, 79700.0250, 79700.0050, and 79700.0150:
 - a. The developer will be permitted to maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the TS-7 of the TTM;
 - b. The developer will be permitted to construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM; and,

- c. The developer will be permitted to construct a 5-foot-wide sidewalk along the north side of the roadway in lieu of the 5-foot-wide paved shoulders along both sides of the roadway, thereby eliminating required bicycle facilities within this segment.
2. Within Segment A (depicted in the graphic below in red), which shall be defined as those portions of Saffold Rd. between CR 579 and the western project boundary, excluding the area defined as Segment B:
- a. The developer will be permitted to maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the TS-7 of the TTM;
 - b. The developer will be permitted to construct 6-foot-wide stabilized shoulders along both sides of the roadway, in lieu of the 8-foot-wide stabilized shoulders required pursuant to TS-7 of the TTM;
 - c. The developer will be permitted to construct a 10-foot-wide multi-purpose pathway (also generally referred to as a shared use pathway or multi-use trail, but purposefully not referred to as an MUT or Other MUT, which are otherwise separately and specifically defined regulated herein these conditions) along the north side of the roadway. This will take the place of the 5-foot-wide sidewalk that would normally be constructed along the north side of the roadway within this segment, but will not be in lieu of the required bicycle facilities, which are being provided on the paved 5-foot shoulders consistent with TS-7.

Other Essential Elements of the roadway will be constructed to meet applicable standards.

If PD 23-0041 is approved by the BOCC, the County Engineer will approve the above referenced Design Exception request, subject to certain revisions as described in the proposed “Prior to Certification” conditions included hereinabove.



ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Information for pertinent roadways is included below. Saffold Rd. and Berry Grove Blvd. were not included in the 2020 LOS report. As such, information for these facilities cannot be provided.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US 301	Manatee County Line	SR 674	D	C
CR 579	Manatee County Line	SR 674	C	B

Source: Hillsborough County 2020 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Tuesday, May 30, 2023 8:16 AM
To: Steven Henry
Cc: Tirado, Sheida; PW-CEIntake; De Leon, Eleonor; Albert, Isabelle; Steve Luce; Heinrich, Michelle; Ratliff, James
Subject: FW: RZ PD 23-0041 - Design Exception Review
Attachments: 23-0041 DEAddInf 04-26-23_1.pdf; 23-0041 DEAddInf 04-26-23_2.pdf
Importance: High

Steve,

I have found the attached Section 6.04.02.B. Design Exceptions (DE) for PD 23-0041 APPROVABLE.

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

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to 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: Saturday, May 27, 2023 2:44 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: RZ PD 23-0041 - Design Exception Review
Importance: High

Hello Mike,

The attached Design Exceptions are approvable to me, but will like for you to take a very detailed look at it due to the meetings that were held during my time off, according to Steve everything discussed is now included, but I have no notes to go by.

Please include the following people in your email response:

shenry@lincks.com
ialbert@halff.com
kami.corbett@hwhlaw.com
sluce@eisenhowerpropertygroup.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.

April 25, 2023

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

Re: Council Growers
RZ 23-0041
Folio 79702.0000, 79691.000, 79693.0000,
7962.0000, 79698.010, 79698.0000,
79699.0000, 79700.000, 79852.0000,
79852.0000, 79456.000, 79454.0000,
7945.0100
Lincks Project # 19119

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet the Land Development Code Section 3.24.06 – Substandard Roadways of the Hillsborough County Land Development for CR 579 from SR 674 to Saffold Road. The project is located west of CR 579 and north of Saffold Road. The developer proposes to rezone the property to Planned Development to allow the following:

- 1,447 Single Family Homes
- 370 Townhomes
- 10 Acre Park

There are also planned to be two (2) Village Centers that are to include the following land uses:

Village Center North:

- Day Care – 150 Students
- Church – 500 Seats
- Flexible Market Space – 1 Acre
- Civic Use – Fire Station – 5,000 Square Feet

Village Center South:

- Day Care – 150 Students
- Church – 500 Seats
- Flexible Market Space – 1 Acre

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

23-0041

Mr. Mike Williams
April 25, 2023
Page 2

- Civic Use – Fire Station – 5,000 Square Feet

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

- One (1) full access to CR 579 (Roundabout)
- The extension of the Berry Grove Boulevard from its current terminus to CR 579 (Roundabout)
- One (1) full access to Saffold Road

The essential elements evaluated for the subject segment of CR 579 are included in the Appendix of this letter. Based on the evaluation, there is not sufficient right of way to improve CR 579 to TS-7 standards. Therefore, a Design Exception is requested for CR 579. The roadway is broken down into segments based on ownership, right of way and existing/future development.

Segment A

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

1. Right of Way – The right of way along the segment of CR 579 varies between approximately 51 feet to 74 feet. As shown in Figure 1, the developer does own property along a portion of the segment and has committed to providing the right of way on each side of CR 579 to provide a total of 48 feet of right of way from the existing centerline of CR 579 within the limits of the property they own.
2. Lane Width – TS-7 has 12 foot lanes. The proposed section is to maintain the existing lanes at 10 to 11 feet. Due to limited right of way, 12 foot lanes cannot be provided.
3. Shoulder – TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot shoulder with 5 feet paved.
4. Sidewalk – TS-7 has 5 foot sidewalk on both sides of the roadway. A 10 foot multi-use path is proposed along the west side of CR 579. The Florida Design Manual Section 224.4 allows the standard 12 foot wide multi-use trail to be reduced to 10 feet due to limited right of way.

Segment B

This segment is for the southern property line of the sending parcel to the northern property lines for the subject property, as shown in Figure 1. See Typical Section B for the section proposed along the segment of the roadway.

Mr. Mike Williams
April 25, 2023
Page 3

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

Segment C

This segment is along the subject property frontage of Saffold Road, as shown in Figure 1. See Typical Section C for the section along the segment.

1. Right of Way – The right of way along the segment of CR 579 varies between approximately 74 feet to 90 feet. As shown in Figure 1, the developer does own property along the portion of the segment and has committed to providing 48 feet of right way on the west side to accommodate the proposed improvements.
2. Lane Width – TS-7 has 12 foot lanes. The existing lanes are 10 feet. This section proposes to maintain the existing lane width.
3. Shoulder – TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot stabilized shoulder with five feet paved.
4. Sidewalk – TS-7 has 5 foot sidewalk on both sides of the road. The proposed section provides a 10 foot multi-use path on the west side of CR 579. The Florida Design Manual Section 224.4 allows the standard 12 foot wide multi-use trail to be reduced to 10 feet due to limited right of way.

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

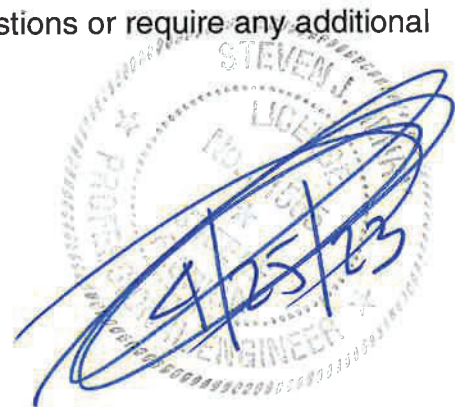
1. Five (5) foot paved shoulders/bike lanes are proposed along the entire length of the roadway. These will provide shoulders/bike lanes that do not currently exist on the roadway.
2. A continuous 10 foot multi-use path along the section of the roadway is to be provided. This increases the pedestrian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

Mr. Mike Williams
April 25, 2023
Page 4

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**

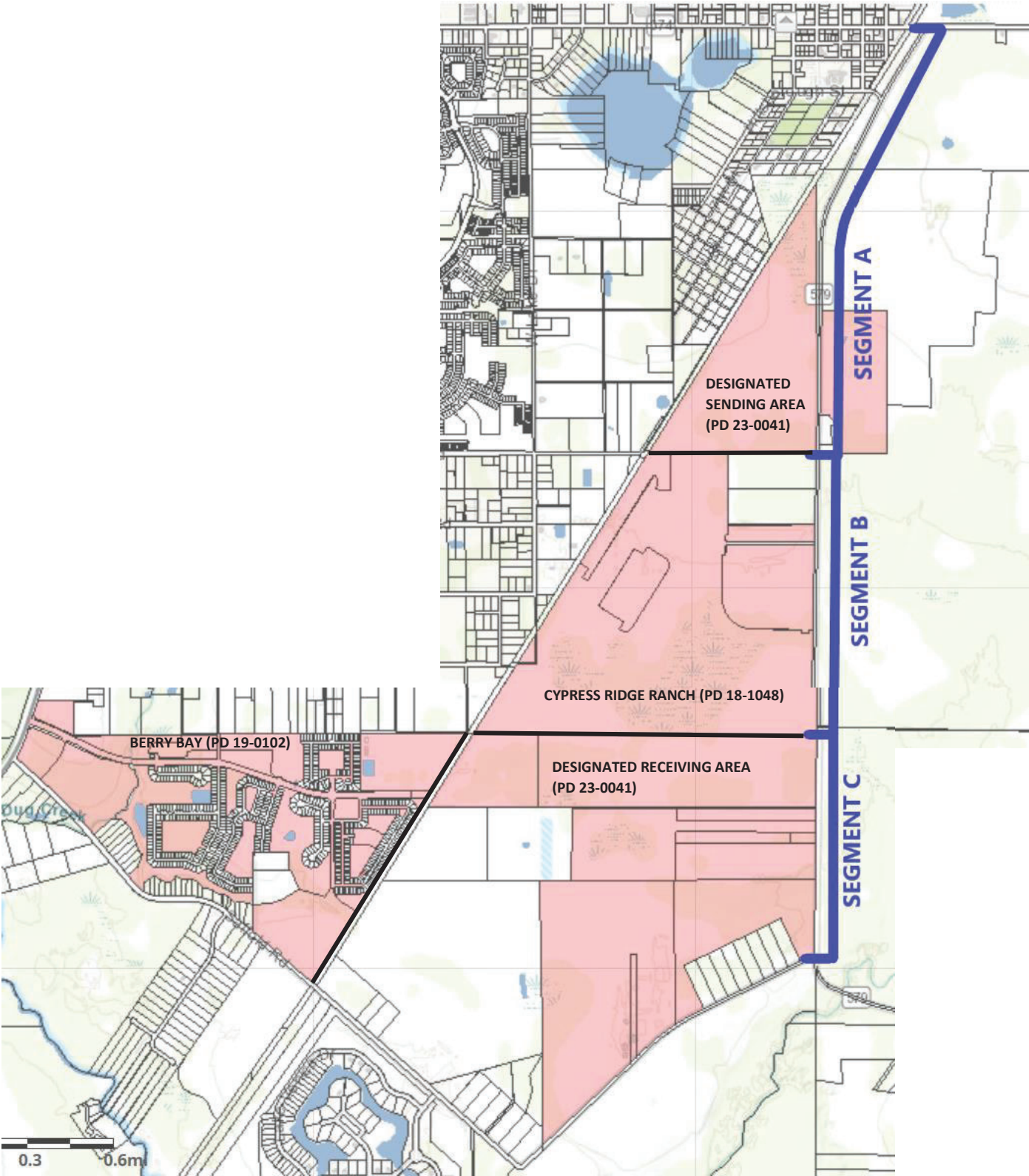
If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E., (813) 276-8364, TiradoS@hillsboroughcounty.org.

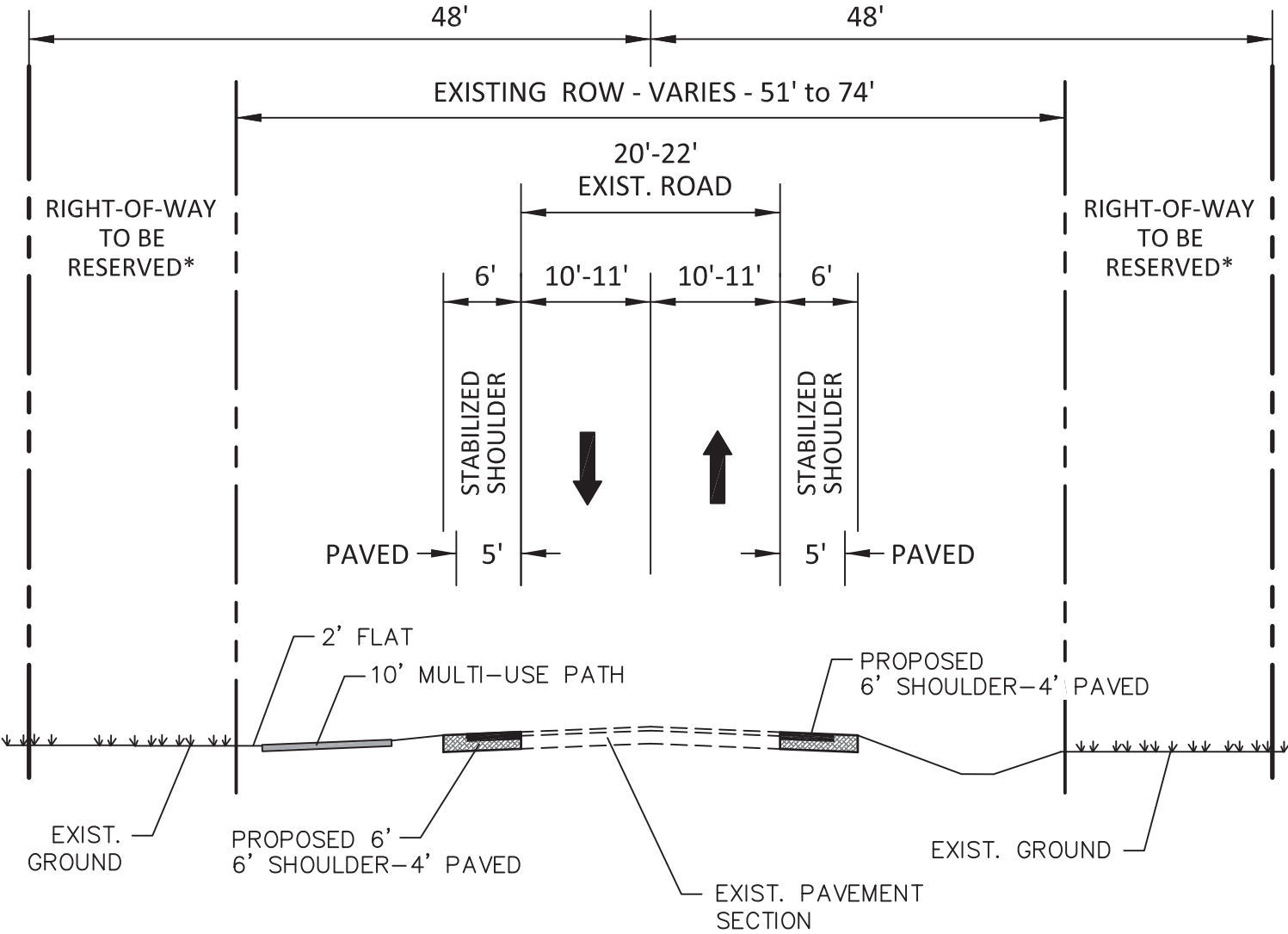
Date _____

Sincerely,

**Michael J. Williams
Hillsborough County Engineer**

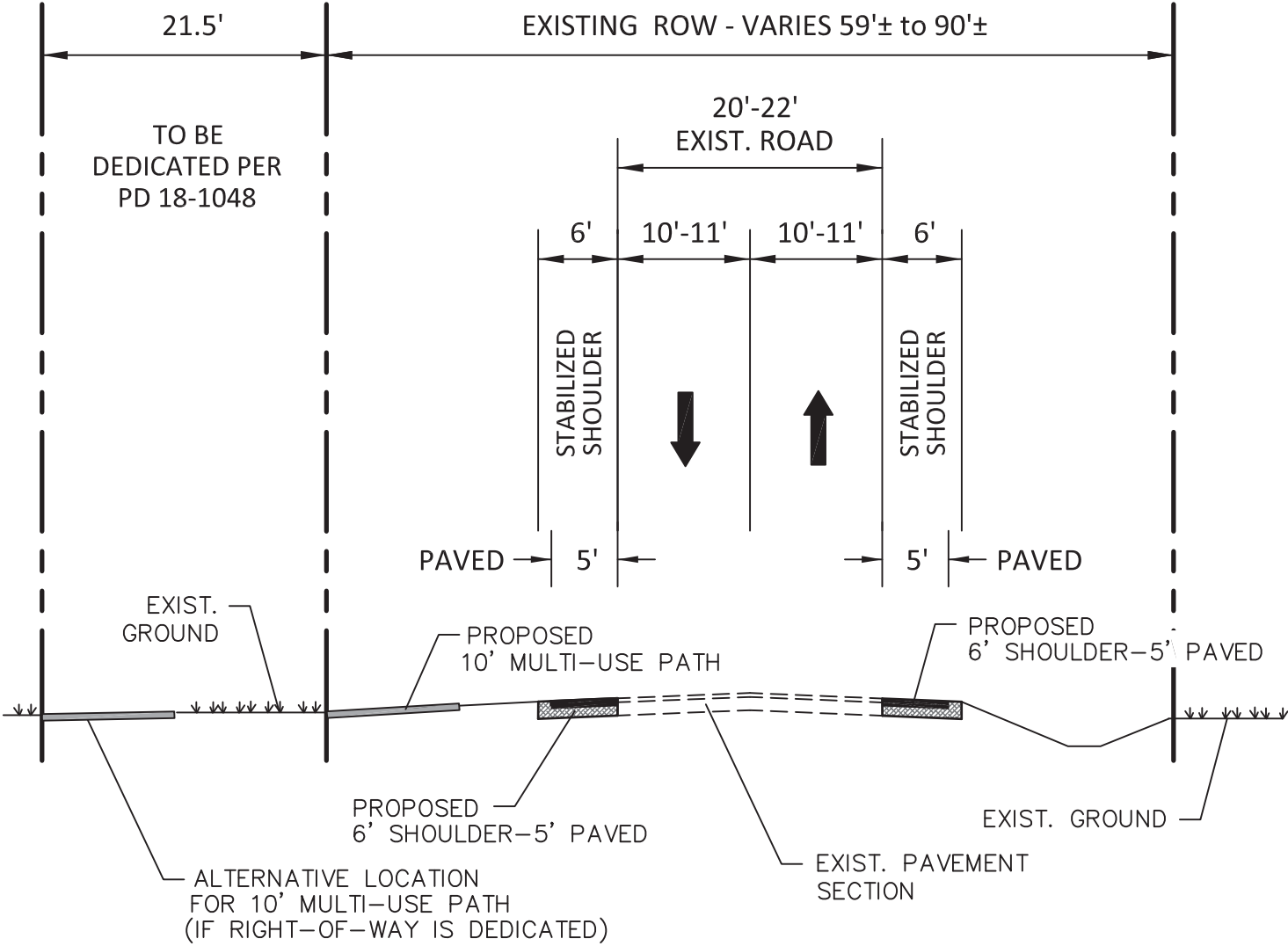
SEGMENTS GRAPHIC



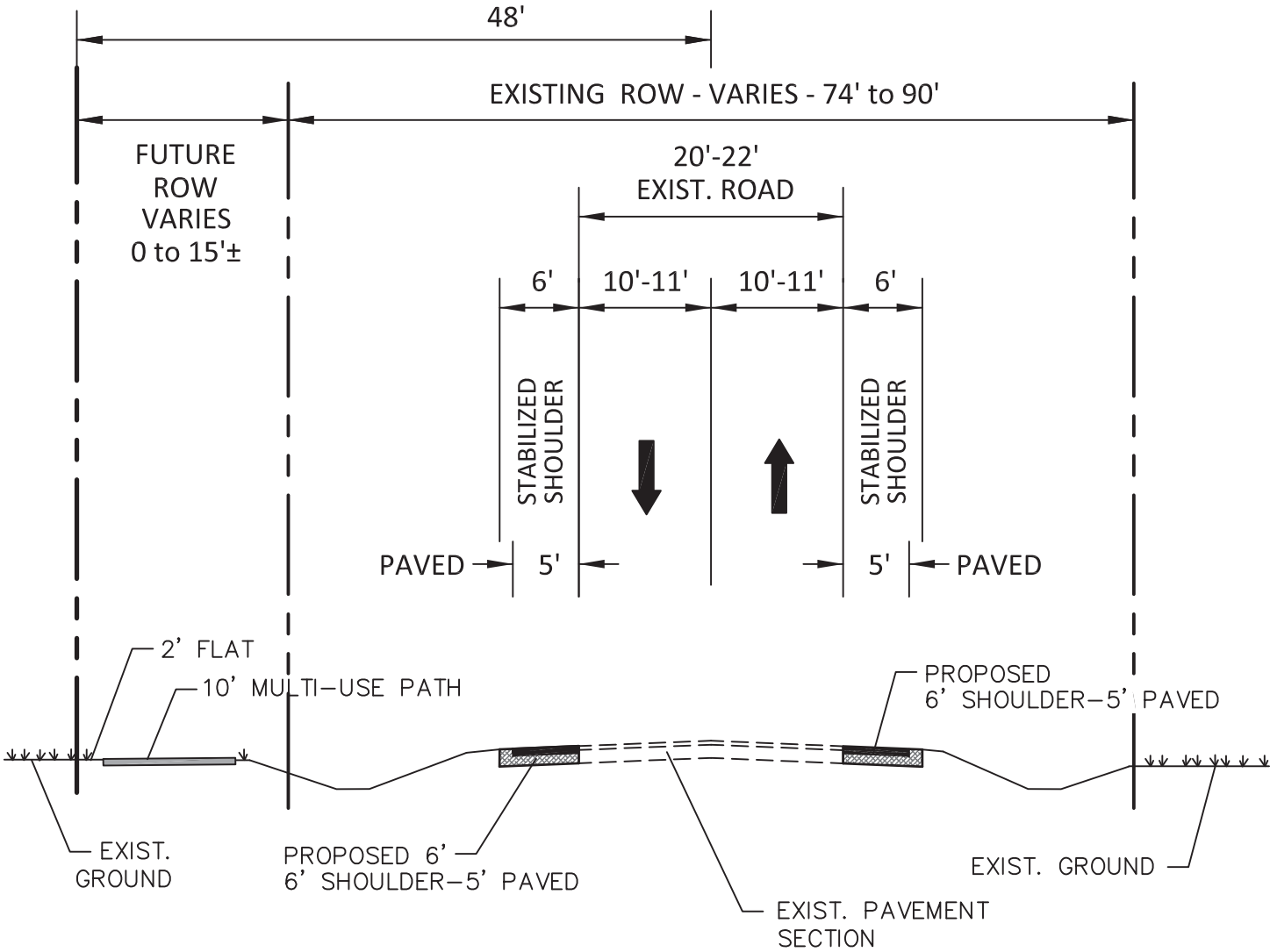


TYPICAL SECTION SEGMENT A C.R. 579

* THE RIGHT-OF-WAY IS TO BE RESERVED WITHIN THE LIMITS OF THE PROPERTY OWNED BY DEVELOPER.



**TYPICAL SECTION
SEGMENT B
C.R. 579**



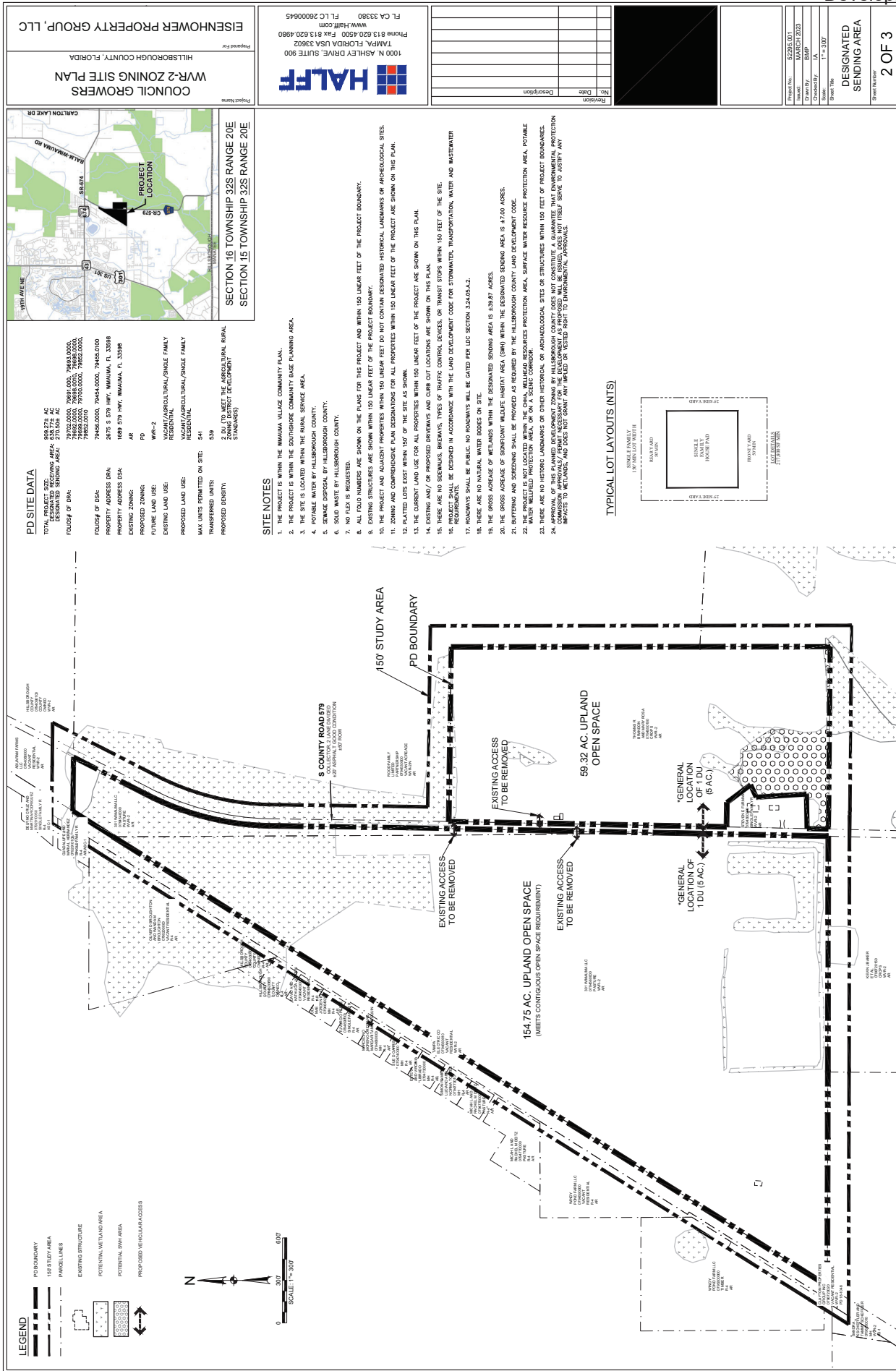
**TYPICAL SECTION
SEGMENT C
C.R. 579**

APPENDIX



PD PLAN





PD SITE DATA

TOTAL PROJECT SIZE: 908,274 AC
 DESIGNATED SENDING AREA: 535,278 AC
 DESIGNATED SENDING AREA: 79,702,000, 79,811,000, 79,853,000, 79,895,000, 79,937,000, 79,979,000, 80,021,000, 80,063,000, 80,105,000, 80,147,000, 80,189,000, 80,231,000, 80,273,000, 80,315,000, 80,357,000, 80,399,000, 80,441,000, 80,483,000, 80,525,000, 80,567,000, 80,609,000, 80,651,000, 80,693,000, 80,735,000, 80,777,000, 80,819,000, 80,861,000, 80,903,000, 80,945,000, 80,987,000, 81,029,000, 81,071,000, 81,113,000, 81,155,000, 81,197,000, 81,239,000, 81,281,000, 81,323,000, 81,365,000, 81,407,000, 81,449,000, 81,491,000, 81,533,000, 81,575,000, 81,617,000, 81,659,000, 81,701,000, 81,743,000, 81,785,000, 81,827,000, 81,869,000, 81,911,000, 81,953,000, 81,995,000, 82,037,000, 82,079,000, 82,121,000, 82,163,000, 82,205,000, 82,247,000, 82,289,000, 82,331,000, 82,373,000, 82,415,000, 82,457,000, 82,499,000, 82,541,000, 82,583,000, 82,625,000, 82,667,000, 82,709,000, 82,751,000, 82,793,000, 82,835,000, 82,877,000, 82,919,000, 82,961,000, 83,003,000, 83,045,000, 83,087,000, 83,129,000, 83,171,000, 83,213,000, 83,255,000, 83,297,000, 83,339,000, 83,381,000, 83,423,000, 83,465,000, 83,507,000, 83,549,000, 83,591,000, 83,633,000, 83,675,000, 83,717,000, 83,759,000, 83,801,000, 83,843,000, 83,885,000, 83,927,000, 83,969,000, 84,011,000, 84,053,000, 84,095,000, 84,137,000, 84,179,000, 84,221,000, 84,263,000, 84,305,000, 84,347,000, 84,389,000, 84,431,000, 84,473,000, 84,515,000, 84,557,000, 84,599,000, 84,641,000, 84,683,000, 84,725,000, 84,767,000, 84,809,000, 84,851,000, 84,893,000, 84,935,000, 84,977,000, 85,019,000, 85,061,000, 85,103,000, 85,145,000, 85,187,000, 85,229,000, 85,271,000, 85,313,000, 85,355,000, 85,397,000, 85,439,000, 85,481,000, 85,523,000, 85,565,000, 85,607,000, 85,649,000, 85,691,000, 85,733,000, 85,775,000, 85,817,000, 85,859,000, 85,901,000, 85,943,000, 85,985,000, 86,027,000, 86,069,000, 86,111,000, 86,153,000, 86,195,000, 86,237,000, 86,279,000, 86,321,000, 86,363,000, 86,405,000, 86,447,000, 86,489,000, 86,531,000, 86,573,000, 86,615,000, 86,657,000, 86,699,000, 86,741,000, 86,783,000, 86,825,000, 86,867,000, 86,909,000, 86,951,000, 86,993,000, 87,035,000, 87,077,000, 87,119,000, 87,161,000, 87,203,000, 87,245,000, 87,287,000, 87,329,000, 87,371,000, 87,413,000, 87,455,000, 87,497,000, 87,539,000, 87,581,000, 87,623,000, 87,665,000, 87,707,000, 87,749,000, 87,791,000, 87,833,000, 87,875,000, 87,917,000, 87,959,000, 88,001,000, 88,043,000, 88,085,000, 88,127,000, 88,169,000, 88,211,000, 88,253,000, 88,295,000, 88,337,000, 88,379,000, 88,421,000, 88,463,000, 88,505,000, 88,547,000, 88,589,000, 88,631,000, 88,673,000, 88,715,000, 88,757,000, 88,799,000, 88,841,000, 88,883,000, 88,925,000, 88,967,000, 89,009,000, 89,051,000, 89,093,000, 89,135,000, 89,177,000, 89,219,000, 89,261,000, 89,303,000, 89,345,000, 89,387,000, 89,429,000, 89,471,000, 89,513,000, 89,555,000, 89,597,000, 89,639,000, 89,681,000, 89,723,000, 89,765,000, 89,807,000, 89,849,000, 89,891,000, 89,933,000, 89,975,000, 90,017,000, 90,059,000, 90,101,000, 90,143,000, 90,185,000, 90,227,000, 90,269,000, 90,311,000, 90,353,000, 90,395,000, 90,437,000, 90,479,000, 90,521,000, 90,563,000, 90,605,000, 90,647,000, 90,689,000, 90,731,000, 90,773,000, 90,815,000, 90,857,000, 90,899,000, 90,941,000, 90,983,000, 91,025,000, 91,067,000, 91,109,000, 91,151,000, 91,193,000, 91,235,000, 91,277,000, 91,319,000, 91,361,000, 91,403,000, 91,445,000, 91,487,000, 91,529,000, 91,571,000, 91,613,000, 91,655,000, 91,697,000, 91,739,000, 91,781,000, 91,823,000, 91,865,000, 91,907,000, 91,949,000, 91,991,000, 92,033,000, 92,075,000, 92,117,000, 92,159,000, 92,201,000, 92,243,000, 92,285,000, 92,327,000, 92,369,000, 92,411,000, 92,453,000, 92,495,000, 92,537,000, 92,579,000, 92,621,000, 92,663,000, 92,705,000, 92,747,000, 92,789,000, 92,831,000, 92,873,000, 92,915,000, 92,957,000, 93,000, 93,042,000, 93,084,000, 93,126,000, 93,168,000, 93,210,000, 93,252,000, 93,294,000, 93,336,000, 93,378,000, 93,420,000, 93,462,000, 93,504,000, 93,546,000, 93,588,000, 93,630,000, 93,672,000, 93,714,000, 93,756,000, 93,798,000, 93,840,000, 93,882,000, 93,924,000, 93,966,000, 94,008,000, 94,050,000, 94,092,000, 94,134,000, 94,176,000, 94,218,000, 94,260,000, 94,302,000, 94,344,000, 94,386,000, 94,428,000, 94,470,000, 94,512,000, 94,554,000, 94,596,000, 94,638,000, 94,680,000, 94,722,000, 94,764,000, 94,806,000, 94,848,000, 94,890,000, 94,932,000, 94,974,000, 95,016,000, 95,058,000, 95,100,000, 95,142,000, 95,184,000, 95,226,000, 95,268,000, 95,310,000, 95,352,000, 95,394,000, 95,436,000, 95,478,000, 95,520,000, 95,562,000, 95,604,000, 95,646,000, 95,688,000, 95,730,000, 95,772,000, 95,814,000, 95,856,000, 95,898,000, 95,940,000, 95,982,000, 96,024,000, 96,066,000, 96,108,000, 96,150,000, 96,192,000, 96,234,000, 96,276,000, 96,318,000, 96,360,000, 96,402,000, 96,444,000, 96,486,000, 96,528,000, 96,570,000, 96,612,000, 96,654,000, 96,696,000, 96,738,000, 96,780,000, 96,822,000, 96,864,000, 96,906,000, 96,948,000, 96,990,000, 97,032,000, 97,074,000, 97,116,000, 97,158,000, 97,200,000, 97,242,000, 97,284,000, 97,326,000, 97,368,000, 97,410,000, 97,452,000, 97,494,000, 97,536,000, 97,578,000, 97,620,000, 97,662,000, 97,704,000, 97,746,000, 97,788,000, 97,830,000, 97,872,000, 97,914,000, 97,956,000, 98,000, 98,042,000, 98,084,000, 98,126,000, 98,168,000, 98,210,000, 98,252,000, 98,294,000, 98,336,000, 98,378,000, 98,420,000, 98,462,000, 98,504,000, 98,546,000, 98,588,000, 98,630,000, 98,672,000, 98,714,000, 98,756,000, 98,798,000, 98,840,000, 98,882,000, 98,924,000, 98,966,000, 99,008,000, 99,050,000, 99,092,000, 99,134,000, 99,176,000, 99,218,000, 99,260,000, 99,302,000, 99,344,000, 99,386,000, 99,428,000, 99,470,000, 99,512,000, 99,554,000, 99,596,000, 99,638,000, 99,680,000, 99,722,000, 99,764,000, 99,806,000, 99,848,000, 99,890,000, 99,932,000, 99,974,000, 1,000,000.

SITE NOTES

1. THE PROJECT IS WITHIN THE MIAMI WILDLIFE COMMUNITY PLAN.
2. THE PROJECT IS WITHIN THE MIAMI WILDLIFE COMMUNITY SIZE PLANNING AREA.
3. THE PROJECT IS LOCATED WITHIN THE AURAL SERVICE AREA.
4. THE PROJECT IS LOCATED WITHIN HILLSBOROUGH COUNTY.
5. SERVICE PROVIDED BY HILLSBOROUGH COUNTY.
6. SOIL MAP BY HILLSBOROUGH COUNTY.
7. NO FLEX IS REQUESTED.
8. ALL FOUR NUMBERS ARE SHOWN ON THE PLANS FOR THIS PROJECT AND WITHIN 100 LINEAR FEET OF THE PROJECT BOUNDARY.
9. EXISTING STRUCTURES ARE SHOWN WITHIN 100 LINEAR FEET OF THE PROJECT BOUNDARY.
10. THE PROJECT AND ADJACENT PROPERTIES WITHIN 100 LINEAR FEET DO NOT CONTAIN DESIGNATED HISTORICAL LANDMARKS OR ARCHEOLOGICAL SITES.
11. ZONING AND COMPREHENSIVE PLAN DESIGNATIONS FOR ALL PROPERTIES WITHIN 100 LINEAR FEET OF THE PROJECT ARE SHOWN ON THIS PLAN.
12. RELATED LOTS EXIST WITHIN 100' OF THE SITE AS SHOWN.
13. THE CURRENT LAND USE FOR ALL PROPERTIES WITHIN 100 LINEAR FEET OF THE PROJECT ARE SHOWN ON THIS PLAN.
14. EXISTING AND/OR PROPOSED DRIVEWAYS AND OTHER UTIL LOCATIONS ARE SHOWN ON THIS PLAN.
15. THERE ARE NO SEWERLINES, DRAINAGES, TYPES OF TRAFFIC CONTROL DEVICES, OR TRAFFIC STOPS WITHIN 100 FEET OF THE SITE.
16. PROJECT SHALL BE DESIGNED IN ACCORDANCE WITH THE LAND DEVELOPMENT CODE FOR STORMWATER, TRANSPORTATION, WATER AND WASTEWATER REQUIREMENTS.
17. ROADWAYS SHALL BE PUBLIC. NO ROADWAYS WILL BE GATED PER LDC SECTION 32A.05A.4.2.
18. THERE ARE NO NATURAL WATER BODIES ON SITE.
19. THE GROSS ACREAGE OF WETLANDS WITHIN THE DESIGNATED SENDING AREA IS 2,308.7 ACRES.
20. THE GROSS ACREAGE OF WETLANDS WITHIN THE DESIGNATED SENDING AREA (SWH) WITHIN THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE.
21. BUFFERING AND SCREENING SHALL BE PROVIDED AS REQUIRED BY HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE.
22. WATER QUALITY PROTECTION AREA, SURFACE WATER RESOURCE PROTECTION AREA, SURFACE WATER RESOURCE PROTECTION AREA, POTABLE WATER SUPPLY PROTECTION AREA, AND POTABLE WATER SUPPLY PROTECTION AREA ARE SHOWN ON THIS PLAN.
23. THERE ARE NO HISTORIC LANDMARKS OR OTHER HISTORICAL OR ARCHAEOLOGICAL SITES OR STRUCTURES WITHIN 100 FEET OF PROJECT BOUNDARIES.
24. APPROVAL OF THIS PLANNED DEVELOPMENT ZONING BY HILLSBOROUGH COUNTY DOES NOT CONSTITUTE A GUARANTEE THAT ENVIRONMENTAL PROTECTION IMPACTS TO WETLANDS, AND DOES NOT GRANT ANY IMPLIED OR VESTED RIGHT TO ENVIRONMENTAL APPROVALS.

TYPICAL LOT LAYOUTS (NTS)



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



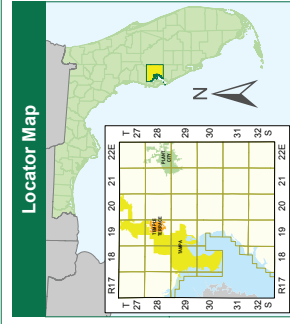
Legend

- Functional Classifications
Authority, Classification
- State, Principal Arterial
 - State, Arterial
 - Hillsborough, Arterial
 - Hillsborough, Collector
 - Urban Service Area Boundary
 - City Limits

The Hillsborough County 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 those matters are as follows:

- PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 5.03.00 PLANNED DEVELOPMENT STANDARDS
- PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.07.00 FENCES AND WALLS
- PART 12.01.00 DEFINITIONS AND SPECIAL USES
- OTHER PARTS OF THE LDC NOT LISTED ABOVE.

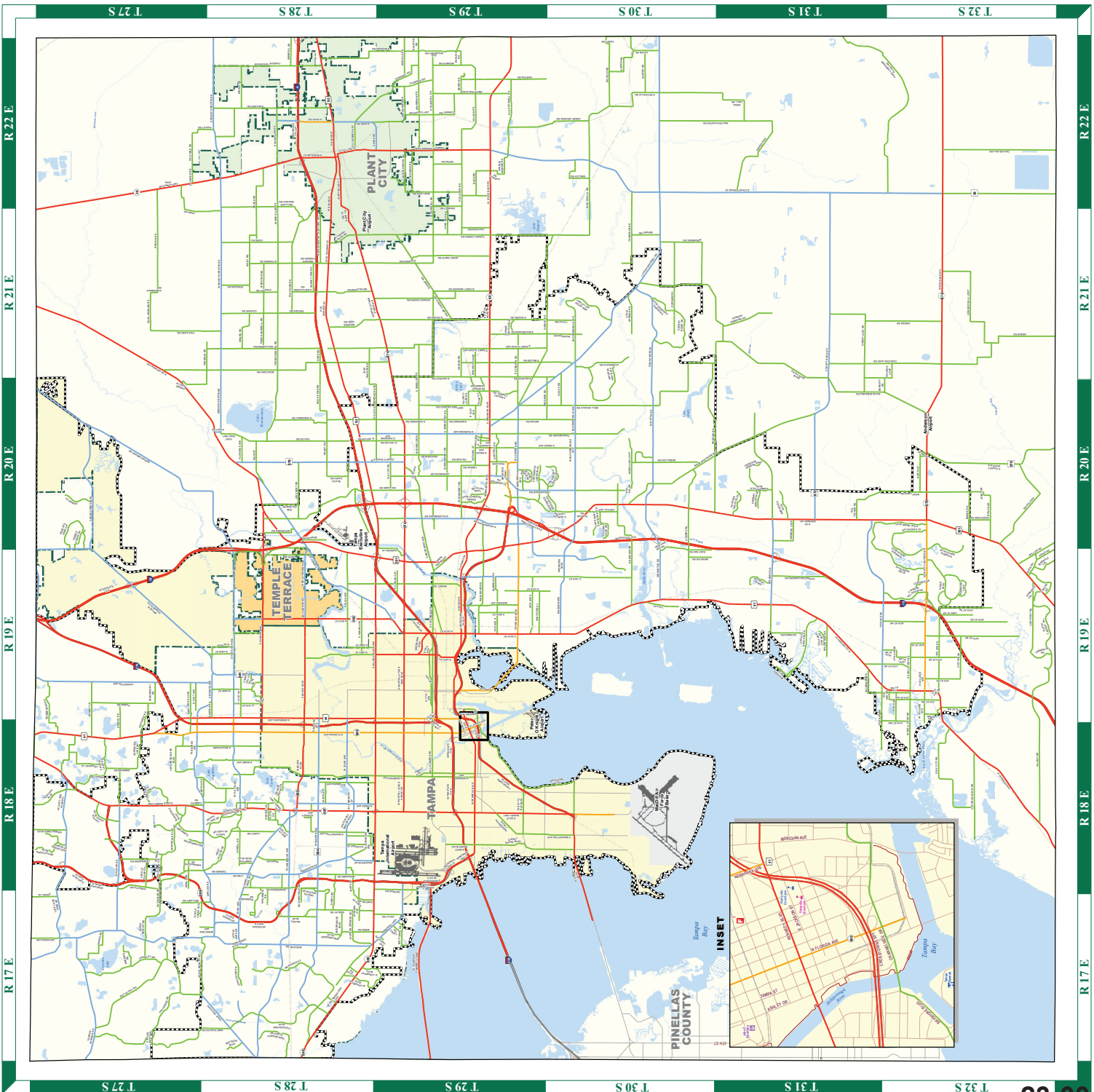
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighbourhood Traffic Calming Program.



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of this map, and it is not intended to be used for any purpose other than that for which it was prepared. The map is not intended to be used for any purpose other than that for which it was prepared.

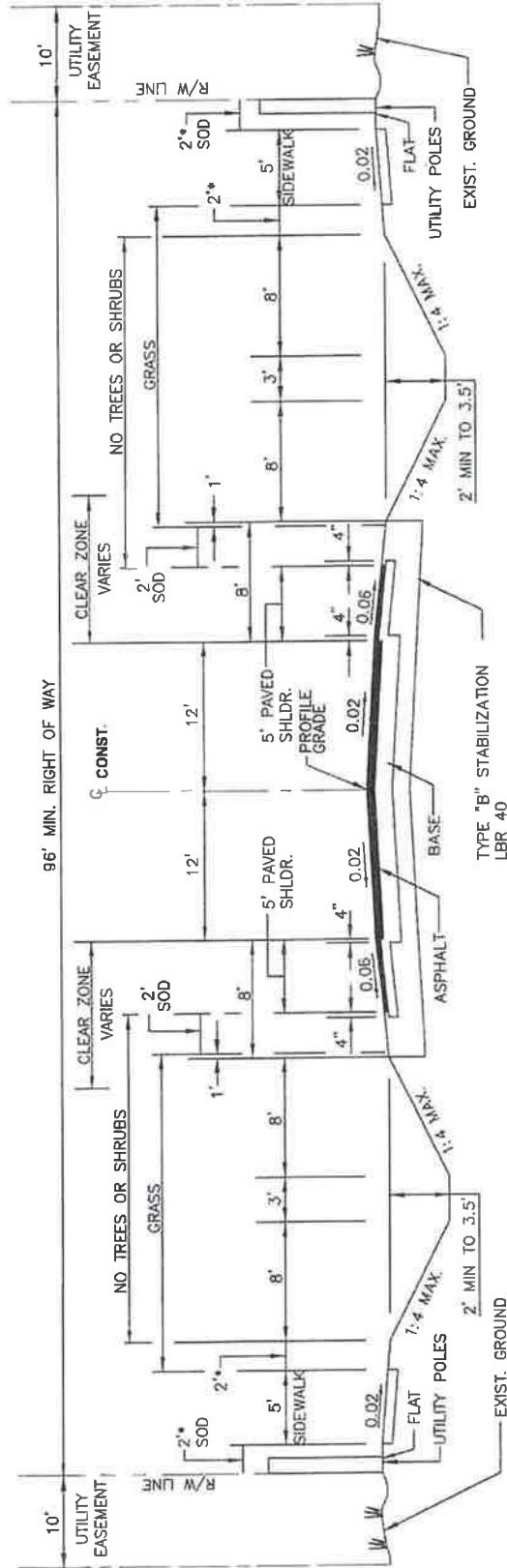
SOURCE: This map has been prepared for the inventory of road property lines within Hillsborough County and is not intended to be used for any purpose other than that for which it was prepared. The map is not intended to be used for any purpose other than that for which it was prepared.

601 E. Kennedy Blvd
Tampa, FL 33602
(813) 272-5610
printroom@hillsboroughcounty.org



TS-7





TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

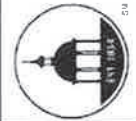
MAX. ALLOWABLE DESIGN SPEED - 50 MPH

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.

REVISION DATE:

10/17

**TRANSPORTATION
TECHNICAL
MANUAL**



**Hillsborough
County Florida**

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

DRAWING NO. **TS-7**

SHEET NO. 1 OF 1

FDOT DESIGN MANUAL



224.3 Detectable Warnings

Provide detectable warnings in accordance with *FDM 222.3*.

224.4 Widths

The appropriate paved width for a two-directional shared use path is dependent upon context, volume and mix of users. Widths range from a minimum 10 feet to 14 feet, with a standard width of 12-feet. SUN Trail network facilities that are less than 12-feet require approval by the Chief Planner. For shared use paths not in the SUN Trail network:

- (1) 10-foot wide may be used where there is limited R/W.
- (2) Short 8-foot wide sections may be used in constrained conditions.

Consider the accommodation of emergency and maintenance vehicles or management of steep grades when selecting the width of the path.

FHWA's [Shared Use Path Level of Service Calculator](#) may be used as a guide in determining appropriate width.

224.4.1 Tunnel Widths

Clear width for tunnels is the width of the shared use path plus four feet. The geometrics and lighting requirements should be discussed with the Department Project Manager and the District Pedestrian/Bicycle Coordinator.

224.5 Cross Slopes

To meet ADA requirements, the maximum cross slope on shared use paths is 2%.

Use a 75-foot distance to transition from -2% to 2% or from 2% to -2% when it is desired to change the slope direction of the path. Consider the potential for ponding water when proposing a slope transition.

ESSENTIAL ELEMENTS ASSESSMENT



ESSENTIAL ELEMENTS ASSESSMENT

The proposed project is located west of CR 579 and north of Saffold Road, as shown in Figure 1. The primary access to serve the project is proposed to be from the following roadways:

- CR 579
- Saffold Road
- Berry Groves Boulevard

This report will provide an Essential Elements Assessment per Section 3.24.06 of the Hillsborough County LDC for CR 579 and Saffold Road.

Essential Element Analysis of CR 579

The evaluation includes CR 579 from SR 674 to Saffold Road which includes Segments A, B and C for the Design Exception. CR 579 is a rural collector roadway. Therefore, the essential elements were evaluated to TS-7 contained in the Hillsborough County Transportation Technical Manual (TTM):

- a. Lane Width - The existing lanes are between 10 feet and 10.5 feet. Based on TS-7, 12 foot lanes would be required.
- b. Curb and Gutter – This is a rural roadway; therefore, curb and gutter would not be recommended.
- c. Stabilized Shoulders – The existing roadway has a 4 to 8 foot unpaved shoulders. According to TS-7, 8 foot shoulder with 5 feet paved would be required.
- d. Roadside Safety - The posted speed limit along the subject segment of the roadway



is 55 MPH. Therefore, according to the FDOT FDM, a 30 foot clear recovery area would be required. There are a number of areas along the roadway that have ditches within the clear recovery area.

- e. Bicycle Facilities – The roadway currently does not have any bicycle facilities.
- f. Sidewalk – There are no sidewalks along this roadway. TS-3 would require 5 foot sidewalk between the east and west side of the roadway.

As shown in the Exhibit included in the Appendix of this report, there is no sufficient right of way along CR 579 to construct the roadway section per the TTM. Therefore, a Design Exception will be required to address the deficiencies.

Essential Element Analysis of Saffold Road

The evaluation includes Saffold Road from the western property line to CR 579 to which includes Segments A and B of the Design Exception. Saffold Road is a rural collector roadway. Therefore, the essential elements were evaluated to TS-7 contained in the TTM.

- a. Lane Width – The existing lanes are 10 feet. Based on TS-7, 12 foot lanes would be required.
- b. Curb and Gutter – This is a rural roadway; therefore, curb and gutter would not be recommended.
- c. Stabilized Shoulders – The existing roadway has 4 to 6 feet unpaved shoulders. According to TS-7, 8 feet shoulder with 5 foot paved would be required.
- d. Roadside Safety – The posted speed limit along the subject segment of the



roadway is 35 MPH. Therefore, according to the FDOT FDM, a 14 foot clear recovery area would be required. Based on a field review, it appears the clear recovery distance is provided.

- e. Bicycle Facilities – The roadway currently does not have any bicycle facilities.
- f. Sidewalk – There are no sidewalks along this roadway. TS-7 would require 5 foot sidewalk between the south and north side of the roadway.

As shown in the Exhibit included in the Appendix of this report, there is no sufficient right of way along Saffold Road to construct the roadway section per the TTM. Therefore a Design Exception will be required to address the deficiencies.



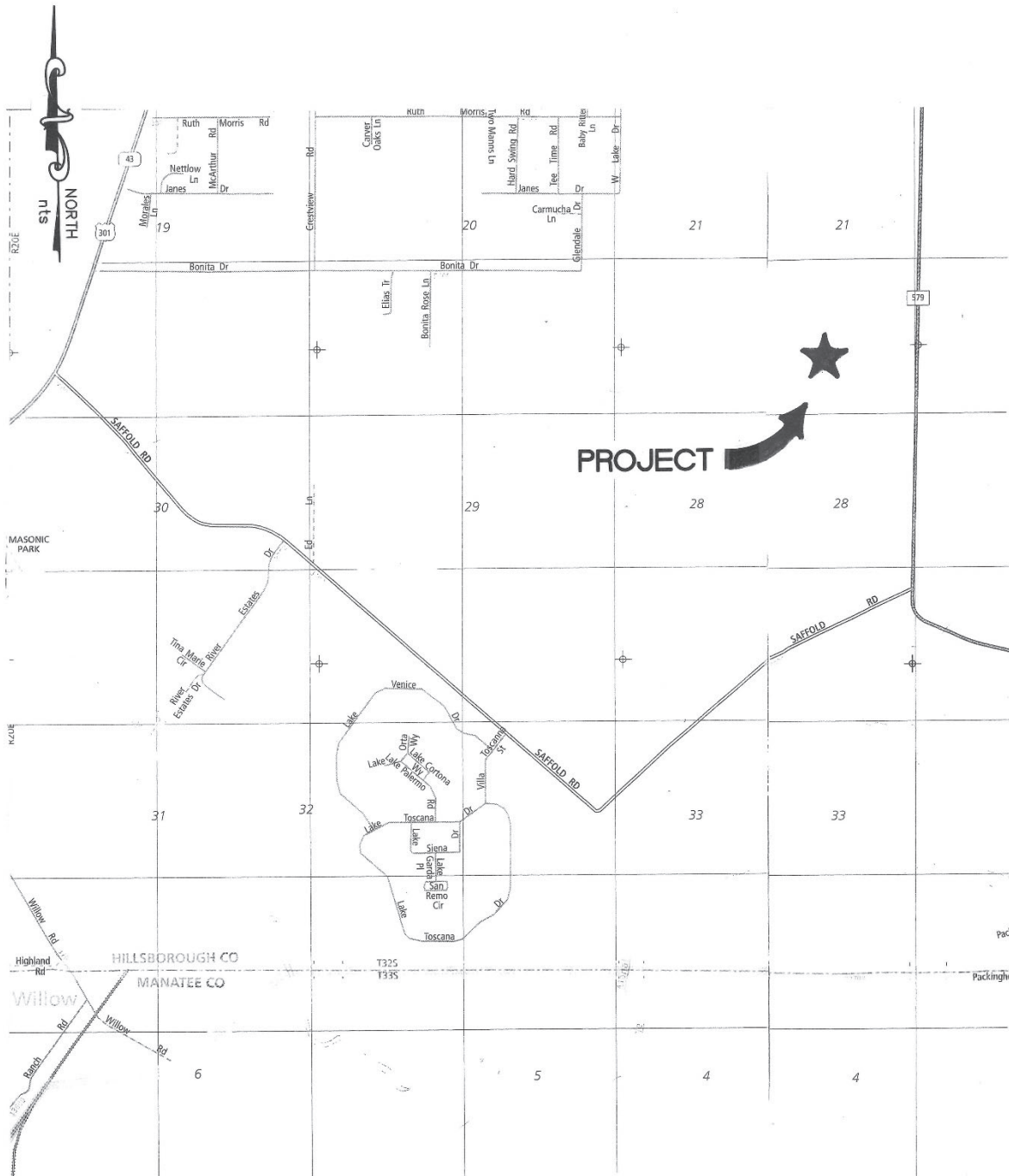


FIGURE 1
PROJECT LOCATION



APPENDIX



HILLSBOROUGH COUNTY LDC



- b. The Neighborhoods shall include through roadways at least every 1,320 feet. Where possible, through roads shall run adjacent to Neighborhood Centers.
2. Gates and Emergency Access.
 - a. Vehicular, pedestrian and Multi-Use Trail Access into and through the Neighborhood shall not be restricted by gates or other security measures, that would inhibit vehicular or pedestrian connectivity and accessibility by the general public, including guardhouses and gatehouses. This regulation does not prohibit entry features for Neighborhoods if they do not restrict vehicular or pedestrian access by the general public, nor shall it be construed to require the County to accept entry features within County owned rights-of-way.
 - b. Gates shall only be permitted where necessary for required emergency access facilities and shall meet the requirements of Section 6.02.01.H. and/or Section 6.03.01.D., as applicable.

B. Other Transportation Requirements

Roads internal to the site shall meet Hillsborough County Transportation Technical Manual (TTM) standards to the greatest extent possible.

1. Roadway facilities providing access to new development are required to bring substandard roadways up to County standards pursuant to Section 5.04.04 of this Code.
2. Public and private road rights-of-way may contain preserved or planted vegetation, including trees, provided that the preserved or planted vegetation is in accordance with the landscaping standards of the Transportation Technical Manual and Development Review Procedures Manual.
 - a. Alleys. Notwithstanding anything in the LDC to the contrary, Alleys when utilized may be publicly maintained or, if private, shall be publicly accessible. Additionally:
 - i. Alley rights-of-way shall be a minimum of 20 feet in width for one-way alleys and a minimum of 26 feet in width for two-way alleyways; Both ends of an Alley shall connect with a roadway if the alley accommodates only one-way traffic or the alley accommodate two-way traffic but is longer than 150 feet;
 - ii. Alleys shall only provide a secondary means of access to abutting residential property and is not intended for general vehicular traffic circulation (i.e. each use accessed via an alleyway must have primary frontage onto a roadway or Pedestrian Thoroughfare); and
 - iii. Use of Alleys for commercial traffic may be considered through the waiver process at the time of initial zoning or subsequent zoning modification.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.24.06. - Substandard Roadways

A. Terminology

For purposes of this section, the term "Transportation Technical Manual" (TTM) shall mean the latest edition of the Hillsborough County Transportation Technical Manual for Subdivision and Site Development Projects.

B. General Requirement

1. Developments with vehicular access to an existing substandard public or private roadway may be required to make improvements to the public and private roadway network.
2. For the purposes of this section, a public or private roadway shall be considered substandard if one or more of the following Essential Elements are not met:
 - a. Lane Widths, i.e. width of the travel lane and any auxiliary lanes serving the site shall be in accordance with

- the minimum TTM width requirements;
- b. Presence of Curb, i.e. whether an urban roadway section has the required curbing per the TTM;
 - c. Presence of Stabilized Shoulders, i.e. whether a rural roadway section has the minimum required shoulders per the TTM;
 - d. Elements of Roadside Safety, i.e. whether clear zone and/or clear recovery standards are met or otherwise mitigated;
 - e. Presence of Bicycle Facilities, i.e. whether a rural roadway section has the minimum width for bicycle facilities (5-foot wide paved shoulders), or whether an urban roadway section has the minimum width for bicycle lanes (7-foot wide buffered bicycle lanes), as required per the TTM. Multi-purpose trails may be considered to satisfy this minimum Essential Element. Two-way cycle tracks (separated from the travel lanes via raised curbing) may be considered through the Design Exception process.
 - f. Ability to Accommodate Sidewalk Facilities, i.e. whether a roadway has the ability to accommodate pedestrian facilities (e.g. a sidewalk or multi-purpose pathway) within the roadway corridor, in minimum widths consistent with required TTM standards. Multi-purpose trails may be considered to satisfy this minimum Essential Element.
3. For the purposes of this section, a public or private roadway shall not be considered substandard if the roadway complies with the Essential Elements listed above, but does not comply with a Non-Essential Element of the Typical Section. Examples of non-essential elements include, but are not limited to, width of the right-of-way, ditch slopes, width of existing sidewalk facilities, type of bicycle facilities (i.e. traditional bicycle lane vs. buffered bicycle lane), type of curb, etc.
- C. Scope of Required Improvements
1. Where a development constructs a vehicular access to a substandard public or private roadway, the developer may be required to improve the public and private roadway network, such that a path of travel exists between each project driveway and a public roadway complying with all Essential Elements. Generally, this shall mean that the public and private roadway network will be improved between each driveway and the nearest roadway meeting minimum Essential Element standards; however, nothing herein shall be construed to prevent a developer from improving a longer stretch of roadway if they prefer to do so.
 2. Gated or otherwise restricted vehicular connections providing access solely for emergency vehicles shall not trigger the substandard roadway requirement.
 3. Where improvements are required, the developer shall improve the roadway to current County standards for the applicable Typical Section, as found within the TTM or otherwise required herein, unless otherwise approved in accordance with the Section 6.04.02.B. Administrative Variance process or TTM Design Exception process as outlined in the TTM.
 4. Where sufficient right-of-way exists to allow a developer to improve the substandard public or private roadway network, the developer shall comply with all Essential Elements listed within Section 3.24.06.B, above. Additionally, the following Additional Element shall apply:

Location of Required Sidewalk Facilities, i.e. when a sidewalk is required consistent with [Section 6.02.08](#) or [6.03.02](#) of this Code, such sidewalk shall be physically located in accordance with the applicable TTM Typical Section, to the greatest extent possible.
 5. Where insufficient right-of-way exists or there are additional constraints (e.g. lack of stormwater facilities to accommodate required drainage), Section 6.04.02.B. Administrative Variances or TTM Design Exceptions may be considered provided:

- a. The Administrative Variance and Design Exception are processed concurrently with a Planned Development zoning or Planned Development zoning modification; and
- b. Where insufficient right-of-way exists along a project's public or private roadway frontages, the developer shall provide sufficient right-of-way along such frontage(s) where necessary.
- c. For the purposes of this section, nothing herein shall be construed as requiring a developer to construct sidewalk improvements not otherwise required pursuant to Sections 6.02.08 or 6.03.02 of this Code. However, to the extent that the developer proffers construction of additional pedestrian facilities, such facilities shall be located consistent with the applicable Typical Section, except as otherwise described herein.
- d. The County Engineer shall be authorized to grant TTM Design Exceptions to existing and proposed roadways at the time of plat/site/construction plan review for a development, provided such Design Exception only authorizes a deviation to a Non-Essential Element.
- e. Notwithstanding the above, a sidewalk shall not be considered substandard or non-compliant if an existing or future sidewalk facility does not comply with locational requirements, provided such deviation is the minimum necessary to avoid a utility pole, landscape feature, or other obstruction within the right-of-way.

D. Exceptions

1. Notwithstanding anything herein to the contrary, Section 6.04.02.B. Administrative Variances and TTM Design Exceptions causing non-compliance with an Essential Element may be considered (regardless of whether there is sufficient right-of-way) where:
 - a. The County Engineer makes an explicit finding that such Administrative Variance or Design Exception is necessary to protect or otherwise furthers the public health, safety and welfare and the BOCC makes an explicit finding that such Administrative Variance or Design Exception meets Vision Zero goals or is otherwise appropriate;
 - b. A multi-purpose trail is proposed in lieu of required sidewalks and bicycle facilities; or
 - c. A Design Exception is necessary to transition the design of an existing roadway corridor.

E. Timing of Required Improvements

A substandard roadway shall be improved prior to or concurrent with the phase of development which takes access to the substandard roadway.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.24.07. - Permitted Lot and Building Form Types in the Wimauma Village Neighborhood

A. Permitted Lot Types in the Wimauma Village Neighborhood Include:

Apartment House Lot

Courtyard Apartment Lot

Rowhouse or Town House Lot (to contain at least 3 attached units)

Cottage House Lot

Sideyard House Lot

Standard House Lot

Civic Building Lot

CR 579 FIELD ASSESSMENT



CR 579

Special Field Survey for Substandard Road Assessment

Limits of Survey: Saffold Road to CR 674

Date of Survey: 11-05-22

By: WLR & DZS

Type of Road: Two lane, crown, asphalt

Shoulder cond.: Good to poor, some erosion

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

Swales: swales both sides, most of the segment

Notes:

1. Left and right slopes are measured away from the pavement line, crown, invert crown, centerline or median that separates opposing traffic. Slopes down to the left and right from any of those dividing features are negative, slopes up are positive.
2. Measured Lane Pavement Width is edge of pavement to edge of pavement, including any paved shoulders. Minimum, Maximum and Average Lane Width values are lane widths without shoulders
3. Nominal dimensions for shoulders are when there is no discrete separation between shoulder and front slope and the minimum required shoulder is used as a nominal shoulder.
4. Most traffic signs are 8' to 10' from EOP and are breakaway.
5. AADT is 800. Requirement for shoulder is 8'. FDOT greenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes.
6. CR 579 classified as Major on Hillsborough County Map and Minor Collector RURAL on FDOT map.
7. Hillsborough Transportation Manual for Subdivision and Site Development Projects Section 3.1 requires 12' lanes for commercial rural roads without bike lanes or paved shoulders. See Summary Page for existing lane widths
8. There are no Traffic Control Poles or devices. All Light Poles, Utility Poles, and Trees are outside of the Clear Zone. Some mailboxes, guardrails and drainage culvert headwalls are within the Clear Zone. See Field Survey.

Speed Limits and Clear Zone Distances

Road Jurisdiction: FDOT Hillsborough County Pasco County

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

* Presumed speed as speed limit sign missing

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

Lane Pavement Width and Slopes		
Left Slope	Width	Right Slope
Minimum:	20.0'	-4.3%
Maximum:	22.7'	-1.3%
Average:	20.5'	-2.6%

Shoulders Width and Slopes			
Left Width	Left Slope	Right Width	Right Slope
Minimum:	4.0'	2.0%	0.0%
Maximum:	8.0'	16.0%	17.0%
Average:	6.7'	10.2%	9.5%

Average values calculated from trimmed mean values (without outliers)

LEFT Side Slopes

Front Slope 1 Width	Front Slope 1 Slope	Front Slope 2 Width	Front Slope 2 Slope	Bottom Width	Back Slope 1 Width	Back Slope 1 Slope	Back Slope 2 Width	Back Slope 2 Slope
4'	2%	7'	5%	0'	4'	10%	~	3%
11'	37%	7'	25%	8'	12'	100%	~	10%
Average:	7'	7'	15.0%	3'	8'	43.6%	~	6.5%

~ = Slope continues beyond limits of survey

RIGHT Side Slopes

Front Slope 1 Width	Front Slope 1 Slope	Front Slope 2 Width	Front Slope 2 Slope	Bottom Width	Back Slope 1 Width	Back Slope 1 Slope	Back Slope 2 Width	Back Slope 2 Slope
4'	9%			0'	1'	2%	8'	10%
14'	30%			10'	15'	160%	14'	13%
Average:	7'			3'	10'	40.5%	11'	11.5%

~ = Slope continues beyond limits of survey

LEFT Slope Maximums

Maximum Allowed:	Front slope		Back slope	
	Inside Clear Zone	Outside Clear Zone	Inside Clear Zone	Outside Clear Zone
25%	33%	33%	33%	50%
14	14	14	14	14
1	0	0	3	3
7.1%	0.0%	0.0%	21.4%	21.4%

Maximum Allowed:
Number of Sections:
Sections Exceeding:
Percent Exceeding:

RIGHT Slope Maximums

Maximum Allowed:	Front slope		Back slope	
	Inside Clear Zone	Outside Clear Zone	Inside Clear Zone	Outside Clear Zone
25%	33%	33%	33%	50%
14	14	14	14	14
0	0	0	2	2
0.0%	0.0%	0.0%	14.3%	14.3%

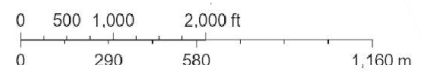
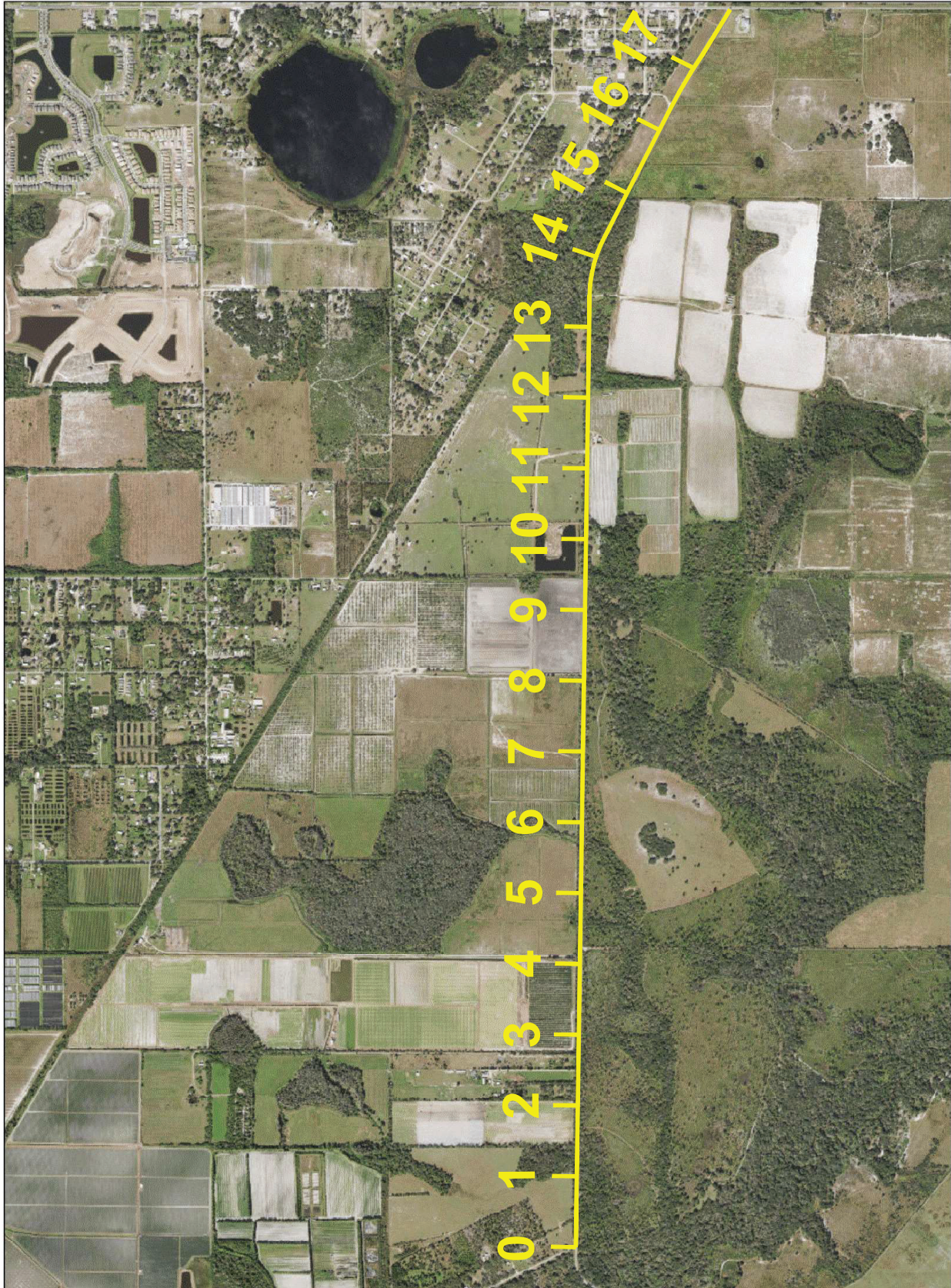
Maximum Allowed:
Number of Sections:
Sections Exceeding:
Percent Exceeding:

Field Survey

Station	Left Slopes and Swales			Lane Pavement			Right Slopes and Swales			
	Back Slope (width/slope)	Bottom (width)	Front Slope (width/slope)	Left Slope	Width	Right Slope	Total/Paved/ Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)
1+00	11'/12%, ~-3%	0'	4'/-6%	-3.2%	22.7'	-3.4%	*8'/0'/-14%	4'/-14%	4'	7'/22%
LT 4' BWF 39' LT, 5+15 45 mph South RT Trees 20' RT, 5+75 55 mph North, RT side shoulder erosion, 3+23 72" CMP culvert, HDW 16' LT, 16' RT Notes 0+00 set at centerline intersection with Saffols Road										
8+00	15'18%	0'	5'/-12%	-3.0%	20.0'	-2.7%	*8'/0'/-15%	5'/-15%	0'	10'/16%
LT 4' BWF 28' LT RT Trees 35' RT										
Notes 10+70 (3) 48" CMP Culvert, HDW 18' LT, 20' RT										
20+00	4'/40%, ~/10%	7'	5'/-37%	-3.8%	20.0'	-2.6%	4'/0'/0%	6'/-25%	6'	1'/160%
LT M.B.'s 6'-8' LT, U.P. 20' LT RT Trees 17' RT										
Notes										
28+00	8'/45%	5'	8'/-10%, 7'/-25%	-2.6%	20.6'	-2.7%	6'/0'/-8%	8'/-25%	4'	5'/130%
LT Trees 20' LT RT Trees 18' RT										
Notes										
36+00	8'/24%	0'	8'/-10%	-3.5%	20.4'	-3.0%	*8'/0'/-17%	6'/-17%	0'	10'/22%, 8'/-13%
LT Trees 20' LT, U.P. 24' LT RT Trees 30' RT, 4' BWF 32' RT										
Notes 45+27 24" RCP Culvert, HDW LT 15', RT 16'										
52+00	12'/16%	0'	8'/-15%	-2.3%	21.0'	-1.3%	8'/0'/-12%	7'/-17%	0'	11'/20%, 14'/-10%
LT Trees 25' LT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT										
Notes										
68+00	6'/100%	8'	10'/-25%	-3.7%	21.0'	-1.8%	6'/0'/-9%	14'/-15%	4'	5'/100%
LT Trees 26' LT RT Trees 20' RT										
Notes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT										
84+00	7'/23%	4'	5'/-14%	-3.2%	20.4'	-1.6%	7'/0'/-10%	8'/-14%	4'	15'/10%
LT U.P. 20' LT, GR 94+23 to 95+80 8' LT RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT										
Notes 94+50 36" RCP Culvert, HDW 15' LT, 17' RT										

Station	Left Slopes and Swales			Lane Pavement			Right Shoulder		Right Slopes and Swales	
	Back Slope (width/slope)	Bottom (width)	Front Slope (width/slope)	Left Slope	Width	Right Slope	Total/Paved/ Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)
100+00	10'/10%	0'	5'/-16%	-1.6%	20.4'	-1.4%	6'/0'/-12%	7'/-16%	0'	13'/8%
LT Trees 24' LT, GR LT 101+60 to 104+00 8' LT										
RT Trees 25' RT, 6' CLF 66' RT, GR RT 101+30 to 102+55 8' RT										
Notes 102+30 (2) 48" Box Culverts, HDW 16' LT, 12' RT										
120+00	8'/100%	6'	6'/25%	-2.1%	20.0'	-2.9%	6'/0'/-6%	7'/-27%	6'	8'/15%
LT Trees 24' LT										
RT										
Notes										
134+00	5'/100%	2'	9'/-25%	-0.6%	21.0'	-2.1%	6'/0'/-5%	4'/-30%	10'	4'/30%
LT MB's 4' LT, U.P. 18' LT, Trees 20'										
RT										
Notes										
150+00	~10%	7'	5'/-21%	-2.9%	20.1'	-2.3%	5'/0'/-6%	6'/-28%	6'	15'/25%
LT Trees 16' LT, 163+12 Centerline Hillsborough St										
RT 4' WF 32' RT										
Notes										
166+00			11'/-16%, ~/-5%	2.2%	22.0'	-4.3%	*8'/0'/-9%	7'/-9%	0'	15'/2%
LT										
RT U.P. 28' RT, 5' WF 30' RT										
Notes										
172+00			~/-2%	-2.6%	21.0'	-3.7%	5'/0'/-10%	12'/-14%	0'	12'/7%
LT										
RT 5' WF 25' RT										
Notes										
179+30 End of Segment at EOP S.R. 674										
LT										
RT										
Notes										
LT										
RT										
Notes										
LT										
RT										
Notes										

CR 579 Aerial & Stationing



Stations in 1000 ft increments

SAFFOLD ROAD FIELD ASSESSMENT



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

2Rwoid Ruoi owæB I9fÐRæ9Ð:5Tom		CF5f Ðo5mB I9fÐRæ9Ð:5Tom	
2o d C5To	B I9f	2o d C5To	a IGFÐ C5To
Nlwl fi v :-'3q	01'1U	M1U	M1U
NRAI fi v 1'-q	0y'1U	yy'1U	d'1U
JuoSRGov :HHq	01'sU	MdU	MyU

JuoSRGovDfR7 omÐR7f Ræ9Ð5i æi i o9D oRMDfR7 omÐp I9f5f æ5f æo5t

28. ZID:19oID:5Tom

. SæwÐ:5ToD. SæwÐ:5ToD SæwÐ:5ToD SæwÐ:5ToD		4R, OÐ:5ToD4R, OÐ:5ToD4R, OÐ:5ToD	
yIB I9f	yÐ:5To	0IB I9f	0IB I9f
Nlwl fi v su	dq	1U	-q
NRAI fi v yyU	00q	MU	M6q
JuoSRGov MJ	yy'sq	yU	0d'yq

) Ð:5ToD5æwlf omÐor5æwÐL IæB Ðf Sior

a-g x ZID:19oID:5Tom

. SæwÐ:5ToD. SæwÐ:5ToD SæwÐ:5ToD SæwÐ:5ToD		4R, OÐ:5ToD4R, OÐ:5ToD4R, OÐ:5ToD	
yIB I9f	yÐ:5To	0IB I9f	0IB I9f
Nlwl fi v OU	0q	1U	-q
NRAI fi v MU	01q	-U	ysU
JuoSRGov su	6'Hq	yU	yyU

) Ð:5ToD5æwlf omÐor5æwÐL IæB Ðf Sior

28. ZID:5ToDINRAI fi m

. SæwÐ:5To		4R, OÐ:5To	
æwÐ:5To	Ef ætI9o	æwÐ:5To	Ef ætI9o
0-q	HHq	0-q	HHq
d	d	d	d
1	1	1	1
1'1q	1'1q	1'1q	ys'Hq

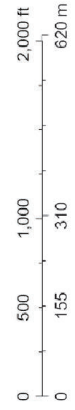
NRAI fi Ð 75p09V
bfi ho55 Ðo, æ5wrv
Co, æ5wrvA 009lwG
coS owæB A 009lwG

a-g x ZID:5ToDINRAI fi m

. SæwÐ:5To		4R, OÐ:5To	
æwÐ:5To	Ef ætI9o	æwÐ:5To	Ef ætI9o
0-q	HHq	0-q	HHq
d	d	d	d
1	1	1	1
1'1q	1'1q	1'1q	1'1q

NRAI fi Ð 75p09V
bfi ho55 Ðo, æ5wrv
Co, æ5wrvA 009lwG
coS owæB A 009lwG

Saffold Road Aerial & Stationing



Stations in 500 ft increments

FDOT FDM



215 Roadside Safety

215.1 General

This Chapter contains roadside safety design criteria for new construction, reconstruction, and Resurfacing, Restoration and Rehabilitation (RRR) projects. New Construction criteria must be met for new and reconstruction projects, and for improvements included with RRR projects.

The design criteria contained in **FDM 210** and **FDM 211** has been developed to minimize the probability that a vehicle will depart the roadway. Design elements that affect roadside safety include horizontal alignment, superelevation, vertical alignment, drainage design, sight distance, lane widths, pavement, pavement markings, cross slopes, median widths, shoulders, and lighting.

The evaluation of Roadside Safety design elements is necessary to address the occasional errant vehicle that does depart the roadway. These design elements include roadside geometries, lateral offsets to potential hazards, and the use of shielding.

The **AASHTO Roadside Design Guide (AASHTO RDG)** provides the foundation for the development of specific criteria contained in this Chapter and the [Standard Plans](#).

215.1.1 RRR Criteria

Criteria for RRR projects provided in this chapter are the minimum values allowed for roadside elements to remain on arterials and collectors without obtaining a Design Exception or Design Variation (see **FDM 122**).

Criteria for RRR projects provided in this chapter may be used for establishing the minimum requirements for adding auxiliary lanes, keyhole lanes, or providing minor intersection improvements with the understanding that when existing right of way (R/W) is adequate, new construction criteria will be used.

Do not apply RRR criteria in this chapter to resurfacing projects on Limited Access (LA) Facilities.

215.2 Roadside Features

215.2.1 Roadside Geometry

Roadside geometry refers to the terrain features (slopes) that a vehicle will encounter when departing a roadway. The components of roadside geometry include front slopes, back slopes, and transverse slopes.

215.2.2 Roadside Slope Classification

Roadside Slopes include areas located beyond the edge of the traffic lane as shown in **Figures 215.2.2** and **215.2.3**. These areas are divided into the following classifications:

- (1) Traversable Slope – Smooth terrain, unobstructed by fixed objects:
 - (a) Recoverable Traversable Slope, 1:4 or flatter
 - (b) Non-Recoverable Traversable Slope, 1:3 or flatter and steeper than 1:4
- (2) Non-Traversable Slope – Rough terrain, obstructed, or slopes steeper than 1:3

215.2.3 Clear Zone Concept

The following provides the definition of the Clear Zone Concept using the slope classifications above. These slope classifications are considered the standard for effective roadside safety design in the **AASHTO RDG**. However, in some cases the Department's roadside slope requirements supersede these values. For Roadside Slope Criteria, see **FDM 215.2.6**.

Providing a sufficient amount of Recoverable Slope adjacent to the roadway provides an opportunity for an errant vehicle to safely recover. The amount of recoverable area provided beyond the traveled way is defined as the clear zone and includes shoulders and bike lanes. The clear zone must be free of roadside hazards, as defined in **FDM 215.3**.

Traversable Back Slopes 1:3 or flatter may be located within the clear zone.

A clear zone width must be provided so that the sum of all Recoverable Slopes is equal to or greater than the required clear zone width obtained from **Table 215.2.1**. Clear zone widths may be widened based on crash history and horizontal curvature; see **AASHTO RDG, Section 3.1**. Clear zone concepts are illustrated in **Figure 215.2.1** and **Figure 215.2.2**.

Figure 215.2.1 Clear Zone Plan View

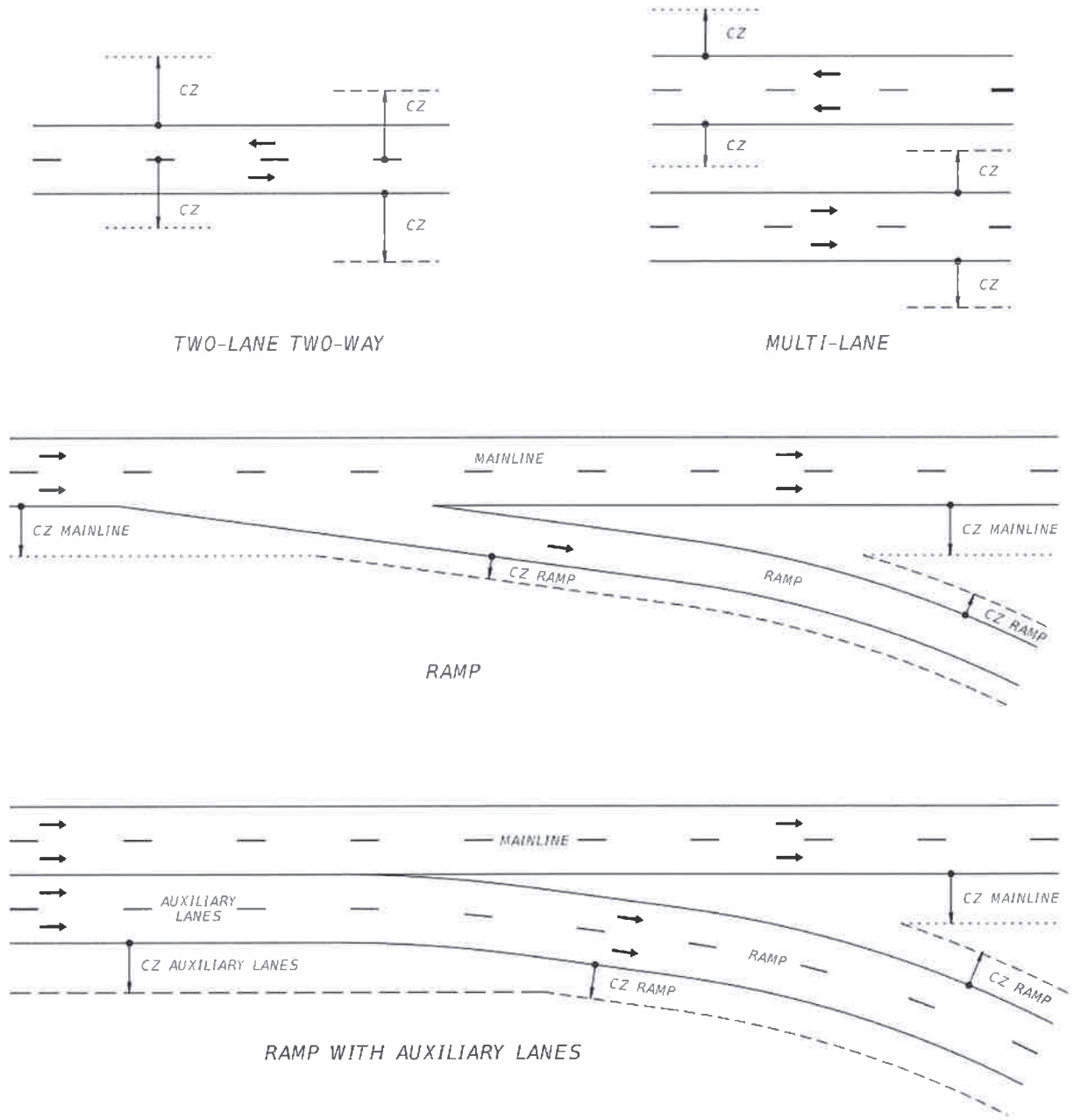
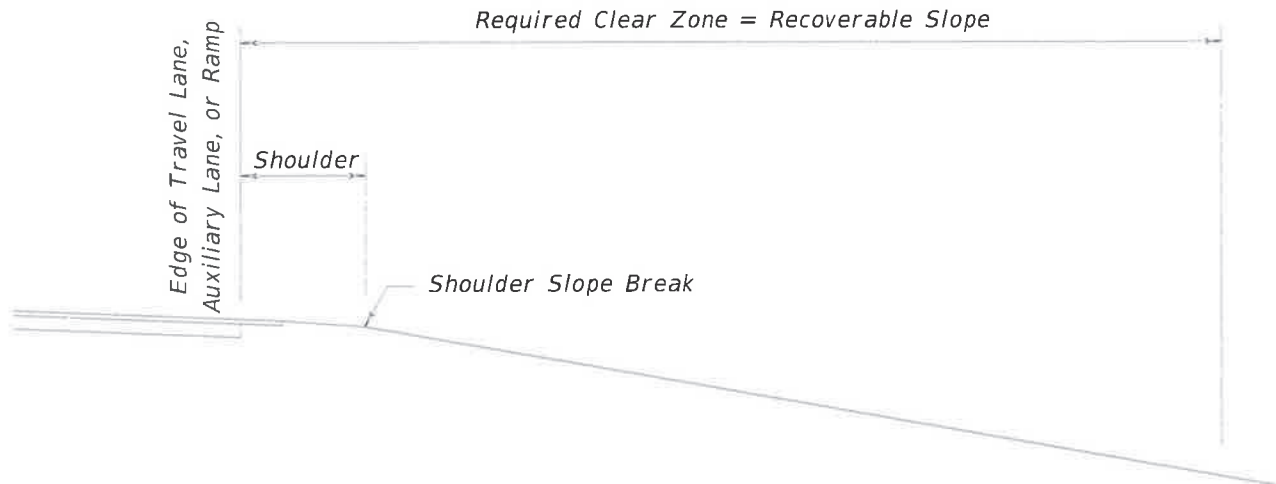


Figure 215.2.2 Clear Zone Concept



When a Traversable Non-Recoverable Slope is present within the clear zone, extend the clear zone width until the amount of Recoverable Slope equals the required clear zone width obtained from **Table 215.2.1**. The additional width provided beyond the Traversable Non-Recoverable Slope is known as the Clear Run-out Area and is illustrated in **Figure 215.2.3**. Provide a 10-foot minimum width for the Clear Run-out Area where R/W allows.

Figure 215.2.3 Adjusted Clear Zone Concept

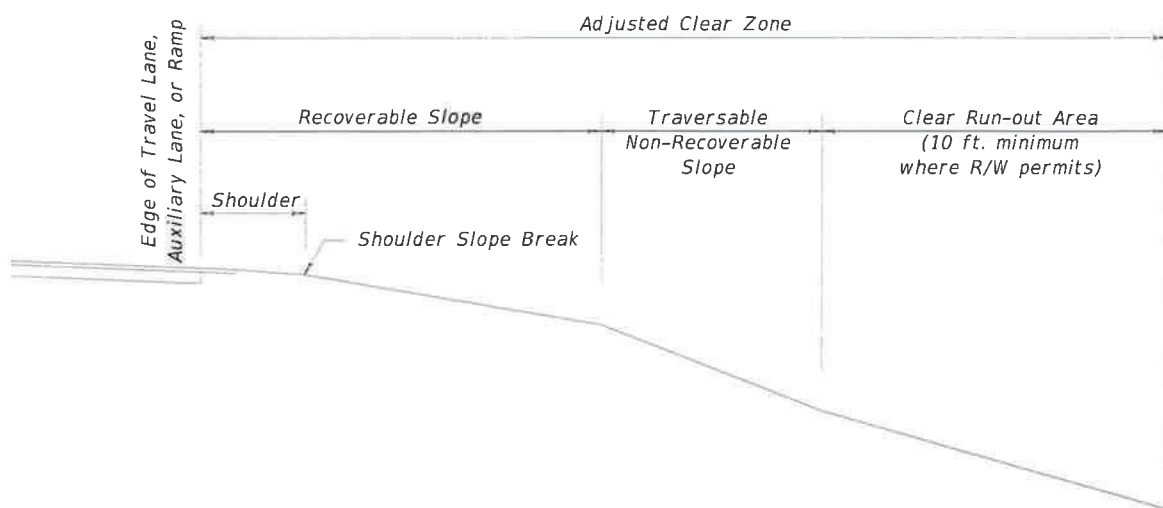


Table 215.2.1 Clear Zone Width Requirements

	Design Speed (mph)						
	≤ 30	35	40	45	50	55	≥ 60
Clear Zone Width for New Construction							
Travel Lanes & Multilane Ramps	12 feet	14 feet	18 feet	24 feet	24 feet	30 feet	36 feet
Auxiliary Lanes & Single Lane Ramps	10 feet	10 feet	10 feet	14 feet	14 feet	18 feet	24 feet
Clear Zone Width for RRR Projects							
Travel Lanes & Multilane Ramps	6 feet	6 feet	6 feet	14 feet	18 feet	18 feet	18 feet
Auxiliary Lanes & Single Lane Ramps	6 feet	6 feet	6 feet	8 feet	8 feet	8 feet	8 feet

Clear zone widths for work zones are provided in [Standard Plans, Index 102-600](#).

215.2.4 Lateral Offset

Lateral offset is the distance from a specified point on the roadway to a roadside hazard. Lateral offset to the roadside hazard is measured as follows:

- Curbed roadways: from face of curb.
- Flush shoulder and high-speed curbed roadways: from outside edge of traveled way.

Lateral offsets apply to all roadways and are determined based on the following:

- Type of facility (i.e., flush shoulder or curbed roadway)
- Design speed
- Design Element
- Project Type (i.e., New Construction, RRR)

Flush shoulder roadways typically have sufficient R/W, to provide the required clear zone widths. Therefore, minimum lateral offset for these roadways is based on maintaining a clear roadside for errant vehicles to recover (i.e., maintaining clear zone width provided in **Table 215.2.1**).

Lateral offsets for curbed roadways should be based on clear zone criteria; however, curbed roadways typically do not have sufficient R/W to provide the required clear zone widths. Therefore, minimum lateral offset on these roadways is based on offset needed for normal operation of the roadway.

At times, it may be necessary to place poles (e.g., signal, light, sign) within the sidewalk. Refer to **FDM 222.2** for minimum unobstructed sidewalk width requirements.

Table 215.2.2 provides minimum lateral offset criteria for roadside features and roadside hazards typically encountered and considered functionally necessary for normal operation of the roadway (e.g., signing, lighting, utilities). For crashworthy objects, meet or exceed the minimum lateral offset criteria provided in **Table 215.2.2**. Locate objects that are not crashworthy as close to the R/W line as practical and no closer than the minimum lateral offset criteria provided.

When a roadside hazard is placed behind a barrier that is justified for other reasons, the minimum lateral offset to the object equals the setback requirements (deflection distance) of the barrier, see **FDM 215.4.6**. Refer to **FDM 215.5** for permissible attachments to barriers.

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FDOT Design Manual

January 1, 2023

When determining minimum lateral offset for bridge piers and abutments, coordinate with vertical clearance requirements found in **FDM 210.10.3**. When shielding is used, refer to setbacks to barriers in **FDM 215.4.6** and **FDM 210.10.3**.

Table 215.2.2 Minimum Lateral Offset Criteria

Design Element		Curbed Roadways				High Speed Curbed and Flush Shoulder Roadway
		New Construction		RRR		
		Design Speed				
		25-35 mph	40-45 mph	25-35 mph	40-45 mph	
Light Poles	Conventional	Do not locate in Medians, except in conjunction with barriers that are justified for other reasons. See <i>FDM 215.2.9</i> .				
		1.5 feet	4.0 feet	1.5 feet	1.5 feet	20 feet from Travel Lane, 14 feet from Auxiliary Lane, or Clear Zone width, whichever is less
	High Mast	Outside Clear Zone				
Signal Poles and Controller Cabinets		Do not locate in Medians, except for PHB in accordance with <i>FDM 215.2.9</i> .				
		1.5 feet	4.0 feet	1.5 feet	1.5 feet	Outside Clear Zone
Traffic Infraction Detectors		For placement and installation specifications, refer to the State Traffic Engineering and Operations Office web page: http://www.fdot.gov/traffic/				
ITS Poles and Related Items	Pole & Other Aboveground Fixed Objects	Do not locate in Medians, except in conjunction with barriers that are justified for other reasons. See <i>FDM 215.2.9</i> .				
		1.5 feet	4.0 feet	1.5 feet	4.0 feet	Outside Clear Zone
	Equipment Shelters and Towers	Do not locate within the limited access right of way,				
	Breakaway Objects	1.5 feet	4.0 feet	1.5 feet	4.0 feet	As Close to R/W As Possible
Traffic Control Signs	Single and Multi-Column	Locate in accordance with <u><i>Standard Plans</i></u> .				
	Overhead Sign Structures (Includes DMS)	Outside Clear Zone				
Trees	Where the diameter is or is expected to be > 4 inches measured 6 inches above the ground	1.5 feet	4.0 feet	1.5 feet	1.5 feet	Outside Clear Zone
		RRR Projects: (1) Meet New Construction criteria for new plantings.				

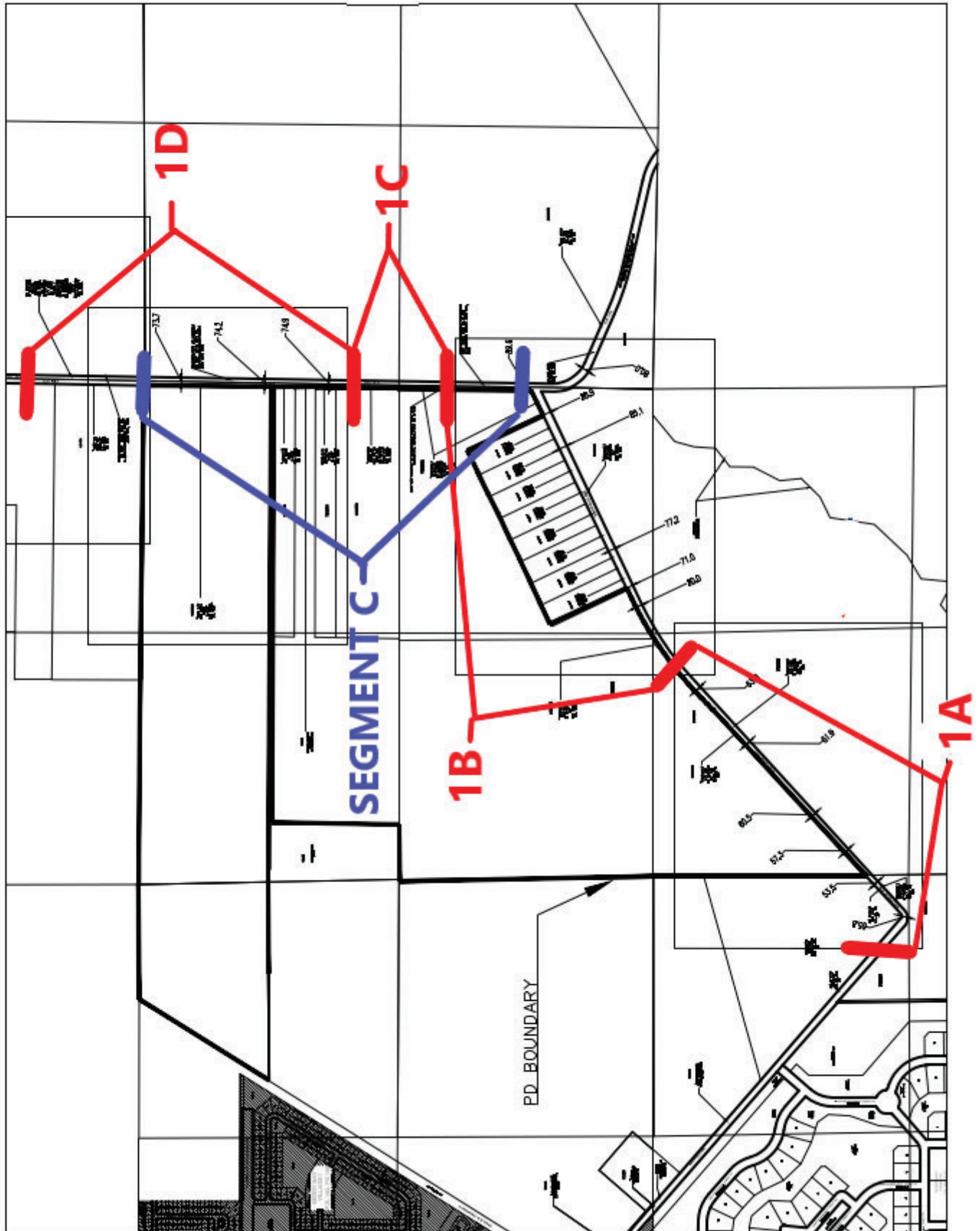
Table 215.2.2 Minimum Lateral Offset Criteria (cont.)

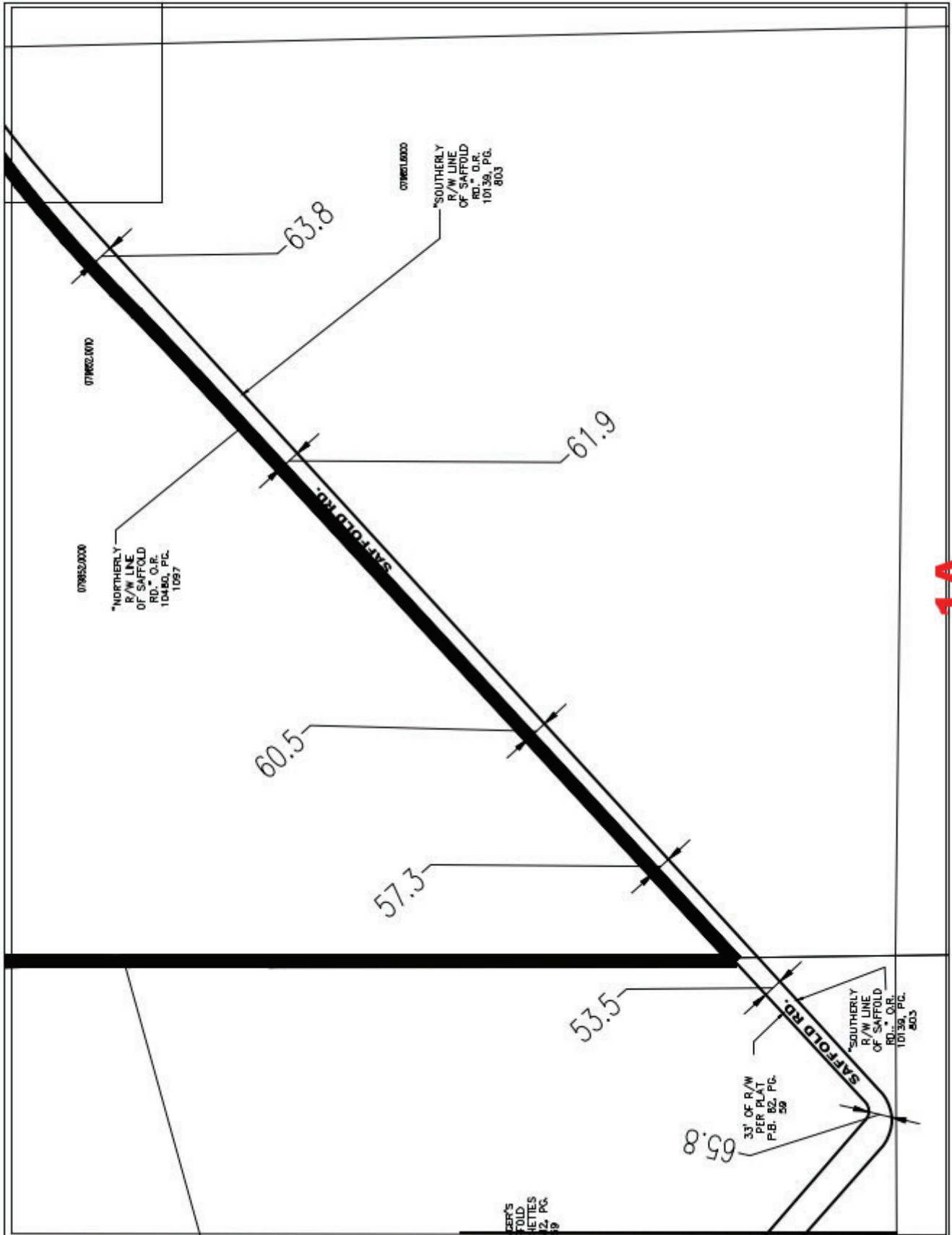
Design Element		Curbed Roadways				High Speed Curbed and Flush Shoulder Roadway
		New Construction		RRR		
		Design Speed				
		25-35 mph	40-45 mph	25-35 mph	40-45 mph	
Aboveground Utilities (See <i>FDM 215.2.8</i>)	Existing Utilities	1.5 feet	4.0 feet	1.5 feet	4.0 feet	Outside Clear Zone
	New or Relocated Utilities	4.0 feet				Outside Clear Zone
	RRR Projects: Existing aboveground utilities are not required to be relocated unless one of the following applies: <ul style="list-style-type: none"> The edge of traveled way is being moved closer to the aboveground utility; e.g., addition of an auxiliary lane, or They have been hit 3 times in 5 years. 					
Railroad Grade Crossing Traffic Control Device		Locate in accordance with <i>Standard Plans, Index 509-100</i> and <i>Index 509-070</i>				
Roadways Overpassing Railroads		For Horizontal Clearances where roadways overpass railroads refer to <i>FDM 220</i> .				
Canal and Drop-off Hazards		See <i>FDM 215.3</i>				
Bridge Piers and Abutments (See <i>FDM 215.4.5.4</i> for Pier Protection criteria and <i>Figures 260.6.3 & 260.6.4</i>)		The greater of the following: <ul style="list-style-type: none"> <u>Inside or Outside Travel Lane:</u> 16 feet from Edge of Travel Lane <u>Outside Auxiliary Lane:</u> 4 feet from Face of Curb <u>Inside Auxiliary Lane (Median):</u> 6 feet from Edge of Auxiliary Lane 			Outside Clear Zone	
Drainage Structures (e.g., wingwalls, endwalls, flared end sections)		Refer to the FDOT Drainage Manual				
Mailboxes		Locate in accordance with <i>Standard Plans, Index 110-200</i>				
Bus Benches and Transit Shelters		Locate in accordance with <i>Rule Chapter 14-20.003, Florida Administrative Code (F.A.C.)</i> . Transit bus benches must be located in accordance with <i>Rule Chapter 14-20.0032, F.A.C.</i>				
Pedestrian Railing		4.0 feet			Outside Clear Zone	

RIGHT OF WAY EXHIBIT

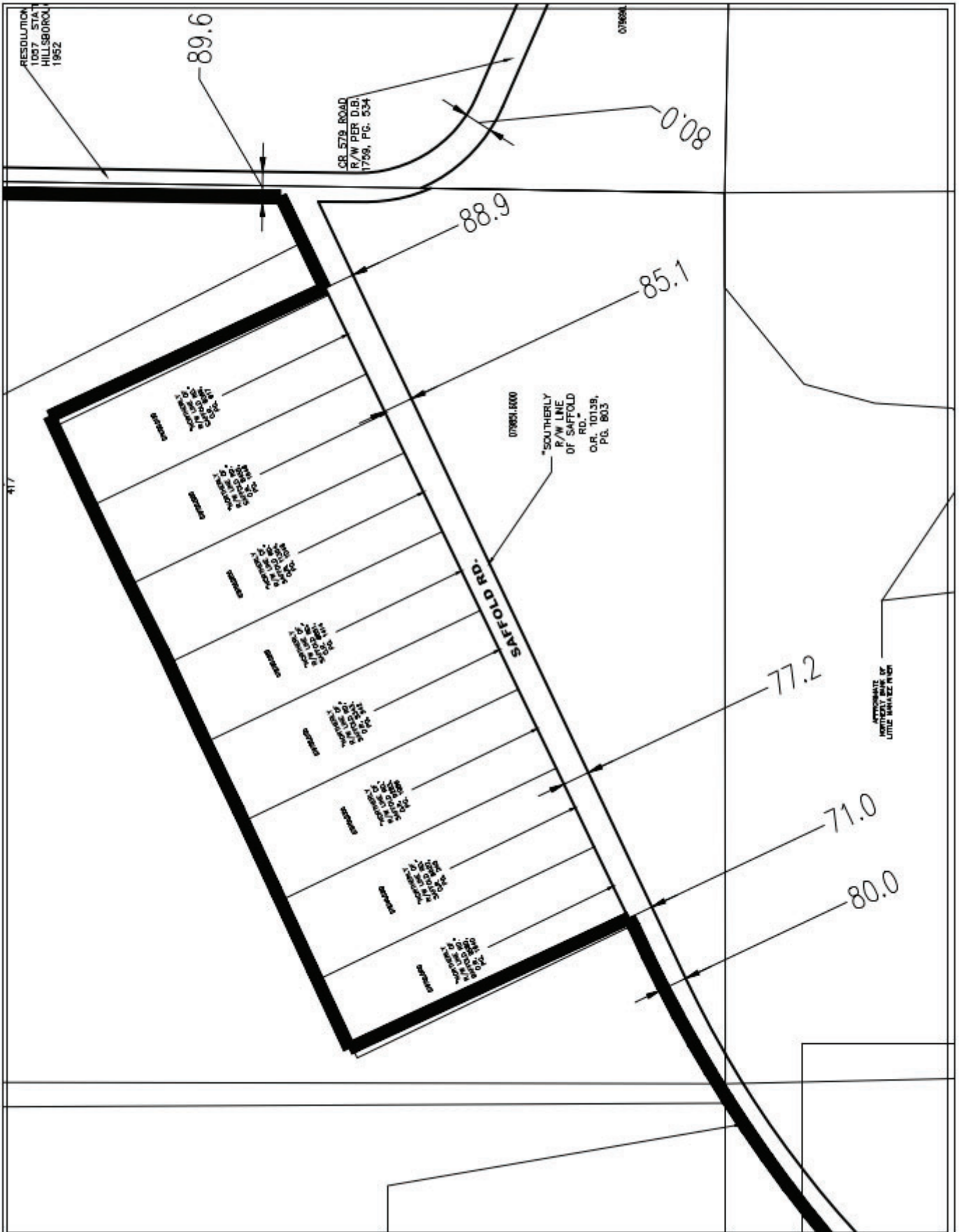


OVERALL ROW SHEET 1

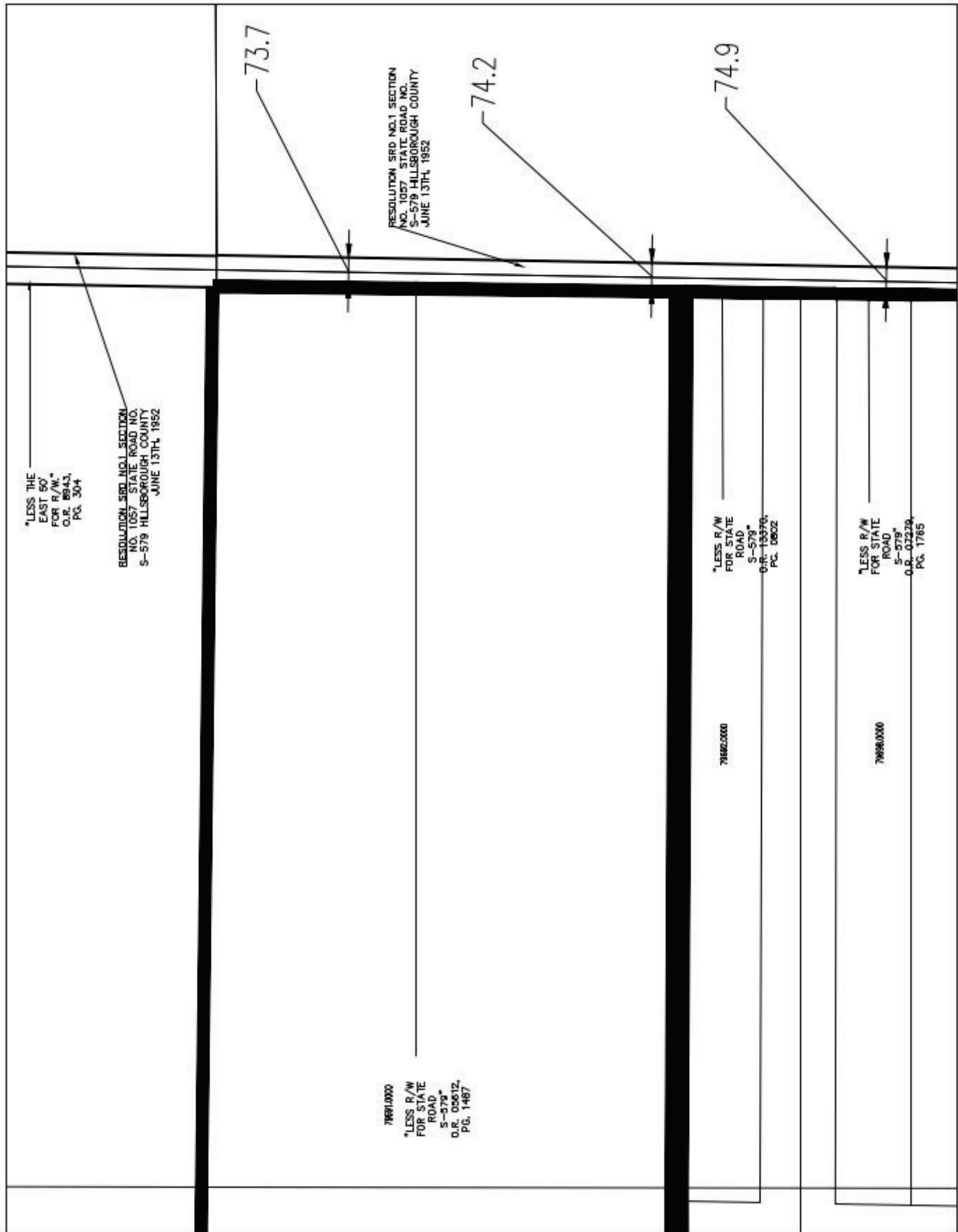


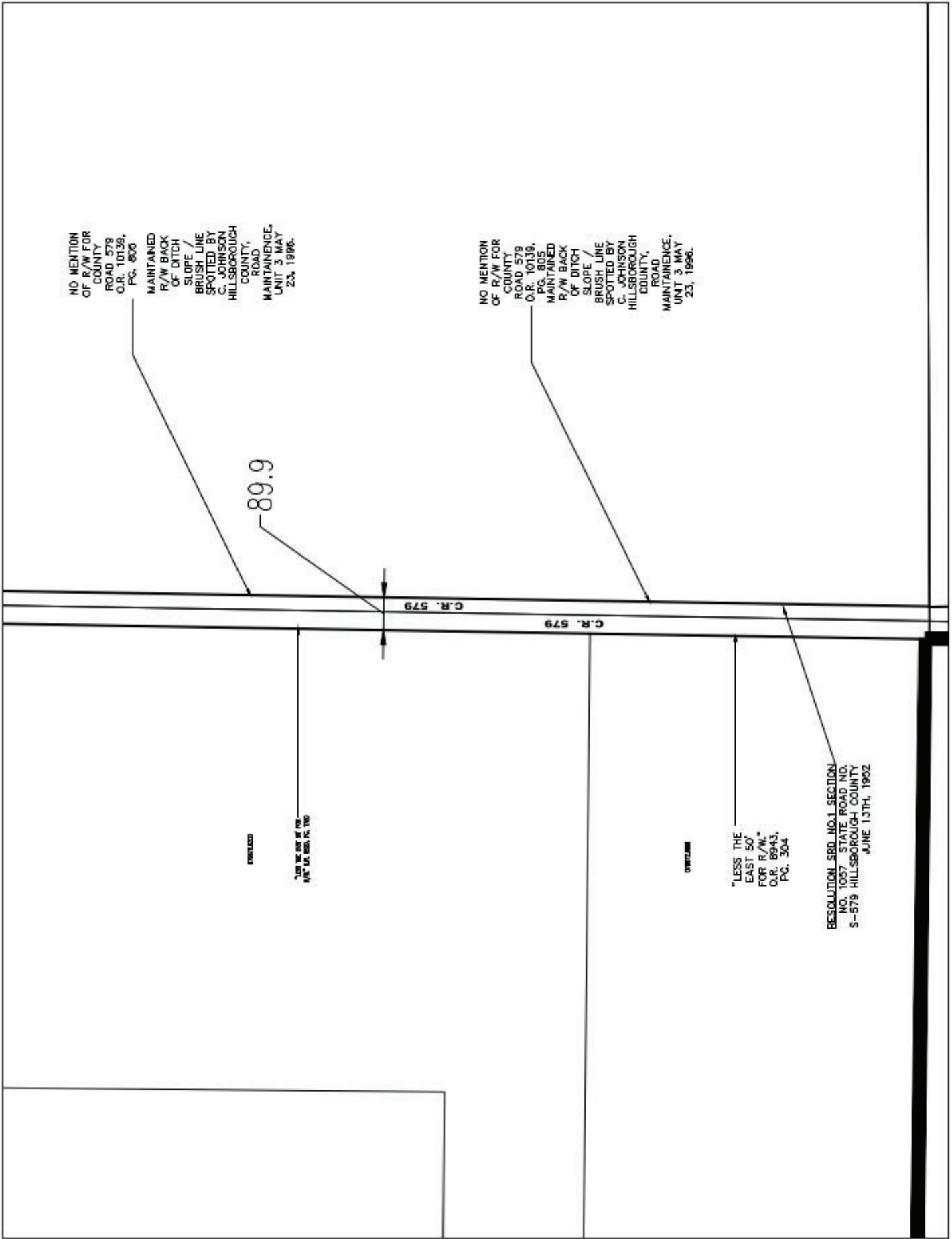


1A



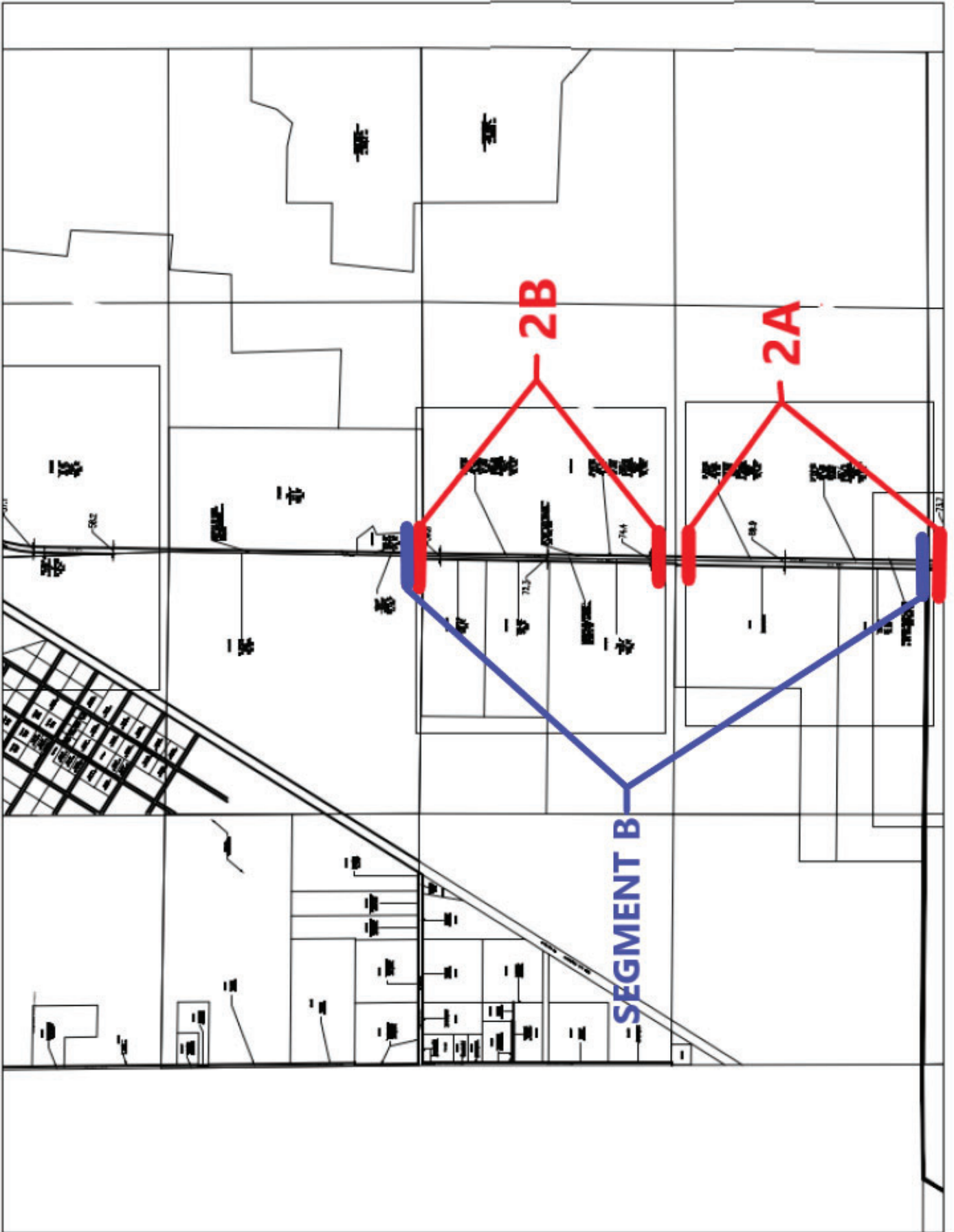
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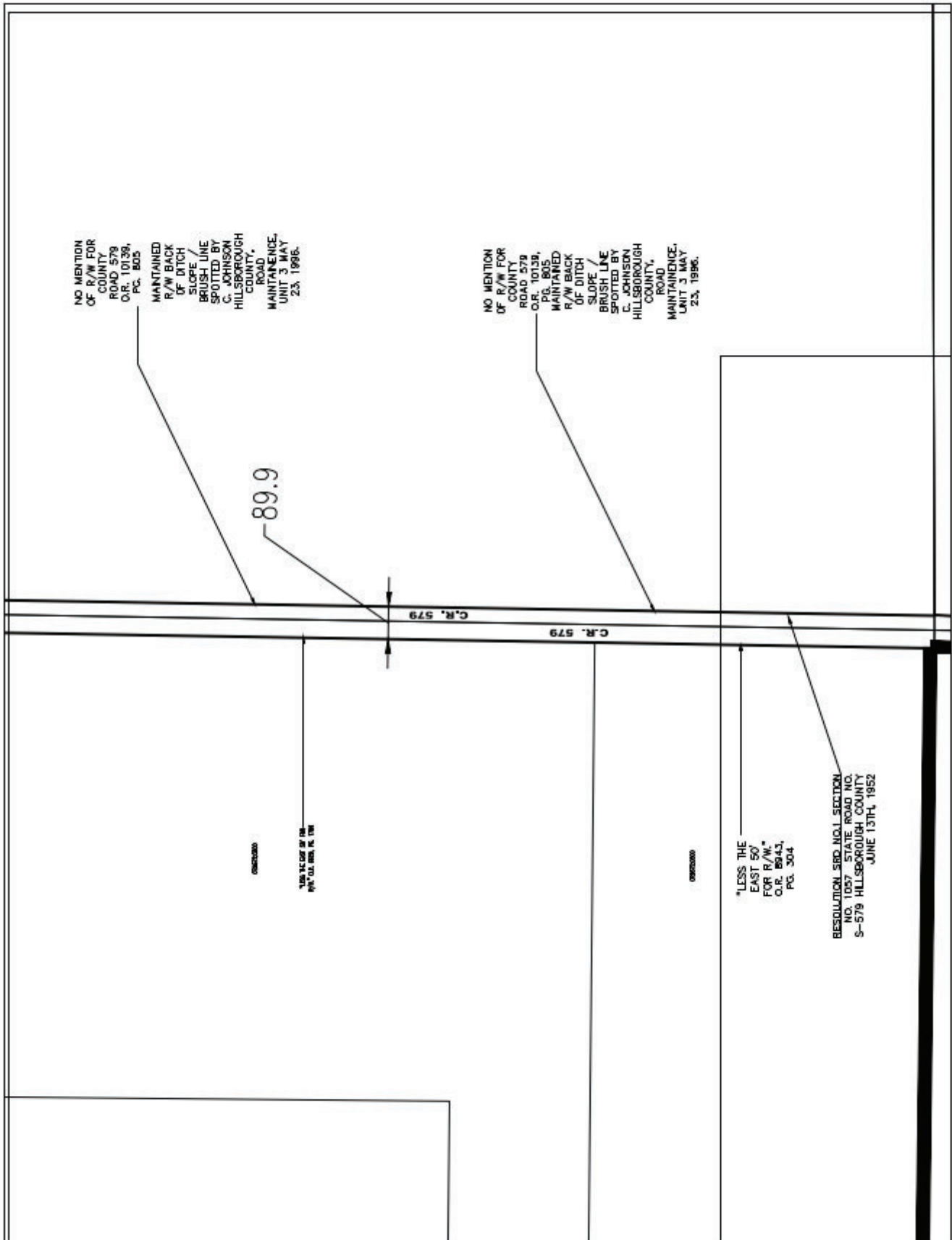




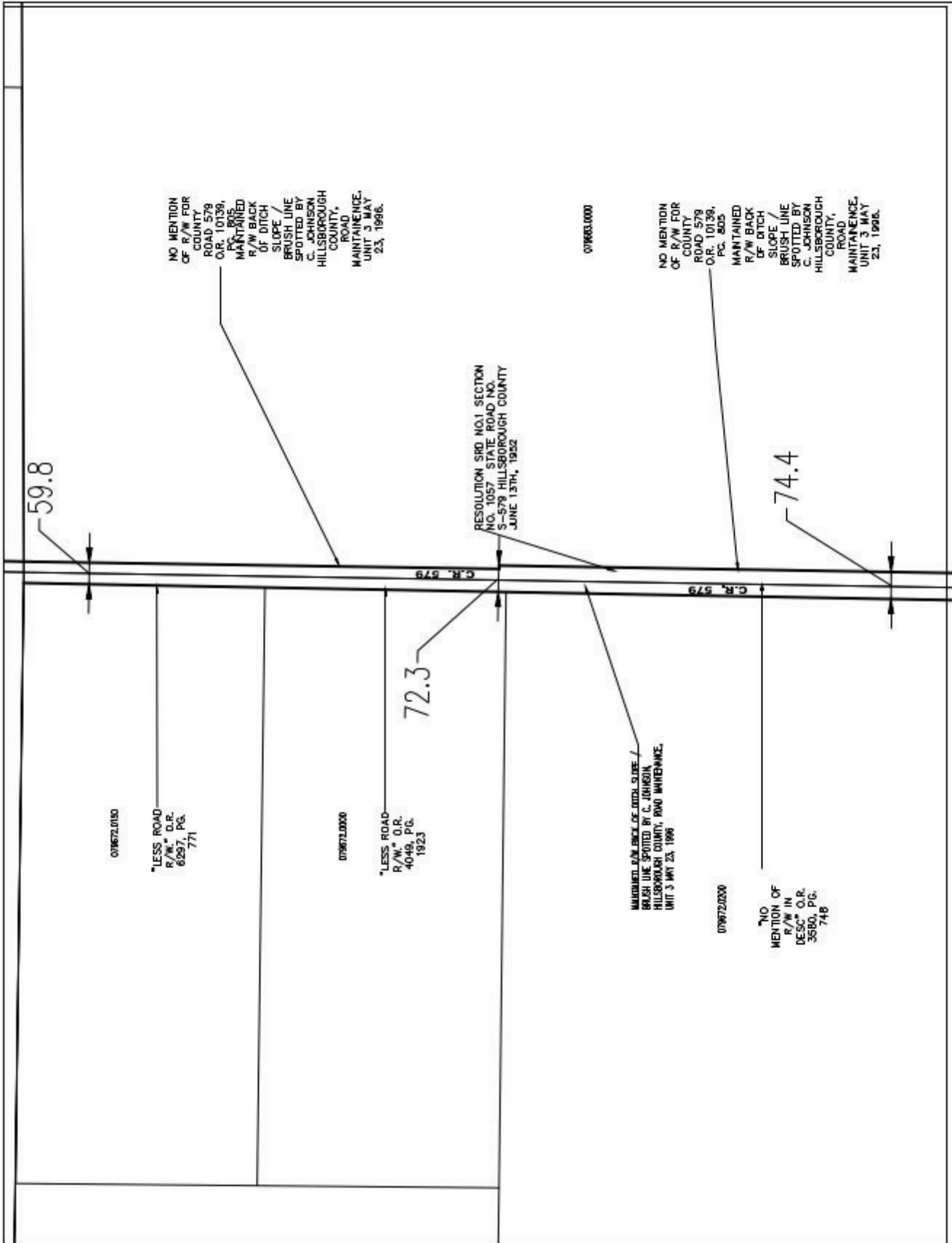
1D

OVERALL ROW SHEET 2



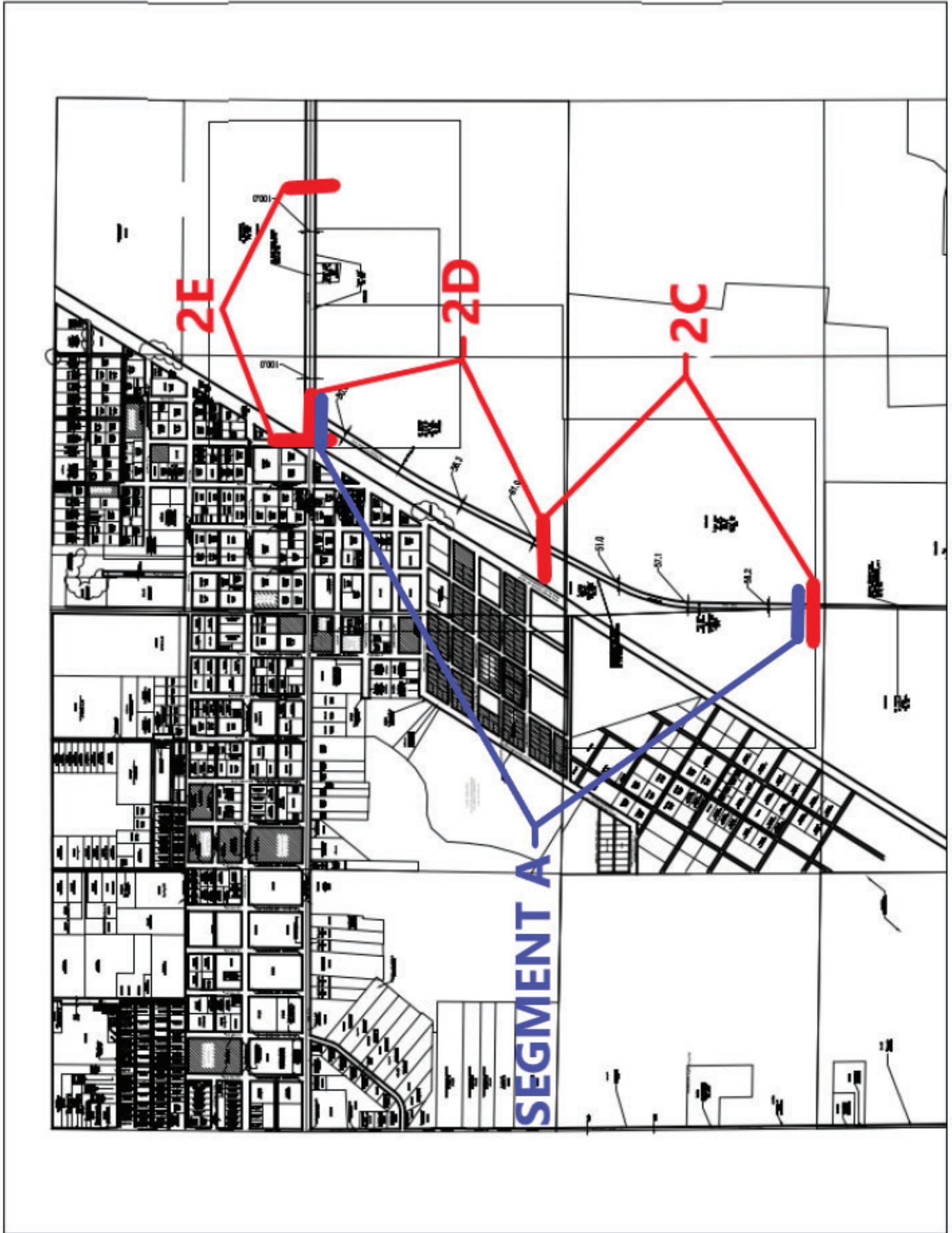


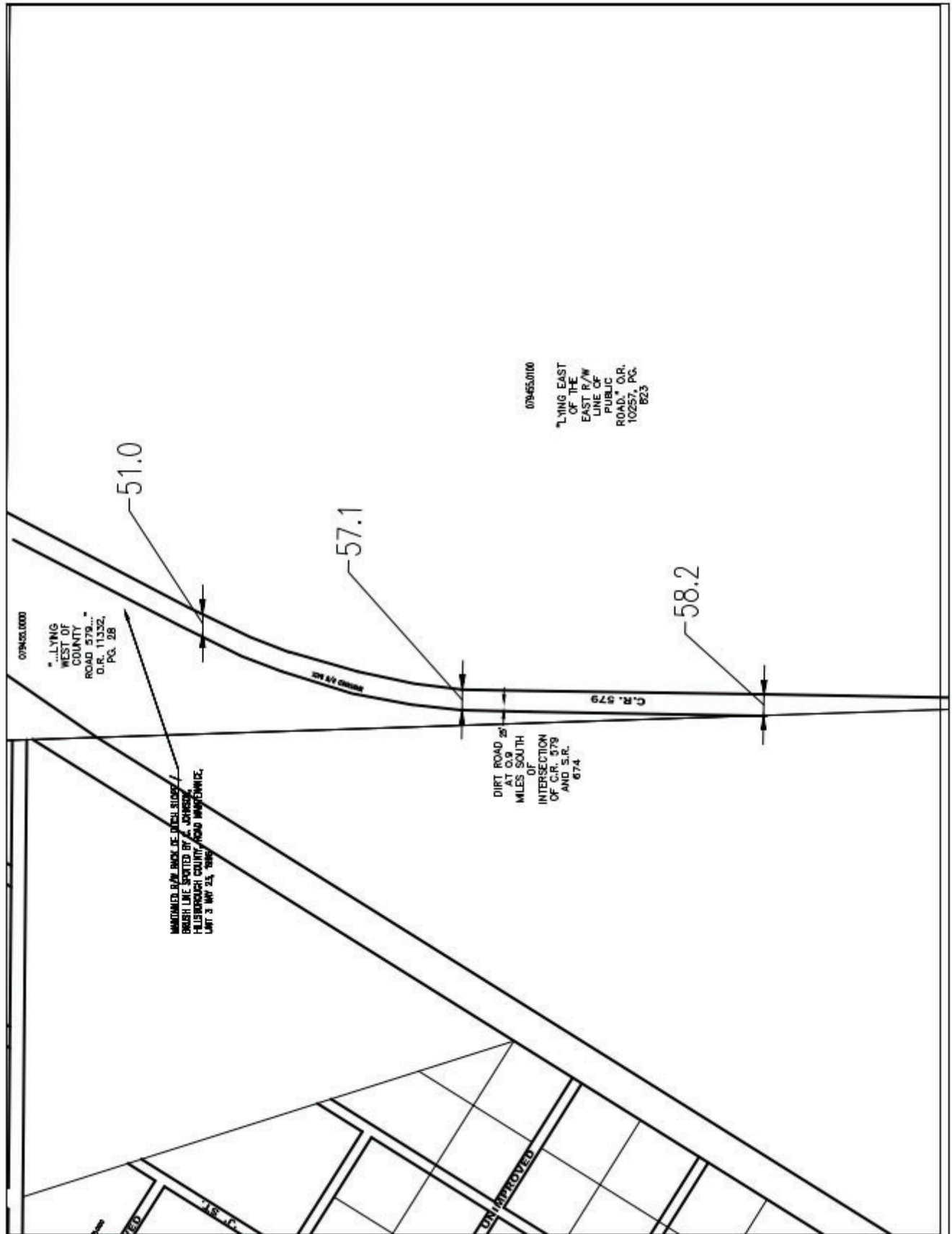
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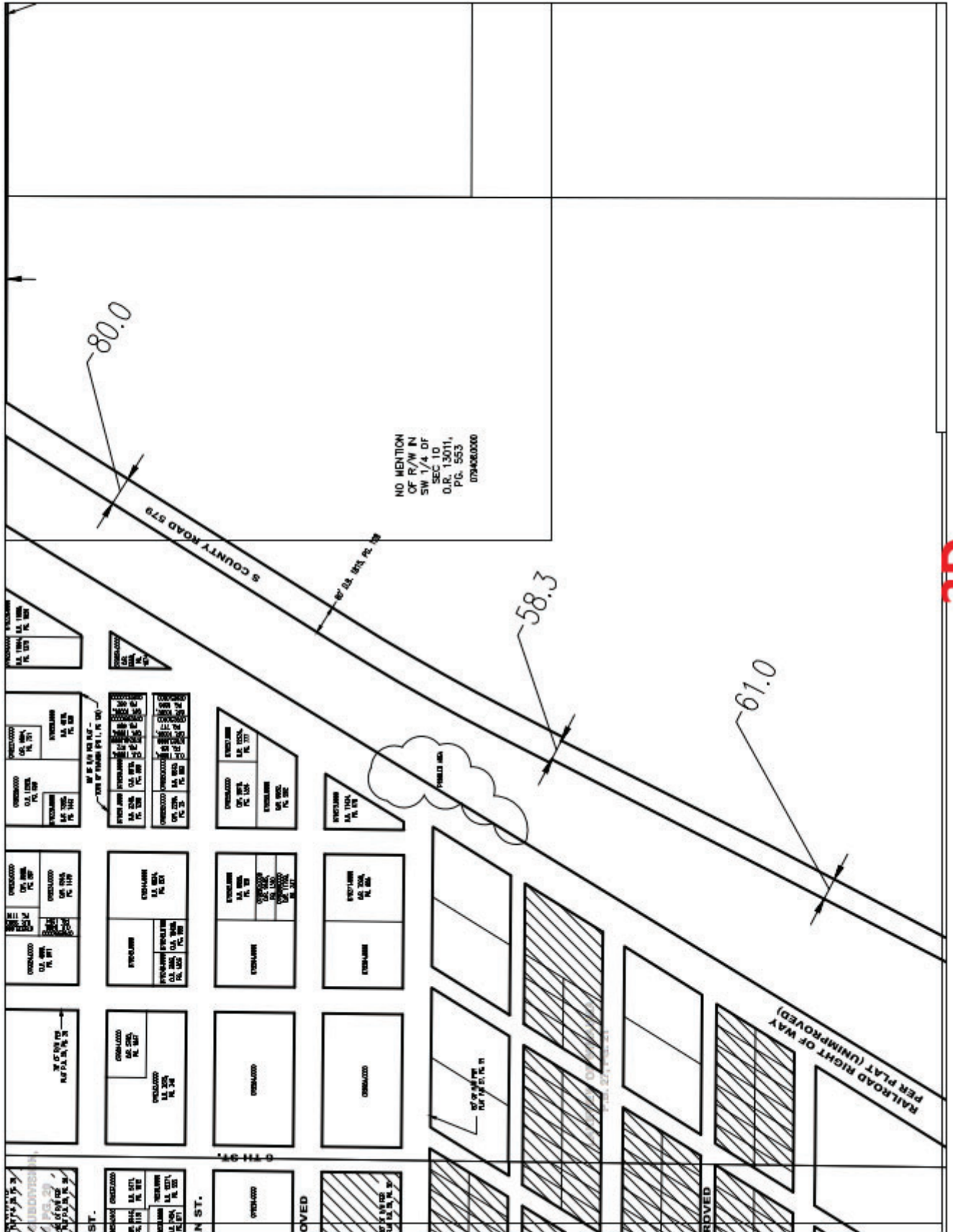
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OVERALL ROW SHEET 2 C-E

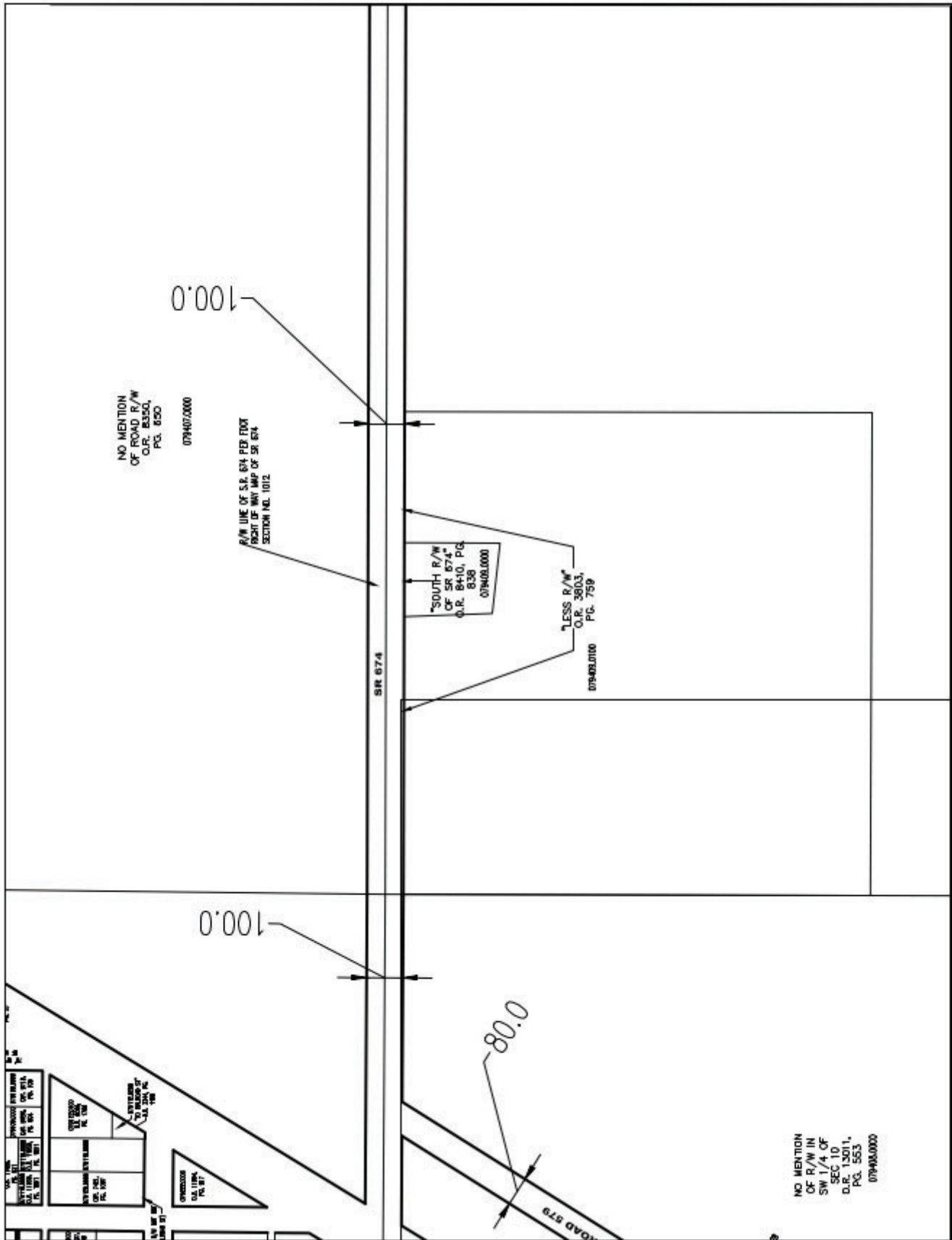




2C



2E





LINCKS & ASSOCIATES, INC.

April 24, 2023

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

Re: Council Growers
RZ 23-0041
Folio 79702.0000, 79691.000, 79693.0000,
7962.0000, 79698.010, 79698.0000,
79699.0000, 79700.000, 79852.0000,
79852.0000, 79456.000, 79454.0000,
7945.0100
Lincks Project # 19119

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet the Land Development Code Section 3.24.06 - Substandard Roadways of the Hillsborough County Land Development for Saffold Road from the western property line to CR 579. The project is located west of CR 579 and north of Saffold Road. The developer proposes to rezone the property to Planned Development to allow the following:

- 1,447 Single Family Homes
- 370 Townhomes
- 10 Acre Park

There are also planned to be two (2) Village Centers that are to include the following land uses:

Village Center North:

- Day Care – 150 Students
- Church – 500 Seats
- Flexible Market Space – 1 Acre
- Civic Use – Fire Station – 5,000 Square Feet

Village Center South:

- Day Care – 150 Students
- Church – 500 Seats
- Flexible Market Space – 1 Acre

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

23-0041

Mr. Mike Williams
April 24, 2023
Page 2

The essential elements evaluated for the subject segment of Saffold Road are included in the Appendix of this letter. Based on the evaluation, there is not sufficient right of way to improve Saffold Road to TS-7 standards. Therefore, a Design Exception is requested for Saffold Road. The roadway is broken down into segments based on ownership, right of way and existing/future development.

Segment A

This section is from the western property boundary to CR 579 where the subject property has frontage along Saffold Road. See Typical Section A for the section along the segment.

1. Right of Way – TS-7 has 96 feet of right of way. The right of way along the segment of Saffold Road varies between approximately 57 feet and 89 feet. The developer has committed to providing 48 feet of right of way measured from the centerline of Saffold Road along the northern portion of Saffold Road where they own property adjacent to Saffold Road.
2. Lane Width – TS-7 has 12 foot lanes. The proposed section is to maintain the existing lanes at 10 feet. Due to limited right of way, 12 foot lanes cannot be provided.
3. Shoulder – TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot shoulder with 5 feet paved.
4. Sidewalk – TS-7 has 5 foot sidewalk on both sides of the roadway. A 10 foot multi-use path is proposed along the north side of Saffold Road. The 10 foot multi-use path will transition to the 5 foot sidewalk within Segment B. The Florida Design Manual Section 224.4 allows the standard 12 foot wide multi-use trail to be reduced to 10 feet due to limited right of way.

Segment B

This section is along the portion of Saffold Road that the developer does not own any property. See Typical Section B for the section along the segment.

1. Right of Way – TS-7 has 96 feet of right of way. The right of way along the segment of Saffold Road varies between 71 feet to 89 feet.
2. Lane Width – TS-7 has 12 foot lanes. The proposed section is to maintain the existing lanes at 10 feet. Due to limited right of way, 12 foot lanes cannot be provided.
3. Shoulder – TS-7 has 8 foot shoulders with 5 feet paved. The proposed section has 6 foot stabilized shoulder.
4. Sidewalk – TS-7 has 5 foot sidewalk on both sides of the roadway. A 5 foot sidewalk is proposed along the north side of Saffold Road.

Mr. Mike Williams
April 24, 2023
Page 3

The proposed Design Exception for Saffold Road furthers the public health, safety and welfare based on the following:

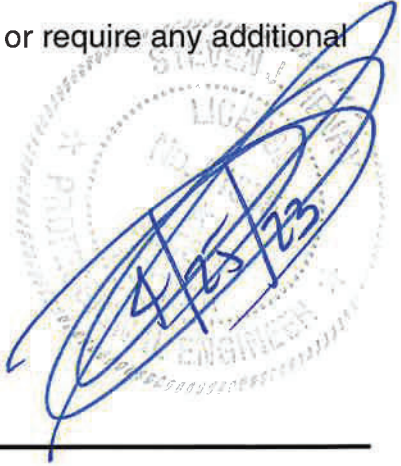
1. A continuous multi-use path/sidewalk along the section of the roadway is to be provided. This increases the pedestrian safety along the roadway and furthers the Vision Zero goals for Hillsborough County.

Mr. Mike Williams
April 24, 2023
Page 4

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., (813) 276-8364, TiradoS@hillsboroughcounty.org.

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

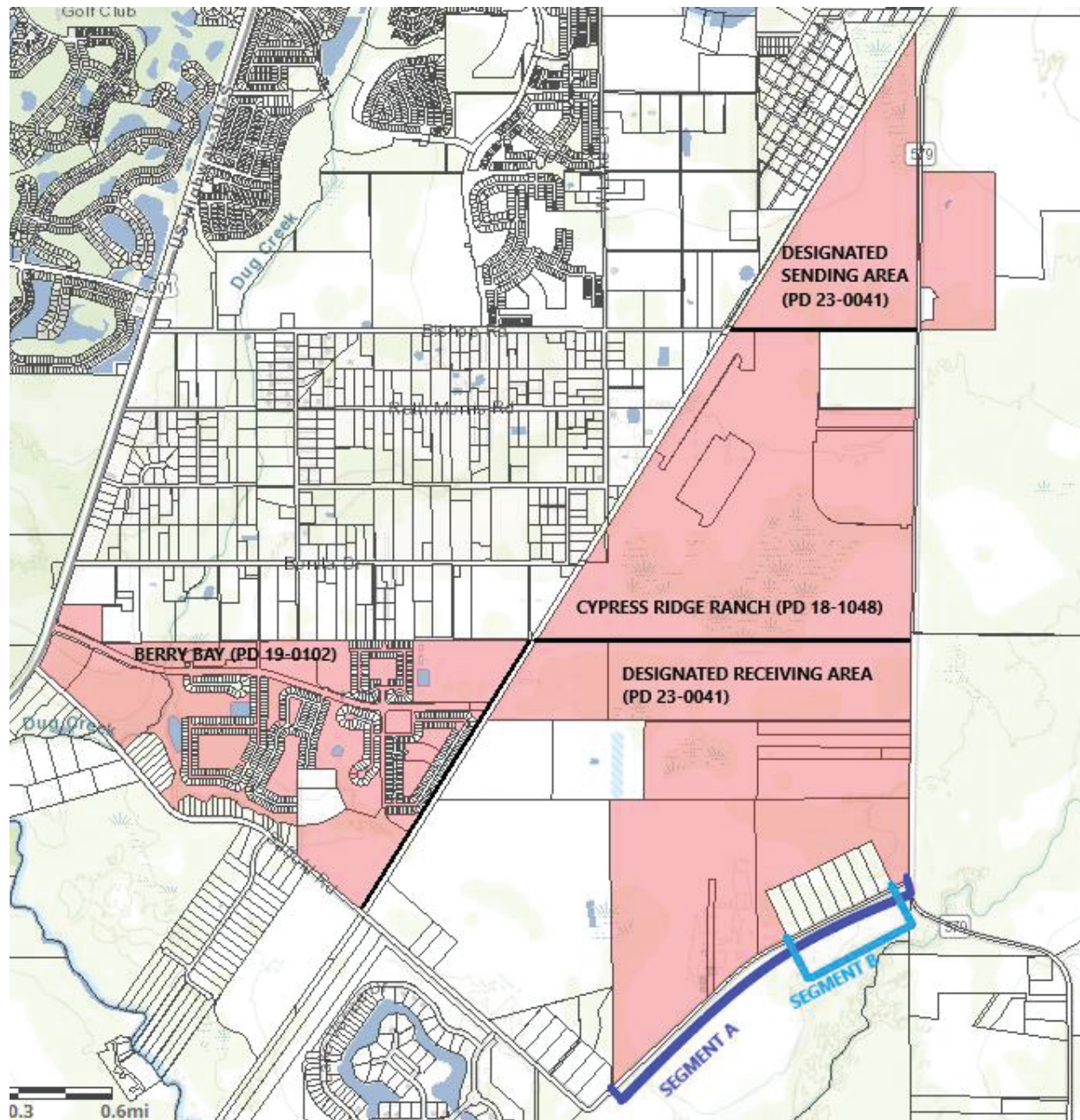
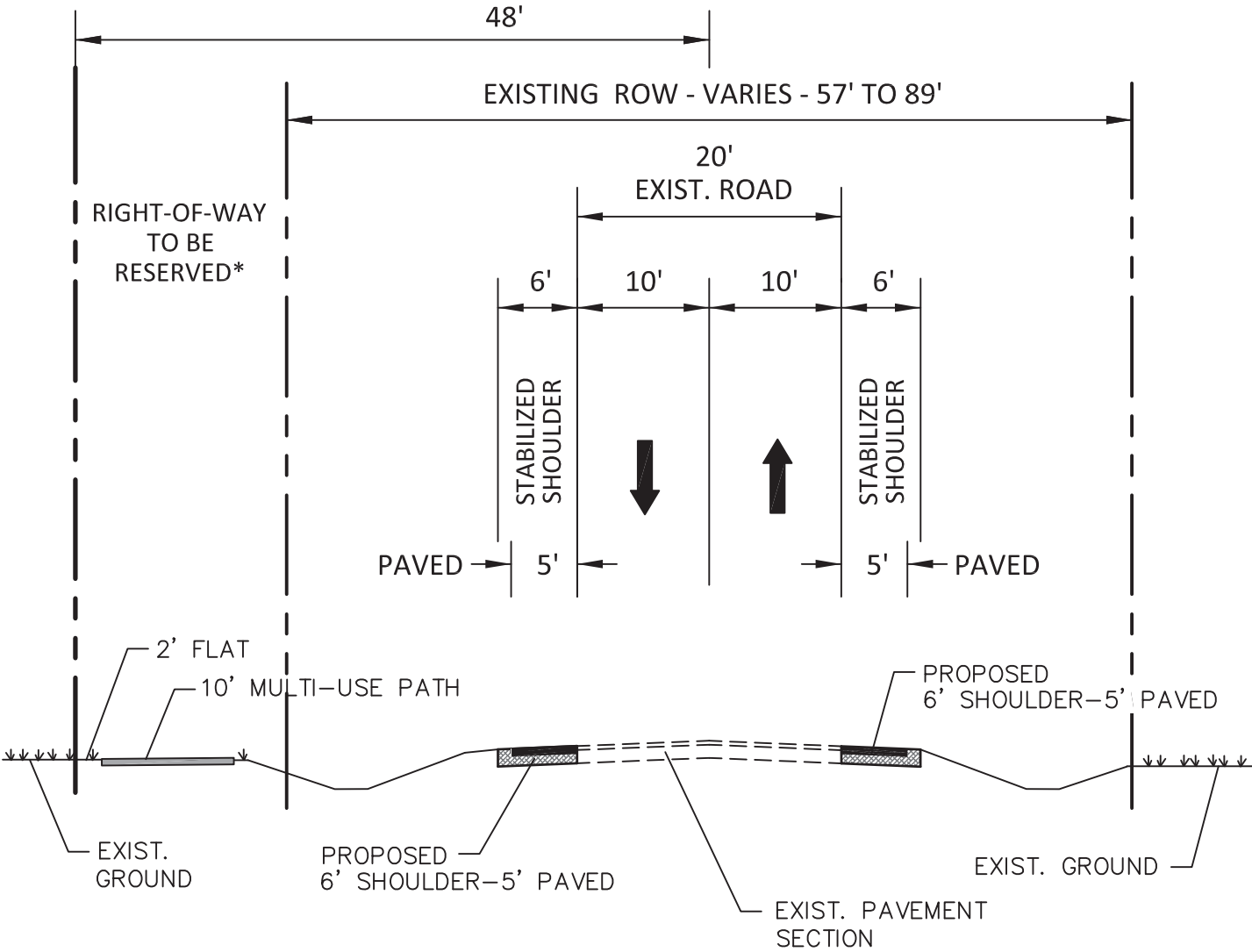
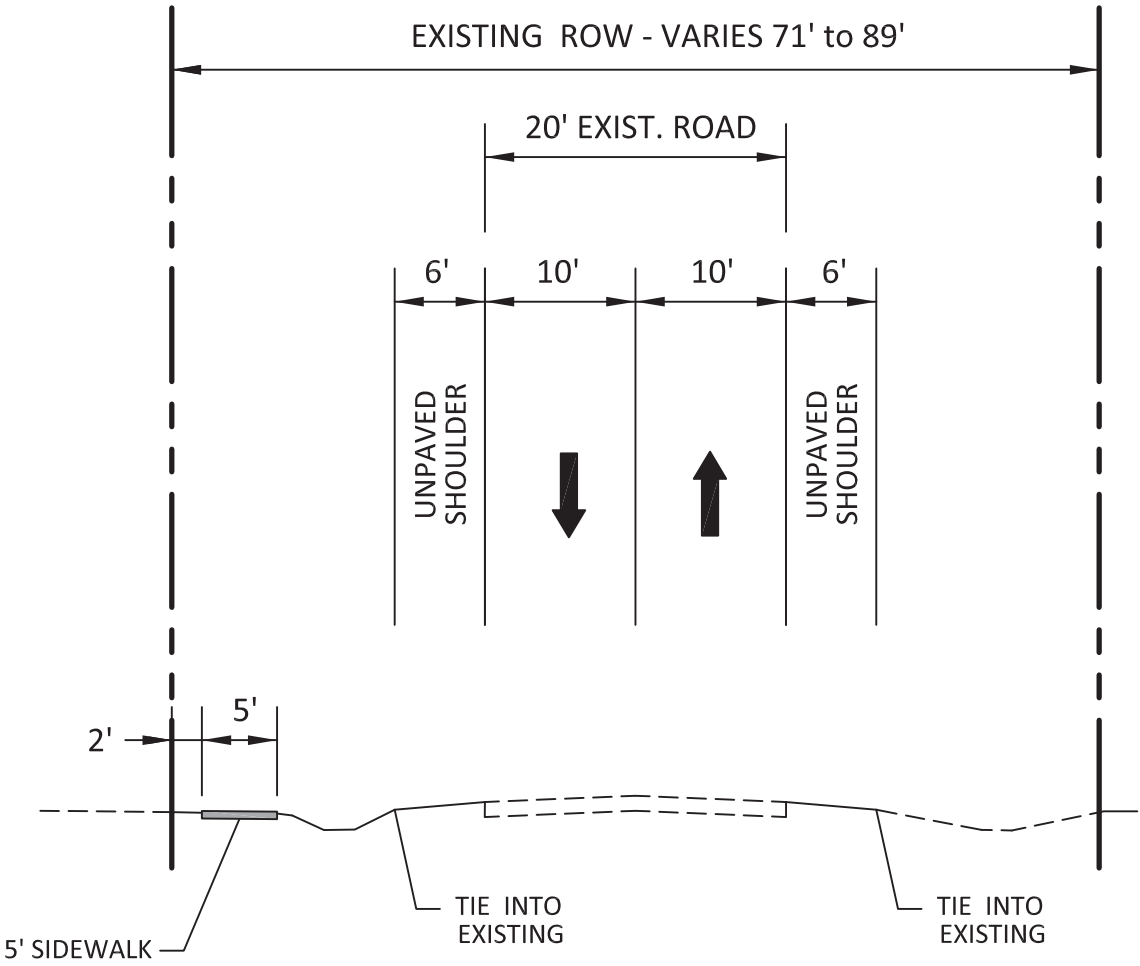


FIGURE 1



TYPICAL SECTION SEGMENT A SAFFOLD ROAD



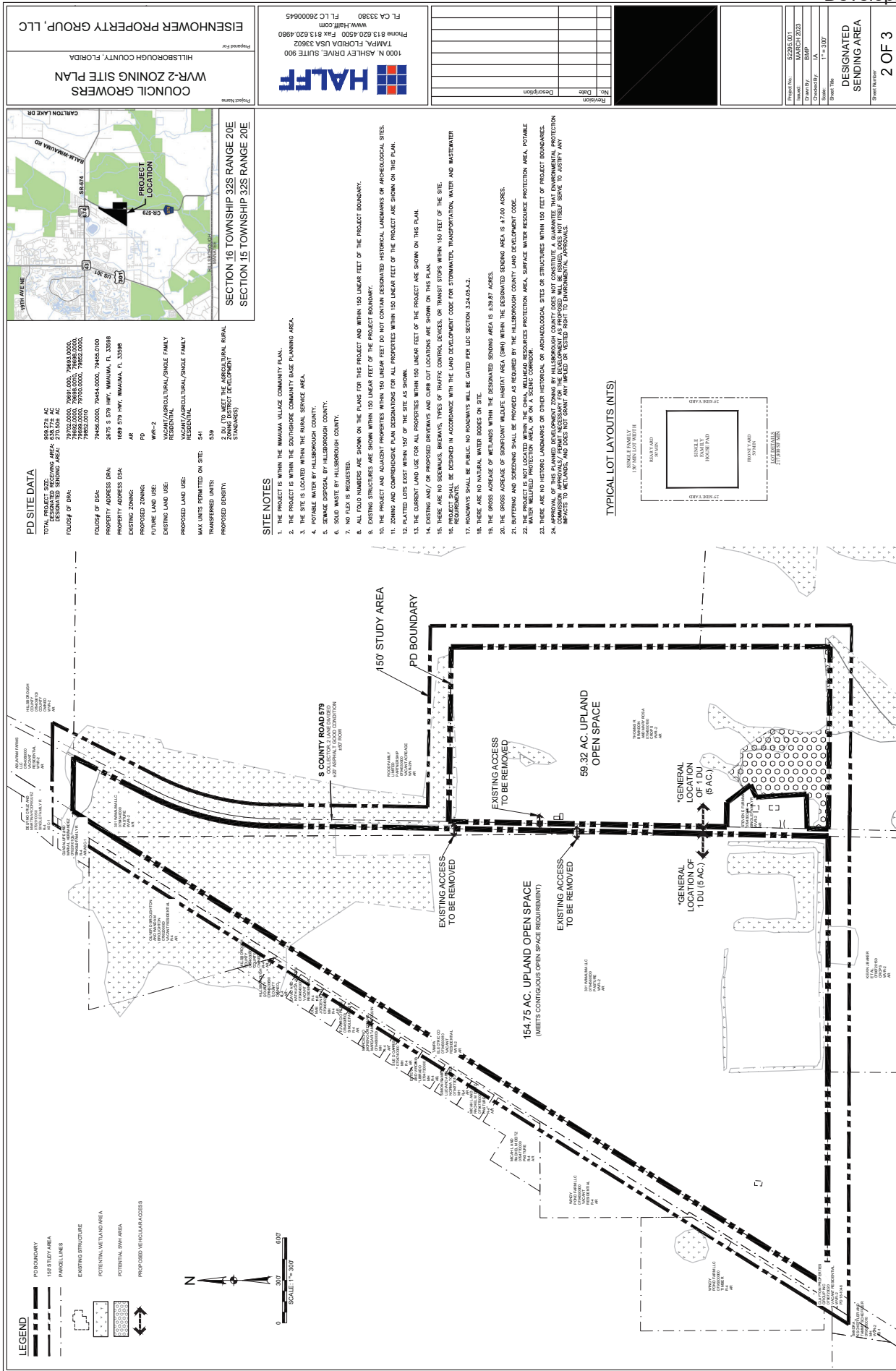
**TYPICAL SECTION
SEGMENT B
SAFFOLD ROAD**

APPENDIX



PD PLAN





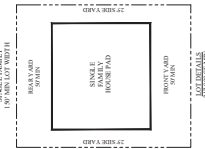
PD SITE DATA

TOTAL PROJECT SIZE: 908,274 AC
 DESIGNATED SENDING AREA: 535,278 AC
 DESIGNATED SENDING AREA: 79,702,000, 79,811,000, 79,853,000, 79,895,000, 79,937,000, 79,979,000, 80,021,000, 80,063,000, 80,105,000, 80,147,000, 80,189,000, 80,231,000, 80,273,000, 80,315,000, 80,357,000, 80,399,000, 80,441,000, 80,483,000, 80,525,000, 80,567,000, 80,609,000, 80,651,000, 80,693,000, 80,735,000, 80,777,000, 80,819,000, 80,861,000, 80,903,000, 80,945,000, 80,987,000, 81,029,000, 81,071,000, 81,113,000, 81,155,000, 81,197,000, 81,239,000, 81,281,000, 81,323,000, 81,365,000, 81,407,000, 81,449,000, 81,491,000, 81,533,000, 81,575,000, 81,617,000, 81,659,000, 81,701,000, 81,743,000, 81,785,000, 81,827,000, 81,869,000, 81,911,000, 81,953,000, 81,995,000, 82,037,000, 82,079,000, 82,121,000, 82,163,000, 82,205,000, 82,247,000, 82,289,000, 82,331,000, 82,373,000, 82,415,000, 82,457,000, 82,499,000, 82,541,000, 82,583,000, 82,625,000, 82,667,000, 82,709,000, 82,751,000, 82,793,000, 82,835,000, 82,877,000, 82,919,000, 82,961,000, 83,003,000, 83,045,000, 83,087,000, 83,129,000, 83,171,000, 83,213,000, 83,255,000, 83,297,000, 83,339,000, 83,381,000, 83,423,000, 83,465,000, 83,507,000, 83,549,000, 83,591,000, 83,633,000, 83,675,000, 83,717,000, 83,759,000, 83,801,000, 83,843,000, 83,885,000, 83,927,000, 83,969,000, 84,011,000, 84,053,000, 84,095,000, 84,137,000, 84,179,000, 84,221,000, 84,263,000, 84,305,000, 84,347,000, 84,389,000, 84,431,000, 84,473,000, 84,515,000, 84,557,000, 84,599,000, 84,641,000, 84,683,000, 84,725,000, 84,767,000, 84,809,000, 84,851,000, 84,893,000, 84,935,000, 84,977,000, 85,019,000, 85,061,000, 85,103,000, 85,145,000, 85,187,000, 85,229,000, 85,271,000, 85,313,000, 85,355,000, 85,397,000, 85,439,000, 85,481,000, 85,523,000, 85,565,000, 85,607,000, 85,649,000, 85,691,000, 85,733,000, 85,775,000, 85,817,000, 85,859,000, 85,901,000, 85,943,000, 85,985,000, 86,027,000, 86,069,000, 86,111,000, 86,153,000, 86,195,000, 86,237,000, 86,279,000, 86,321,000, 86,363,000, 86,405,000, 86,447,000, 86,489,000, 86,531,000, 86,573,000, 86,615,000, 86,657,000, 86,699,000, 86,741,000, 86,783,000, 86,825,000, 86,867,000, 86,909,000, 86,951,000, 86,993,000, 87,035,000, 87,077,000, 87,119,000, 87,161,000, 87,203,000, 87,245,000, 87,287,000, 87,329,000, 87,371,000, 87,413,000, 87,455,000, 87,497,000, 87,539,000, 87,581,000, 87,623,000, 87,665,000, 87,707,000, 87,749,000, 87,791,000, 87,833,000, 87,875,000, 87,917,000, 87,959,000, 88,001,000, 88,043,000, 88,085,000, 88,127,000, 88,169,000, 88,211,000, 88,253,000, 88,295,000, 88,337,000, 88,379,000, 88,421,000, 88,463,000, 88,505,000, 88,547,000, 88,589,000, 88,631,000, 88,673,000, 88,715,000, 88,757,000, 88,799,000, 88,841,000, 88,883,000, 88,925,000, 88,967,000, 89,009,000, 89,051,000, 89,093,000, 89,135,000, 89,177,000, 89,219,000, 89,261,000, 89,303,000, 89,345,000, 89,387,000, 89,429,000, 89,471,000, 89,513,000, 89,555,000, 89,597,000, 89,639,000, 89,681,000, 89,723,000, 89,765,000, 89,807,000, 89,849,000, 89,891,000, 89,933,000, 89,975,000, 90,017,000, 90,059,000, 90,101,000, 90,143,000, 90,185,000, 90,227,000, 90,269,000, 90,311,000, 90,353,000, 90,395,000, 90,437,000, 90,479,000, 90,521,000, 90,563,000, 90,605,000, 90,647,000, 90,689,000, 90,731,000, 90,773,000, 90,815,000, 90,857,000, 90,899,000, 90,941,000, 90,983,000, 91,025,000, 91,067,000, 91,109,000, 91,151,000, 91,193,000, 91,235,000, 91,277,000, 91,319,000, 91,361,000, 91,403,000, 91,445,000, 91,487,000, 91,529,000, 91,571,000, 91,613,000, 91,655,000, 91,697,000, 91,739,000, 91,781,000, 91,823,000, 91,865,000, 91,907,000, 91,949,000, 91,991,000, 92,033,000, 92,075,000, 92,117,000, 92,159,000, 92,201,000, 92,243,000, 92,285,000, 92,327,000, 92,369,000, 92,411,000, 92,453,000, 92,495,000, 92,537,000, 92,579,000, 92,621,000, 92,663,000, 92,705,000, 92,747,000, 92,789,000, 92,831,000, 92,873,000, 92,915,000, 92,957,000, 93,000, 93,042,000, 93,084,000, 93,126,000, 93,168,000, 93,210,000, 93,252,000, 93,294,000, 93,336,000, 93,378,000, 93,420,000, 93,462,000, 93,504,000, 93,546,000, 93,588,000, 93,630,000, 93,672,000, 93,714,000, 93,756,000, 93,798,000, 93,840,000, 93,882,000, 93,924,000, 93,966,000, 94,008,000, 94,050,000, 94,092,000, 94,134,000, 94,176,000, 94,218,000, 94,260,000, 94,302,000, 94,344,000, 94,386,000, 94,428,000, 94,470,000, 94,512,000, 94,554,000, 94,596,000, 94,638,000, 94,680,000, 94,722,000, 94,764,000, 94,806,000, 94,848,000, 94,890,000, 94,932,000, 94,974,000, 95,016,000, 95,058,000, 95,100,000, 95,142,000, 95,184,000, 95,226,000, 95,268,000, 95,310,000, 95,352,000, 95,394,000, 95,436,000, 95,478,000, 95,520,000, 95,562,000, 95,604,000, 95,646,000, 95,688,000, 95,730,000, 95,772,000, 95,814,000, 95,856,000, 95,898,000, 95,940,000, 95,982,000, 96,024,000, 96,066,000, 96,108,000, 96,150,000, 96,192,000, 96,234,000, 96,276,000, 96,318,000, 96,360,000, 96,402,000, 96,444,000, 96,486,000, 96,528,000, 96,570,000, 96,612,000, 96,654,000, 96,696,000, 96,738,000, 96,780,000, 96,822,000, 96,864,000, 96,906,000, 96,948,000, 96,990,000, 97,032,000, 97,074,000, 97,116,000, 97,158,000, 97,200,000, 97,242,000, 97,284,000, 97,326,000, 97,368,000, 97,410,000, 97,452,000, 97,494,000, 97,536,000, 97,578,000, 97,620,000, 97,662,000, 97,704,000, 97,746,000, 97,788,000, 97,830,000, 97,872,000, 97,914,000, 97,956,000, 98,000, 98,042,000, 98,084,000, 98,126,000, 98,168,000, 98,210,000, 98,252,000, 98,294,000, 98,336,000, 98,378,000, 98,420,000, 98,462,000, 98,504,000, 98,546,000, 98,588,000, 98,630,000, 98,672,000, 98,714,000, 98,756,000, 98,798,000, 98,840,000, 98,882,000, 98,924,000, 98,966,000, 99,008,000, 99,050,000, 99,092,000, 99,134,000, 99,176,000, 99,218,000, 99,260,000, 99,302,000, 99,344,000, 99,386,000, 99,428,000, 99,470,000, 99,512,000, 99,554,000, 99,596,000, 99,638,000, 99,680,000, 99,722,000, 99,764,000, 99,806,000, 99,848,000, 99,890,000, 99,932,000, 99,974,000, 1,000,000.

SITE NOTES

1. THE PROJECT IS WITHIN THE MIAMI WILDLIFE COMMUNITY PLAN.
2. THE PROJECT IS WITHIN THE MIAMI WILDLIFE COMMUNITY SIZE PLANNING AREA.
3. THE PROJECT IS LOCATED WITHIN THE AERIAL SERVICE AREA.
4. THE PROJECT IS LOCATED WITHIN HILLSBOROUGH COUNTY.
5. SERVICE PERSONNEL BY HILLSBOROUGH COUNTY.
6. SOLID WASTE BY HILLSBOROUGH COUNTY.
7. NO FLEX IS REQUESTED.
8. ALL FOUR NUMBERS ARE SHOWN ON THE PLANS FOR THIS PROJECT AND WITHIN 100 LINEAR FEET OF THE PROJECT BOUNDARY.
9. EXISTING STRUCTURES ARE SHOWN WITHIN 100 LINEAR FEET OF THE PROJECT BOUNDARY.
10. THE PROJECT AND ADJACENT PROPERTIES WITHIN 100 LINEAR FEET DO NOT CONTAIN DESIGNATED HISTORICAL LANDMARKS OR ARCHEOLOGICAL SITES.
11. ZONING AND COMPREHENSIVE PLAN DESIGNATIONS FOR ALL PROPERTIES WITHIN 100 LINEAR FEET OF THE PROJECT ARE SHOWN ON THIS PLAN.
12. RELATED LOTS EXIST WITHIN 100' OF THE SITE AS SHOWN.
13. THE CURRENT LAND USE FOR ALL PROPERTIES WITHIN 100 LINEAR FEET OF THE PROJECT ARE SHOWN ON THIS PLAN.
14. EXISTING AND/OR PROPOSED DRIVEWAYS AND OTHER UTIL LOCATIONS ARE SHOWN ON THIS PLAN.
15. THERE ARE NO SEWERLINES, DRAINAGES, TYPES OF TRAFFIC CONTROL DEVICES, OR TRAFFIC STOPS WITHIN 150 FEET OF THE SITE.
16. PROJECT SHALL BE DESIGNED IN ACCORDANCE WITH THE LAND DEVELOPMENT CODE FOR STORMWATER, TRANSPORTATION, WATER AND WASTEWATER REQUIREMENTS.
17. ROADWAYS SHALL BE PUBLIC. NO ROADWAYS WILL BE GATED PER LDC SECTION 324.054.4.2.
18. THERE ARE NO NATURAL WATER BODIES ON SITE.
19. THE GROSS ACREAGE OF WETLANDS WITHIN THE DESIGNATED SENDING AREA IS 2,308.7 ACRES.
20. THE GROSS ACREAGE OF SIGNIFICANT WETLAND HABITAT AREA (SWH) WITHIN THE DESIGNATED SENDING AREA IS 2,700 ACRES.
21. BUFFERING AND SCREENING SHALL BE PROVIDED AS REQUIRED BY HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE.
22. WATER QUALITY IMPROVEMENTS SHALL BE PROVIDED AS REQUIRED BY HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE.
23. THERE ARE NO HISTORIC LANDMARKS OR OTHER HISTORICAL OR ARCHAEOLOGICAL SITES OR STRUCTURES WITHIN 100 FEET OF PROJECT BOUNDARIES.
24. APPROVAL OF THIS PLANNED DEVELOPMENT ZONING BY HILLSBOROUGH COUNTY DOES NOT CONSTITUTE A GUARANTEE THAT ENVIRONMENTAL PROTECTION IMPACTS TO WETLANDS, AND DOES NOT GRANT ANY IMPLIED OR RESTRICTED RIGHT TO ENVIRONMENTAL APPROVALS.

TYPICAL LOT LAYOUTS (NTS)



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



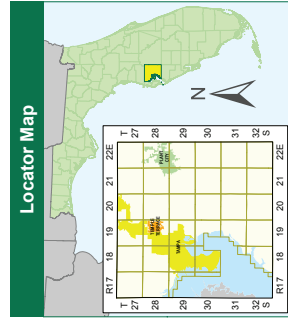
Legend

- Functional Classifications
Authority Classification
- State, Principal Arterial
 - State, Arterial
 - Hillsborough, Arterial
 - Hillsborough, Collector
 - Urban Service Area Boundary
 - City Limits

The Hillsborough County 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 those matters are as follows:

- PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 STATE-94 PLANNED DEVELOPMENT DISTRICTS
- PART 5.03.00 PLANNED DEVELOPMENT STANDARDS
- PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.07.00 FENCES AND WALLS
- PART 12.01.00 DEFINITIONS AND SPECIAL USES
- OTHER PARTS OF THE LDC NOT LISTED ABOVE.

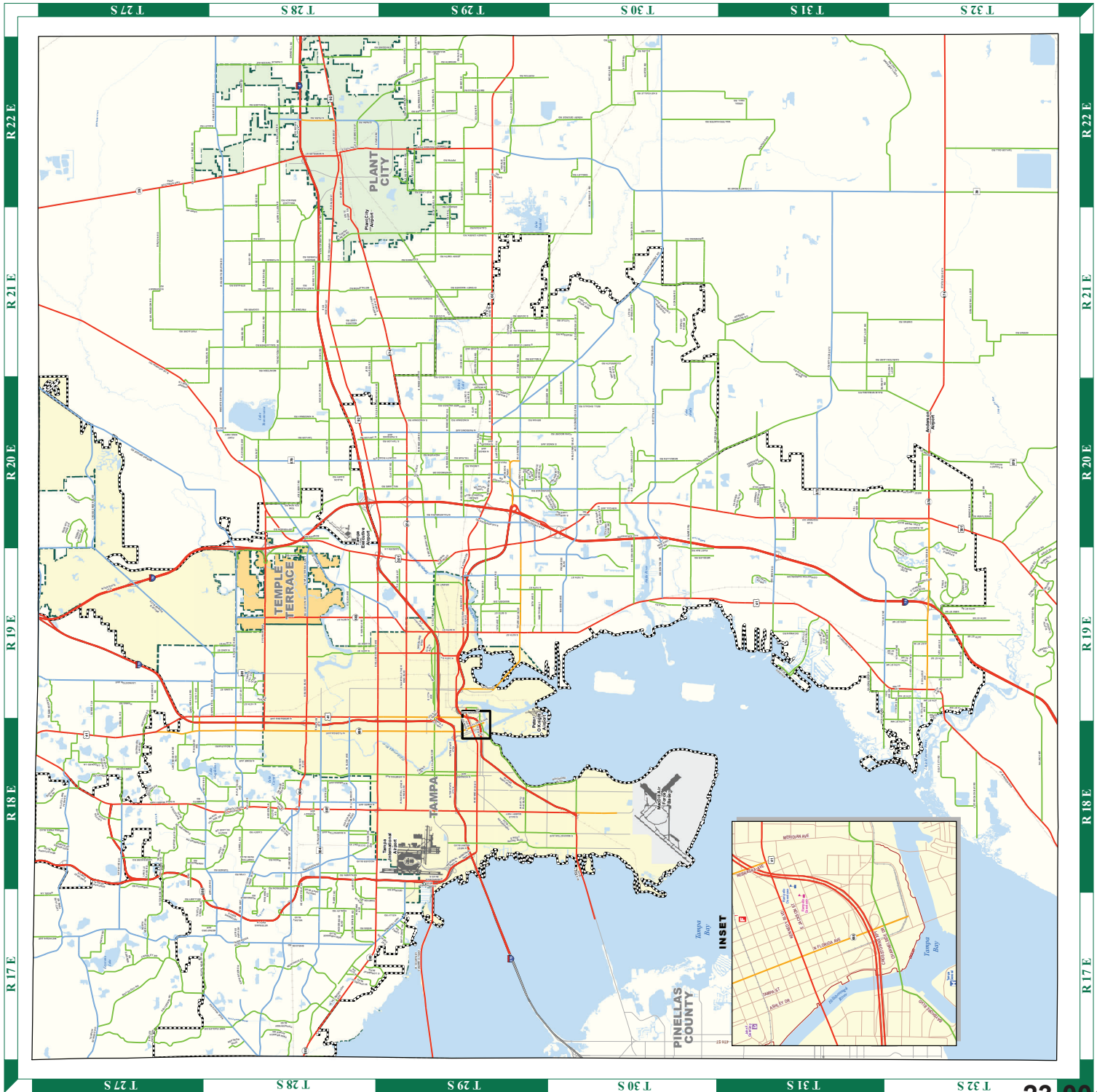
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighbourhood Traffic Calming Program.



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant, represent, or guarantee the accuracy of the information shown on this map. The map is not intended to be used for any purpose other than that for which it was prepared. The map is not intended to be used for any purpose other than that for which it was prepared.

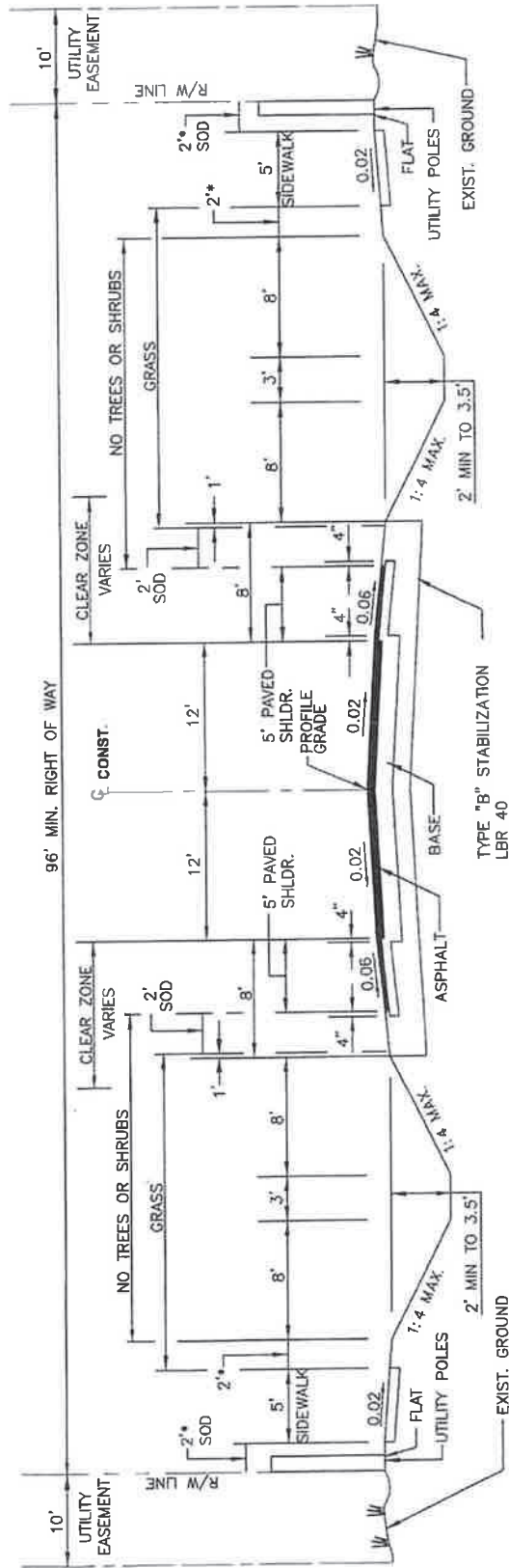
SOURCE: This map has been prepared for the inventory of road property lines within Hillsborough County and is not intended to be used for any other purpose. The map is not intended to be used for any purpose other than that for which it was prepared. The map is not intended to be used for any purpose other than that for which it was prepared.

601 E. Kennedy Blvd
Tampa, FL 33602
(813) 272-5610
printroom@hillsboroughcounty.org



TS-7





TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

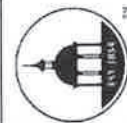
MAX. ALLOWABLE DESIGN SPEED - 50 MPH

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.

REVISION DATE:

10/17

**TRANSPORTATION
TECHNICAL
MANUAL**



**Hillsborough
County Florida**

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

DRAWING NO. **TS-7**

SHEET NO. 1 OF 1

FDOT DESIGN MANUAL



224.2 Curb Ramps

Provide curb ramps to be the same width as the path. At locations where the path narrows from the typical width, warning signs or pavement markings in conformance with the MUTCD should be used. Refer to *FDM 222.2.2* for specific design criteria for curb ramps.

224.3 Detectable Warnings

Provide detectable warnings in accordance with *FDM 222.3*.

224.4 Widths

The appropriate paved width for a two-directional shared use path is dependent upon context, volume and mix of users. Widths range from a minimum 10 feet to 14 feet, with a standard width of 12-feet. SUN Trail network facilities that are less than 12-feet require approval by the Chief Planner. For shared use paths not in the SUN Trail network:

- 10-foot wide may be used where there is limited RW.
- Short 8-foot wide sections may be used in constrained conditions.

Consider the accommodation of emergency and maintenance vehicles or management of steep grades when selecting the width of the path.

FHWA's Shared Use Path Level of Service Calculator may be used as a guide in determining appropriate width.

224.4.1 Tunnel Widths

Clear width for tunnels is the width of the shared use path plus four feet. The geometrics and lighting requirements should be discussed with the Department Project Manager and the District Pedestrian/Bicycle Coordinator.

224.5 Cross Slopes

To meet ADA requirements, the maximum cross slope on shared use paths is 2%.

ESSENTIAL ELEMENTS ASSESSMENT



ESSENTIAL ELEMENTS ASSESSMENT

The proposed project is located west of CR 579 and north of Saffold Road, as shown in Figure 1. The primary access to serve the project is proposed to be from the following roadways:

- CR 579
- Saffold Road
- Berry Groves Boulevard

This report will provide an Essential Elements Assessment per Section 3.24.06 of the Hillsborough County LDC for CR 579 and Saffold Road.

Essential Element Analysis of CR 579

The evaluation includes CR 579 from SR 674 to Saffold Road which includes Segments A, B and C for the Design Exception. CR 579 is a rural collector roadway. Therefore, the essential elements were evaluated to TS-7 contained in the Hillsborough County Transportation Technical Manual (TTM):

- a. Lane Width - The existing lanes are between 10 feet and 10.5 feet. Based on TS-7, 12 foot lanes would be required.
- b. Curb and Gutter – This is a rural roadway; therefore, curb and gutter would not be recommended.
- c. Stabilized Shoulders – The existing roadway has a 4 to 8 foot unpaved shoulders. According to TS-7, 8 foot shoulder with 5 feet paved would be required.
- d. Roadside Safety - The posted speed limit along the subject segment of the roadway



is 55 MPH. Therefore, according to the FDOT FDM, a 30 foot clear recovery area would be required. There are a number of areas along the roadway that have ditches within the clear recovery area.

- e. Bicycle Facilities – The roadway currently does not have any bicycle facilities.
- f. Sidewalk – There are no sidewalks along this roadway. TS-3 would require 5 foot sidewalk between the east and west side of the roadway.

As shown in the Exhibit included in the Appendix of this report, there is no sufficient right of way along CR 579 to construct the roadway section per the TTM. Therefore, a Design Exception will be required to address the deficiencies.

Essential Element Analysis of Saffold Road

The evaluation includes Saffold Road from the western property line to CR 579 to which includes Segments A and B of the Design Exception. Saffold Road is a rural collector roadway. Therefore, the essential elements were evaluated to TS-7 contained in the TTM.

- a. Lane Width – The existing lanes are 10 feet. Based on TS-7, 12 foot lanes would be required.
- b. Curb and Gutter – This is a rural roadway; therefore, curb and gutter would not be recommended.
- c. Stabilized Shoulders – The existing roadway has 4 to 6 feet unpaved shoulders. According to TS-7, 8 feet shoulder with 5 foot paved would be required.
- d. Roadside Safety – The posted speed limit along the subject segment of the



roadway is 35 MPH. Therefore, according to the FDOT FDM, a 14 foot clear recovery area would be required. Based on a field review, it appears the clear recovery distance is provided.

- e. Bicycle Facilities – The roadway currently does not have any bicycle facilities.
- f. Sidewalk – There are no sidewalks along this roadway. TS-7 would require 5 foot sidewalk between the south and north side of the roadway.

As shown in the Exhibit included in the Appendix of this report, there is no sufficient right of way along Saffold Road to construct the roadway section per the TTM. Therefore a Design Exception will be required to address the deficiencies.



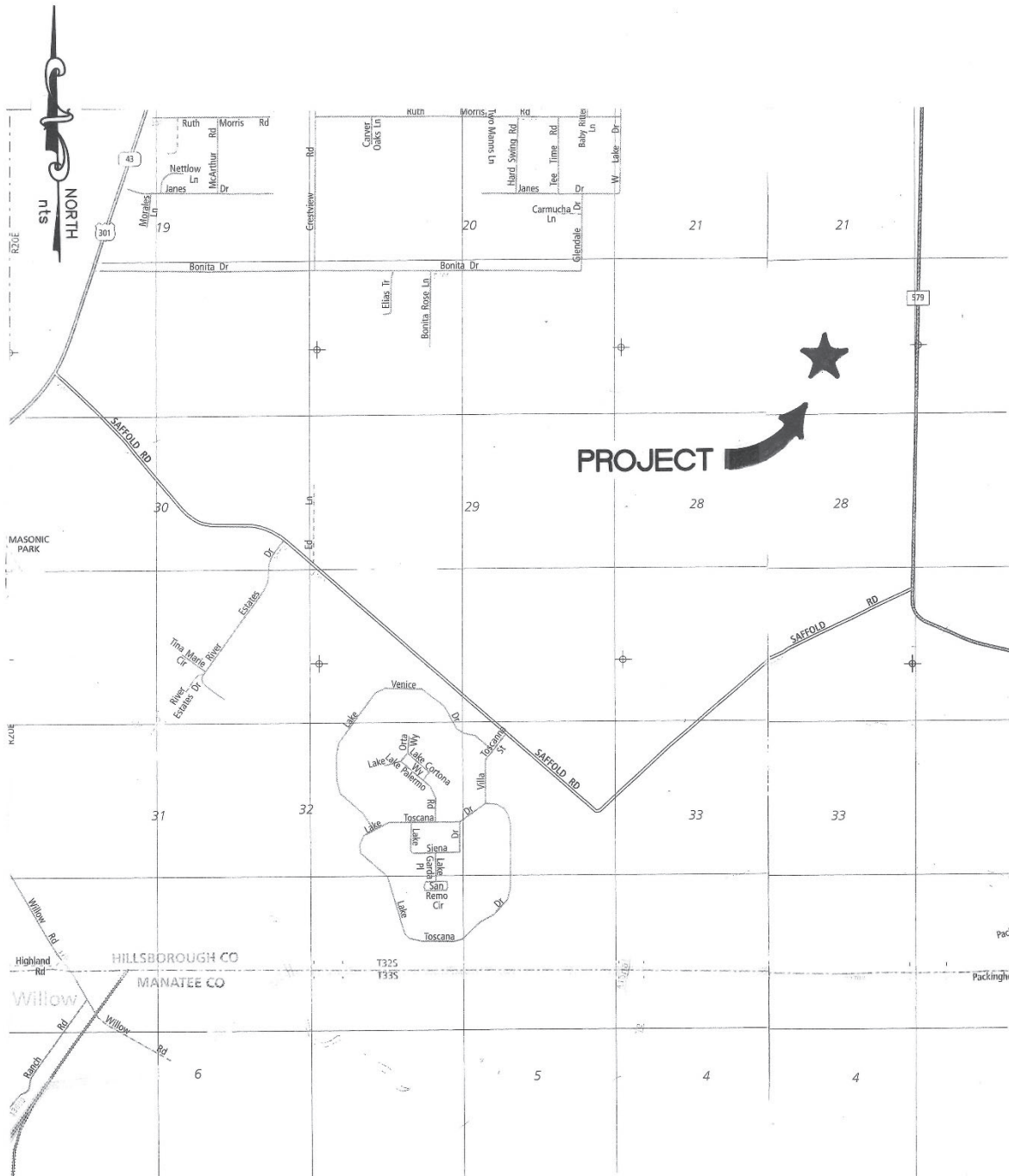


FIGURE 1
PROJECT LOCATION

APPENDIX



HILLSBOROUGH COUNTY LDC



- b. The Neighborhoods shall include through roadways at least every 1,320 feet. Where possible, through roads shall run adjacent to Neighborhood Centers.

2. Gates and Emergency Access.

- a. Vehicular, pedestrian and Multi-Use Trail Access into and through the Neighborhood shall not be restricted by gates or other security measures, that would inhibit vehicular or pedestrian connectivity and accessibility by the general public, including guardhouses and gatehouses; This regulation does not prohibit entry features for Neighborhoods if they do not restrict vehicular or pedestrian access by the general public, nor shall it be construed to require the County to accept entry features within County owned rights-of-way.
- b. Gates shall only be permitted where necessary for required emergency access facilities and shall meet the requirements of Section 6.02.01.H, and/or Section 6.03.01.D., as applicable.

B. Other Transportation Requirements

Roads internal to the site shall meet Hillsborough County Transportation Technical Manual (TTM) standards to the greatest extent possible.

1. Roadway facilities providing access to new development are required to bring substandard roadways up to County standards pursuant to Section 5.04.04 of this Code.
2. Public and private road rights-of-way may contain preserved or planted vegetation, including trees, provided that the preserved or planted vegetation is in accordance with the landscaping standards of the Transportation Technical Manual and Development Review Procedures Manual.
 - a. Alleys. Notwithstanding anything in the LDC to the contrary, Alleys when utilized may be publicly maintained or, if private, shall be publicly accessible. Additionally:
 - i. Alley rights-of-way shall be a minimum of 20 feet in width for one-way alleys and a minimum of 26 feet in width for two-way alleyways; Both ends of an Alley shall connect with a roadway if the alley accommodates only one-way traffic or the alley accommodate two-way traffic but is longer than 150 feet;
 - ii. Alleys shall only provide a secondary means of access to abutting residential property and is not intended for general vehicular traffic circulation (i.e. each use accessed via an alleyway must have primary frontage onto a roadway or Pedestrian Thoroughfare); and
 - iii. Use of Alleys for commercial traffic may be considered through the waiver process at the time of initial zoning or subsequent zoning modification.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.24.06. - Substandard Roadways

A. Terminology

For purposes of this section, the term "Transportation Technical Manual" (TTM) shall mean the latest edition of the Hillsborough County Transportation Technical Manual for Subdivision and Site Development Projects.

B. General Requirement

1. Developments with vehicular access to an existing substandard public or private roadway may be required to make improvements to the public and private roadway network.
2. For the purposes of this section, a public or private roadway shall be considered substandard if one or more of the following Essential Elements are not met:
 - a. Lane Widths, i.e. width of the travel lane and any auxiliary lanes serving the site shall be in accordance with

the minimum TTM width requirements;

- b. Presence of Curb, i.e. whether an urban roadway section has the required curbing per the TTM;
 - c. Presence of Stabilized Shoulders, i.e. whether a rural roadway section has the minimum required shoulders per the TTM;
 - d. Elements of Roadside Safety, i.e. whether clear zone and/or clear recovery standards are met or otherwise mitigated;
 - e. Presence of Bicycle Facilities, i.e. whether a rural roadway section has the minimum width for bicycle facilities (5-foot wide paved shoulders), or whether an urban roadway section has the minimum width for bicycle lanes (7-foot wide buffered bicycle lanes), as required per the TTM. Multi-purpose trails may be considered to satisfy this minimum Essential Element. Two-way cycle tracks (separated from the travel lanes via raised curbing) may be considered through the Design Exception process.
 - f. Ability to Accommodate Sidewalk Facilities, i.e. whether a roadway has the ability to accommodate pedestrian facilities (e.g. a sidewalk or multi-purpose pathway) within the roadway corridor, in minimum widths consistent with required TTM standards. Multi-purpose trails may be considered to satisfy this minimum Essential Element.
3. For the purposes of this section, a public or private roadway shall not be considered substandard if the roadway complies with the Essential Elements listed above, but does not comply with a Non-Essential Element of the Typical Section. Examples of non-essential elements include, but are not limited to, width of the right-of-way, ditch slopes, width of existing sidewalk facilities, type of bicycle facilities (i.e. traditional bicycle lane vs. buffered bicycle lane), type of curb, etc.

C. Scope of Required Improvements

1. Where a development constructs a vehicular access to a substandard public or private roadway, the developer may be required to improve the public and private roadway network, such that a path of travel exists between each project driveway and a public roadway complying with all Essential Elements. Generally, this shall mean that the public and private roadway network will be improved between each driveway and the nearest roadway meeting minimum Essential Element standards; however, nothing herein shall be construed to prevent a developer from improving a longer stretch of roadway if they prefer to do so.
2. Gated or otherwise restricted vehicular connections providing access solely for emergency vehicles shall not trigger the substandard roadway requirement.
3. Where improvements are required, the developer shall improve the roadway to current County standards for the applicable Typical Section, as found within the TTM or otherwise required herein, unless otherwise approved in accordance with the Section 6.04.02.B, Administrative Variance process or TTM Design Exception process as outlined in the TTM.
4. Where sufficient right-of-way exists to allow a developer to improve the substandard public or private roadway network, the developer shall comply with all Essential Elements listed within Section 3.24.06.B, above. Additionally, the following Additional Element shall apply:
Location of Required Sidewalk Facilities, i.e. when a sidewalk is required consistent with Section 6.02.08 or 6.03.02 of this Code, such sidewalk shall be physically located in accordance with the applicable TTM Typical Section, to the greatest extent possible.
5. Where insufficient right-of-way exists or there are additional constraints (e.g. lack of stormwater facilities to accommodate required drainage), Section 6.04.02.B, Administrative Variances or TTM Design Exceptions may be considered provided;

- a. The Administrative Variance and Design Exception are processed concurrently with a Planned Development zoni or Planned Development zoning modification; and
- b. Where insufficient right-of-way exists along a project's public or private roadway frontages, the developer shall provide sufficient right-of-way along such frontage(s) where necessary.
- c. For the purposes of this section, nothing herein shall be construed as requiring a developer to construct sidewalk improvements not otherwise required pursuant to Sections 6.02.08 or 6.03.02 of this Code. However, to the extent that the developer proffers construction of additional pedestrian facilities, such facilities shall be located consistent with the applicable Typical Section, except as otherwise described herein.
- d. The County Engineer shall be authorized to grant TTM Design Exceptions to existing and proposed roadways at the time of plat/site/construction plan review for a development, provided such Design Exception only authorizes a deviation to a Non-Essential Element.
- e. Notwithstanding the above, a sidewalk shall not be considered substandard or non-compliant if an existing or future sidewalk facility does not comply with locational requirements, provided such deviation is the minimum necessary to avoid a utility pole, landscape feature, or other obstruction within the right-of-way.

D. Exceptions

1. Notwithstanding anything herein to the contrary, Section 6.04.02.B. Administrative Variances and TTM Design Exceptions causing non-compliance with an Essential Element may be considered (regardless of whether there is sufficient right-of-way) where:
 - a. The County Engineer makes an explicit finding that such Administrative Variance or Design Exception is necessary to protect or otherwise furthers the public health, safety and welfare and the BOCC makes an explicit finding that such Administrative Variance or Design Exception meets Vision Zero goals or is otherwise appropriate;
 - b. A multi-purpose trail is proposed in lieu of required sidewalks and bicycle facilities; or
 - c. A Design Exception is necessary to transition the design of an existing roadway corridor.

E. Timing of Required Improvements

A substandard roadway shall be improved prior to or concurrent with the phase of development which takes access to the substandard roadway.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.24.07. - Permitted Lot and Building Form Types in the Wimauma Village Neighborhood

A. Permitted Lot Types in the Wimauma Village Neighborhood Include:

Apartment House Lot

Courtyard Apartment Lot

Rowhouse or Town House Lot (to contain at least 3 attached units)

Cottage House Lot

Sidyard House Lot

Standard House Lot

Civic Building Lot

CR 579 FIELD ASSESSMENT



CR 579

Special Field Survey for Substandard Road Assessment

Limits of Survey: Saffold Road to CR 674

Date of Survey: 11-05-22

By: WLR & DZS

Type of Road: Two lane, crown, asphalt

Shoulder cond.: Good to poor, some erosion

Swales: swales both sides, most of the segment

Notes:

1. Left and right slopes are measured away from the pavement line, crown, invert crown, centerline or median that separates opposing traffic. Slopes down to the left and right from any of those dividing features are negative, slopes up are positive.
2. Measured Lane Pavement Width is edge of pavement to edge of pavement, including any paved shoulders. Minimum, Maximum and Average Lane Width values are lane widths without shoulders
3. Nominal dimensions for shoulders are when there is no discrete separation between shoulder and front slope and the minimum required shoulder is used as a nominal shoulder.
4. Most traffic signs are 8' to 10' from EOP and are breakaway.
5. AADT is 800. Requirement for shoulder is 8'. FDOT greenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes.
6. CR 579 classified as Major on Hillsborough County Map and Minor Collector RURAL on FDOT map.
7. Hillsborough Transportation Manual for Subdivision and Site Development Projects Section 3.1 requires 12' lanes for commercial rural roads without bike lanes or paved shoulders. See Summary Page for existing lane widths
8. There are no Traffic Control Poles or devices. All Light Poles, Utility Poles, and Trees are outside of the Clear Zone. Some mailboxes, guardrails and drainage culvert headwalls are within the Clear Zone. See Field Survey.

Speed Limits and Clear Zone Distances

Road Jurisdiction: FDOT Hillsborough County Pasco County

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

* Presumed speed as speed limit sign missing

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

Lane Pavement Width and Slopes		
Left Slope	Width	Right Slope
Minimum:	20.0'	-4.3%
Maximum:	22.7'	-1.3%
Average:	20.5'	-2.6%

Shoulders Width and Slopes			
Left Width	Left Slope	Right Width	Right Slope
Minimum:	4.0'	2.0%	0.0%
Maximum:	8.0'	16.0%	17.0%
Average:	6.7'	10.2%	9.5%

Average values calculated from trimmed mean values (without outliers)

LEFT Side Slopes

Front Slope 1 Width	Front Slope 1 Slope	Front Slope 2 Width	Front Slope 2 Slope	Bottom Width	Back Slope 1 Width	Back Slope 1 Slope	Back Slope 2 Width	Back Slope 2 Slope
4'	2%	7'	5%	0'	4'	10%	~	3%
11'	37%	7'	25%	8'	12'	100%	~	10%
Average:	7'	7'	15.0%	3'	8'	43.6%	~	6.5%

~ = Slope continues beyond limits of survey

RIGHT Side Slopes

Front Slope 1 Width	Front Slope 1 Slope	Front Slope 2 Width	Front Slope 2 Slope	Bottom Width	Back Slope 1 Width	Back Slope 1 Slope	Back Slope 2 Width	Back Slope 2 Slope
4'	9%			0'	1'	2%	8'	10%
14'	30%			10'	15'	160%	14'	13%
Average:	7'			3'	10'	40.5%	11'	11.5%

~ = Slope continues beyond limits of survey

LEFT Slope Maximums

Maximum Allowed:	Front slope		Back slope	
	Inside Clear Zone	Outside Clear Zone	Inside Clear Zone	Outside Clear Zone
25%	33%	33%	33%	50%
14	14	14	14	14
1	0	0	3	3
7.1%	0.0%	0.0%	21.4%	21.4%

Maximum Allowed:
Number of Sections:
Sections Exceeding:
Percent Exceeding:

RIGHT Slope Maximums

Maximum Allowed:	Front slope		Back slope	
	Inside Clear Zone	Outside Clear Zone	Inside Clear Zone	Outside Clear Zone
25%	33%	33%	33%	50%
14	14	14	14	14
0	0	0	2	2
0.0%	0.0%	0.0%	14.3%	14.3%

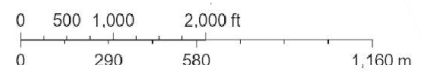
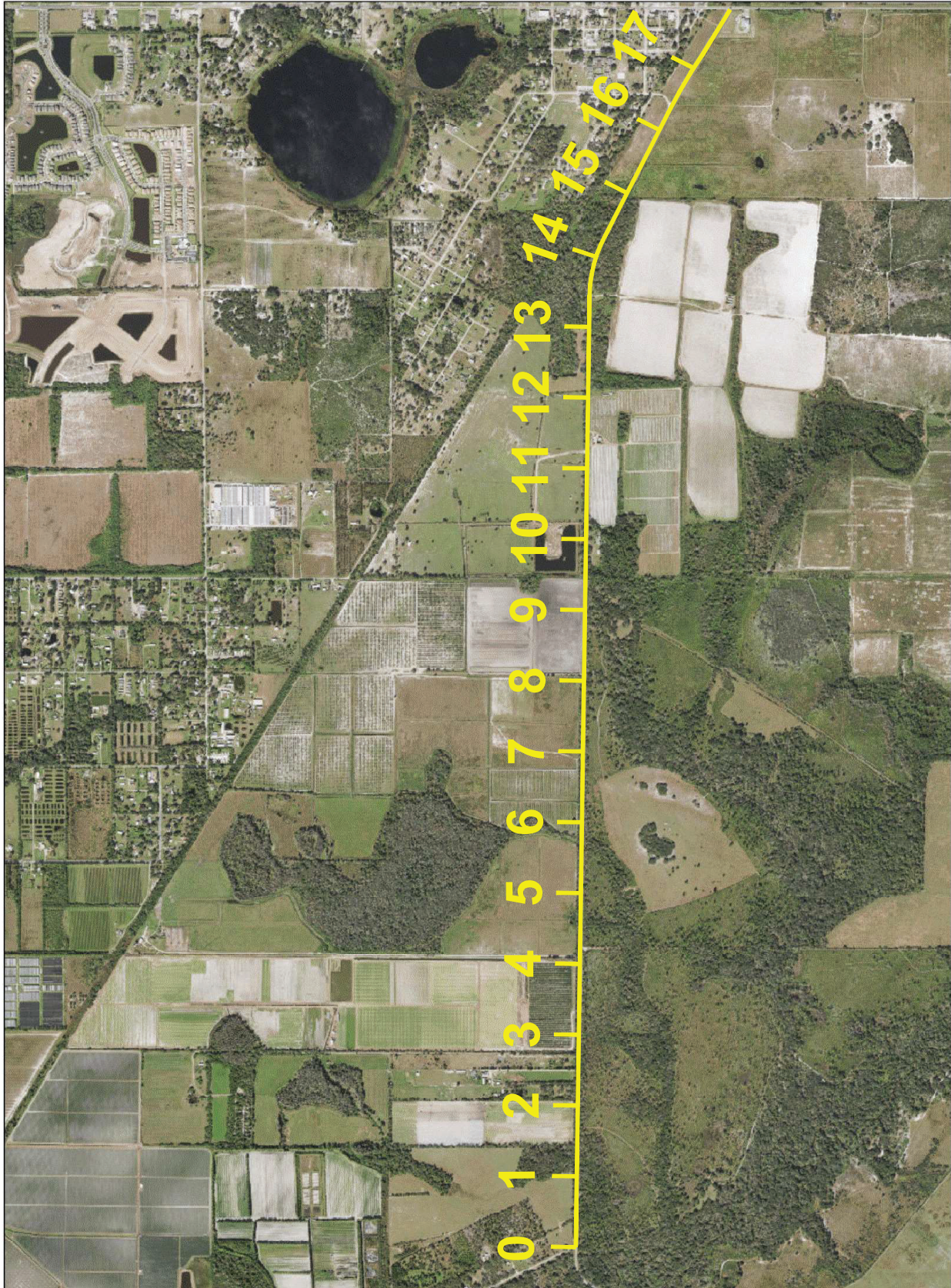
Maximum Allowed:
Number of Sections:
Sections Exceeding:
Percent Exceeding:

Field Survey

Station	Left Slopes and Swales			Lane Pavement			Right Slopes and Swales			
	Back Slope (width/slope)	Bottom (width)	Front Slope (width/slope)	Left Slope	Width	Right Slope	Total/Paved/ Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)
1+00	11'/12%, ~-3%	0'	4'/-6%	-3.2%	22.7'	-3.4%	*8'/0'/-14%	4'/-14%	4'	7'/22%
LT 4' BWF 39' LT, 5+15 45 mph South										
RT Trees 20' RT, 5+75 55 mph North, RT side shoulder erosion, 3+23 72" CMP culvert, HDW 16' LT, 16' RT										
Notes 0+00 set at centerline intersection with Saffols Road										
8+00	15'18%	0'	5'/-12%	-3.0%	20.0'	-2.7%	*8'/0'/-15%	5'/-15%	0'	10'/16%
LT 4' BWF 28' LT										
RT Trees 35' RT										
Notes 10+70 (3) 48" CMP Culvert, HDW 18' LT, 20' RT										
20+00	4'/40%, ~/10%	7'	5'/-37%	-3.8%	20.0'	-2.6%	4'/0'/0%	6'/-25%	6'	1'/160%
LT M.B.'s 6'-8' LT, U.P. 20' LT										
RT Trees 17' RT										
Notes										
28+00	8'/45%	5'	8'/-10%, 7'/-25%	-2.6%	20.6'	-2.7%	6'/0'/-8%	8'/-25%	4'	5'/130%
LT Trees 20' LT										
RT Trees 18' RT										
Notes										
36+00	8'/24%	0'	8'/-10%	-3.5%	20.4'	-3.0%	*8'/0'/-17%	6'/-17%	0'	10'/22%, 8'/-13%
LT Trees 20' LT, U.P. 24' LT										
RT Trees 30' RT, 4' BWF 32' RT										
Notes 45+27 24" RCP Culvert, HDW LT 15', RT 16'										
52+00	12'/16%	0'	8'/-15%	-2.3%	21.0'	-1.3%	8'/0'/-12%	7'/-17%	0'	11'/20%, 14'/-10%
LT Trees 25' LT										
RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT										
Notes										
68+00	6'/100%	8'	10'/-25%	-3.7%	21.0'	-1.8%	6'/0'/-9%	14'/-15%	4'	5'/100%
LT Trees 26' LT										
RT Trees 20' RT										
Notes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT										
84+00	7'/23%	4'	5'/-14%	-3.2%	20.4'	-1.6%	7'/0'/-10%	8'/-14%	4'	15'/10%
LT U.P. 20' LT, GR 94+23 to 95+80 8' LT										
RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT										
Notes 94+50 36" RCP Culvert, HDW 15' LT, 17' RT										

Station	Left Slopes and Swales			Lane Pavement			Right Shoulder		Right Slopes and Swales	
	Back Slope (width/slope)	Bottom (width)	Front Slope (width/slope)	Left Slope	Width	Right Slope	Total/Paved/ Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)
100+00	10'/10%	0'	5'/-16%	-1.6%	20.4'	-1.4%	6'/0'/-12%	7'/-16%	0'	13'/8%
LT Trees 24' LT, GR LT 101+60 to 104+00 8' LT										
RT Trees 25' RT, 6' CLF 66' RT, GR RT 101+30 to 102+55 8' RT										
Notes 102+30 (2) 48" Box Culverts, HDW 16' LT, 12' RT										
120+00	8'/100%	6'	6'/25%	-2.1%	20.0'	-2.9%	6'/0'/-6%	7'/-27%	6'	8'/15%
LT Trees 24' LT										
RT										
Notes										
134+00	5'/100%	2'	9'/-25%	-0.6%	21.0'	-2.1%	6'/0'/-5%	4'/-30%	10'	4'/30%
LT MB's 4' LT, U.P. 18' LT, Trees 20'										
RT										
Notes										
150+00	~10%	7'	5'/-21%	-2.9%	20.1'	-2.3%	5'/0'/-6%	6'/-28%	6'	15'/25%
LT Trees 16' LT, 163+12 Centerline Hillsborough St										
RT 4' WF 32' RT										
Notes										
166+00			11'/-16%, ~/-5%	2.2%	22.0'	-4.3%	*8'/0'/-9%	7'/-9%	0'	15'/2%
LT										
RT U.P. 28' RT, 5' WF 30' RT										
Notes										
172+00			~/-2%	-2.6%	21.0'	-3.7%	5'/0'/-10%	12'/-14%	0'	12'/7%
LT										
RT 5' WF 25' RT										
Notes										
179+30 End of Segment at EOP S.R. 674										
LT										
RT										
Notes										
LT										
RT										
Notes										
LT										
RT										
Notes										

CR 579 Aerial & Stationing



Stations in 1000 ft increments

SAFFOLD ROAD FIELD ASSESSMENT



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

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2o d C5To	a IGFæD:5To
Nlwl fi v :-'3q	:s'Mq
NRAl fi v 1'-q	:y'Mq
JuoSRGov :HHq	:H0q

CF5f ÐoSIB I9fÐRw9D:5Tom	
2o d B I9f C5To	a IGFæD B I9f C5To
Nlwl fi v M1U	M1U
NRAl fi v yy'1U	d'1U
JuoSRGov Mdu	MyU

JuoSRGovDfR7f Ræ9D5i æi i o9D oRwDf7 omÐp Iæ'5f æBf æo5t

28. ZID:19oID:5Tom

. SæD:5ToD. SæD:5ToD SæD:5ToD SæD:5ToD		45æsi D 4R, Oæ:5ToD4R, Oæ:5ToD4R, Oæ:5ToD	
yIB I9f yIB:5To	dq	B I9f C5To	yIB I9f yIB:5To
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NRAl fi v yyU	00q	MU	M6q
JuoSRGov MU	yy'sq	yU	0d'yq

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a-g x ZID:19oID:5Tom

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yIB I9f yIB:5To	0q	B I9f C5To	yIB I9f yIB:5To
Nlwl fi v 0U		1U	-q
NRAl fi v MU	01q	-U	y1q
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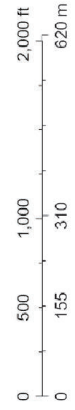
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28. ZID:5ToDNRAl fi m

. SæD:5To		4R, Oæ:5To	
æwI9o I 7oRSæ:5wo	Ef æI9o I 7oRSæ:5wo	æwI9o I 7oRSæ:5wo	Ef æI9o I 7oRSæ:5wo
NRAl fi D 7oPo9v	0-q	HHq	-1q
bfi hoS5 æo, æ5wrv	d	d	d
Co, æ5wrvæ A 0o9lwGv	1	1	y
c oS owæB A 0o9lwGv	1'1q	1'1q	ys'Hq

. SæD:5To		4R, Oæ:5To	
æwI9o I 7oRSæ:5wo	Ef æI9o I 7oRSæ:5wo	æwI9o I 7oRSæ:5wo	Ef æI9o I 7oRSæ:5wo
NRAl fi D 7oPo9v	0-q	HHq	-1q
bfi hoS5 æo, æ5wrv	d	d	d
Co, æ5wrvæ A 0o9lwGv	1	1	1
c oS owæB A 0o9lwGv	1'1q	1'1q	1'1q

Saffold Road Aerial & Stationing



Stations in 500 ft increments

FDOT FDM



215 Roadside Safety

215.1 General

This Chapter contains roadside safety design criteria for new construction, reconstruction, and Resurfacing, Restoration and Rehabilitation (RRR) projects. New Construction criteria must be met for new and reconstruction projects, and for improvements included with RRR projects.

The design criteria contained in **FDM 210** and **FDM 211** has been developed to minimize the probability that a vehicle will depart the roadway. Design elements that affect roadside safety include horizontal alignment, superelevation, vertical alignment, drainage design, sight distance, lane widths, pavement, pavement markings, cross slopes, median widths, shoulders, and lighting.

The evaluation of Roadside Safety design elements is necessary to address the occasional errant vehicle that does depart the roadway. These design elements include roadside geometries, lateral offsets to potential hazards, and the use of shielding.

The **AASHTO Roadside Design Guide (AASHTO RDG)** provides the foundation for the development of specific criteria contained in this Chapter and the [Standard Plans](#).

215.1.1 RRR Criteria

Criteria for RRR projects provided in this chapter are the minimum values allowed for roadside elements to remain on arterials and collectors without obtaining a Design Exception or Design Variation (see **FDM 122**).

Criteria for RRR projects provided in this chapter may be used for establishing the minimum requirements for adding auxiliary lanes, keyhole lanes, or providing minor intersection improvements with the understanding that when existing right of way (R/W) is adequate, new construction criteria will be used.

Do not apply RRR criteria in this chapter to resurfacing projects on Limited Access (LA) Facilities.

215.2 Roadside Features

215.2.1 Roadside Geometry

Roadside geometry refers to the terrain features (slopes) that a vehicle will encounter when departing a roadway. The components of roadside geometry include front slopes, back slopes, and transverse slopes.

215.2.2 Roadside Slope Classification

Roadside Slopes include areas located beyond the edge of the traffic lane as shown in **Figures 215.2.2** and **215.2.3**. These areas are divided into the following classifications:

- (1) Traversable Slope – Smooth terrain, unobstructed by fixed objects:
 - (a) Recoverable Traversable Slope, 1:4 or flatter
 - (b) Non-Recoverable Traversable Slope, 1:3 or flatter and steeper than 1:4
- (2) Non-Traversable Slope – Rough terrain, obstructed, or slopes steeper than 1:3

215.2.3 Clear Zone Concept

The following provides the definition of the Clear Zone Concept using the slope classifications above. These slope classifications are considered the standard for effective roadside safety design in the **AASHTO RDG**. However, in some cases the Department's roadside slope requirements supersede these values. For Roadside Slope Criteria, see **FDM 215.2.6**.

Providing a sufficient amount of Recoverable Slope adjacent to the roadway provides an opportunity for an errant vehicle to safely recover. The amount of recoverable area provided beyond the traveled way is defined as the clear zone and includes shoulders and bike lanes. The clear zone must be free of roadside hazards, as defined in **FDM 215.3**.

Traversable Back Slopes 1:3 or flatter may be located within the clear zone.

A clear zone width must be provided so that the sum of all Recoverable Slopes is equal to or greater than the required clear zone width obtained from **Table 215.2.1**. Clear zone widths may be widened based on crash history and horizontal curvature; see **AASHTO RDG, Section 3.1**. Clear zone concepts are illustrated in **Figure 215.2.1** and **Figure 215.2.2**.

Figure 215.2.1 Clear Zone Plan View

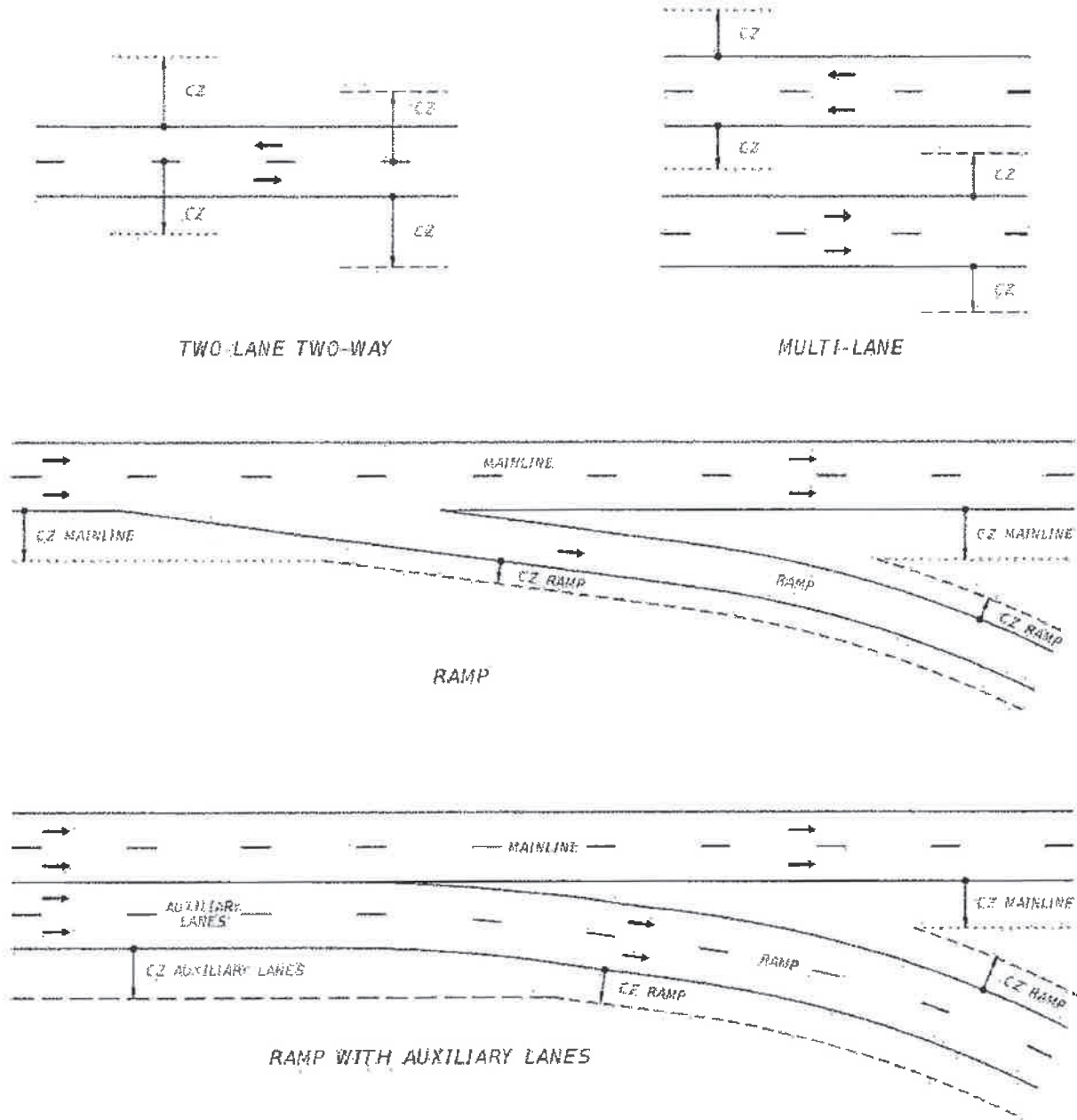
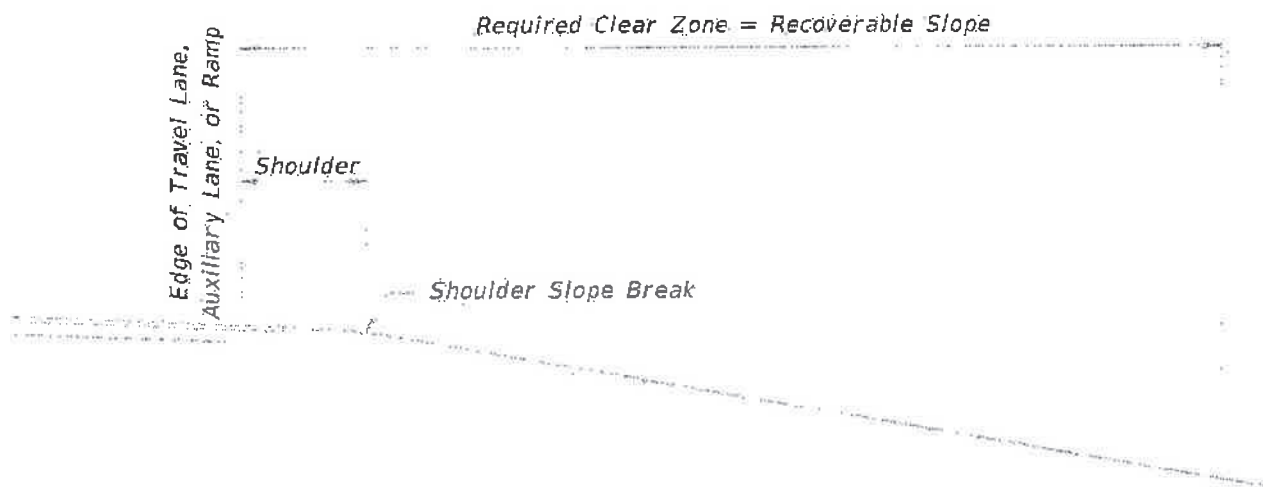


Figure 215.2.2 Clear Zone Concept



When a Traversable Non-Recoverable Slope is present within the clear zone, extend the clear zone width until the amount of Recoverable Slope equals the required clear zone width obtained from **Table 215.2.1**. The additional width provided beyond the Traversable Non-Recoverable Slope is known as the Clear Run-out Area and is illustrated in **Figure 215.2.3**. Provide a 10-foot minimum width for the Clear Run-out Area where R/W allows.

Figure 215.2.3 Adjusted Clear Zone Concept

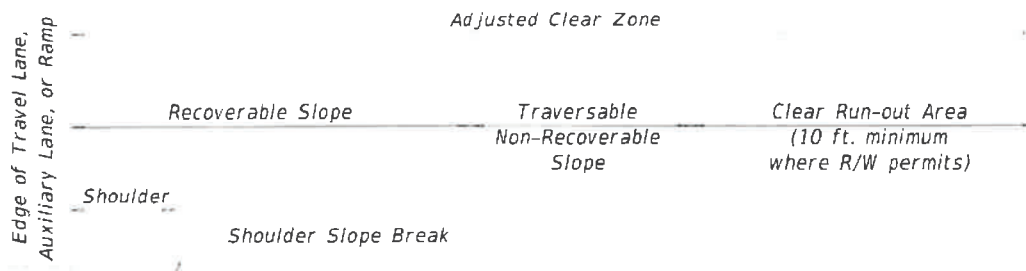


Table 215.2.1 Clear Zone Width Requirements

	Design Speed (mph)						
	≤ 30	35	40	45	50	55	≥ 60
Clear Zone Width for New Construction							
Travel Lanes & Multilane Ramps	12 feet	14 feet	18 feet	24 feet	24 feet	30 feet	36 feet
Auxiliary Lanes & Single Lane Ramps	10 feet	10 feet	10 feet	14 feet	14 feet	18 feet	24 feet
Clear Zone Width for RRR Projects							
Travel Lanes & Multilane Ramps	6 feet	6 feet	6 feet	14 feet	18 feet	18 feet	18 feet
Auxiliary Lanes & Single Lane Ramps	6 feet	6 feet	6 feet	8 feet	8 feet	8 feet	8 feet

Clear zone widths for work zones are provided in [Standard Plans, Index 102-600](#).

215.2.4 Lateral Offset

Lateral offset is the distance from a specified point on the roadway to a roadside hazard. Lateral offset to the roadside hazard is measured as follows:

- Curbed roadways: from face of curb.
- Flush shoulder and high-speed curbed roadways: from outside edge of traveled way.

Lateral offsets apply to all roadways and are determined based on the following:

- Type of facility (i.e., flush shoulder or curbed roadway)
- Design speed
- Design Element
- Project Type (i.e., New Construction, RRR)

Flush shoulder roadways typically have sufficient R/W, to provide the required clear zone widths. Therefore, minimum lateral offset for these roadways is based on maintaining a clear roadside for errant vehicles to recover (i.e., maintaining clear zone width provided in **Table 215.2.1**).

Lateral offsets for curbed roadways should be based on clear zone criteria; however, curbed roadways typically do not have sufficient R/W to provide the required clear zone widths. Therefore, minimum lateral offset on these roadways is based on offset needed for normal operation of the roadway.

At times, it may be necessary to place poles (e.g., signal, light, sign) within the sidewalk. Refer to **FDM 222.2** for minimum unobstructed sidewalk width requirements.

Table 215.2.2 provides minimum lateral offset criteria for roadside features and roadside hazards typically encountered and considered functionally necessary for normal operation of the roadway (e.g., signing, lighting, utilities). For crashworthy objects, meet or exceed the minimum lateral offset criteria provided in **Table 215.2.2**. Locate objects that are not crashworthy as close to the R/W line as practical and no closer than the minimum lateral offset criteria provided.

When a roadside hazard is placed behind a barrier that is justified for other reasons, the minimum lateral offset to the object equals the setback requirements (deflection distance) of the barrier, see **FDM 215.4.6**. Refer to **FDM 215.5** for permissible attachments to barriers.

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FDOT Design Manual

January 1, 2023

When determining minimum lateral offset for bridge piers and abutments, coordinate with vertical clearance requirements found in **FDM 210.10.3**. When shielding is used, refer to setbacks to barriers in **FDM 215.4.6** and **FDM 210.10.3**.

Table 215.2.2 Minimum Lateral Offset Criteria

Design Element		Curbed Roadways				High Speed Curbed and Flush Shoulder Roadway
		New Construction		RRR		
		Design Speed				
		25-35 mph	40-45 mph	25-35 mph	40-45 mph	
Light Poles	Conventional	Do not locate in Medians, except in conjunction with barriers that are justified for other reasons. See FDM 215.2.9 .				
		1.5 feet	4.0 feet	1.5 feet	1.5 feet	20 feet from Travel Lane, 14 feet from Auxiliary Lane, or Clear Zone width, whichever is less
	High Mast	Outside Clear Zone				
Signal Poles and Controller Cabinets		Do not locate in Medians, except for PHB in accordance with FDM 215.2.9 .				
		1.5 feet	4.0 feet	1.5 feet	1.5 feet	Outside Clear Zone
Traffic Infraction Detectors		For placement and installation specifications, refer to the State Traffic Engineering and Operations Office web page: http://www.fdot.gov/traffic/				
ITS Poles and Related Items	Pole & Other Aboveground Fixed Objects	Do not locate in Medians, except in conjunction with barriers that are justified for other reasons. See FDM 215.2.9 .				
		1.5 feet	4.0 feet	1.5 feet	4.0 feet	Outside Clear Zone
	Equipment Shelters and Towers	Do not locate within the limited access right of way,				
	Breakaway Objects	1.5 feet	4.0 feet	1.5 feet	4.0 feet	As Close to R/W As Possible
Traffic Control Signs	Single and Multi-Column	Locate in accordance with <u>Standard Plans</u> .				
	Overhead Sign Structures (Includes DMS)	Outside Clear Zone				
Trees	Where the diameter is or is expected to be > 4 inches measured 6 inches above the ground	1.5 feet	4.0 feet	1.5 feet	1.5 feet	Outside Clear Zone
		RRR Projects: (1) Meet New Construction criteria for new plantings.				

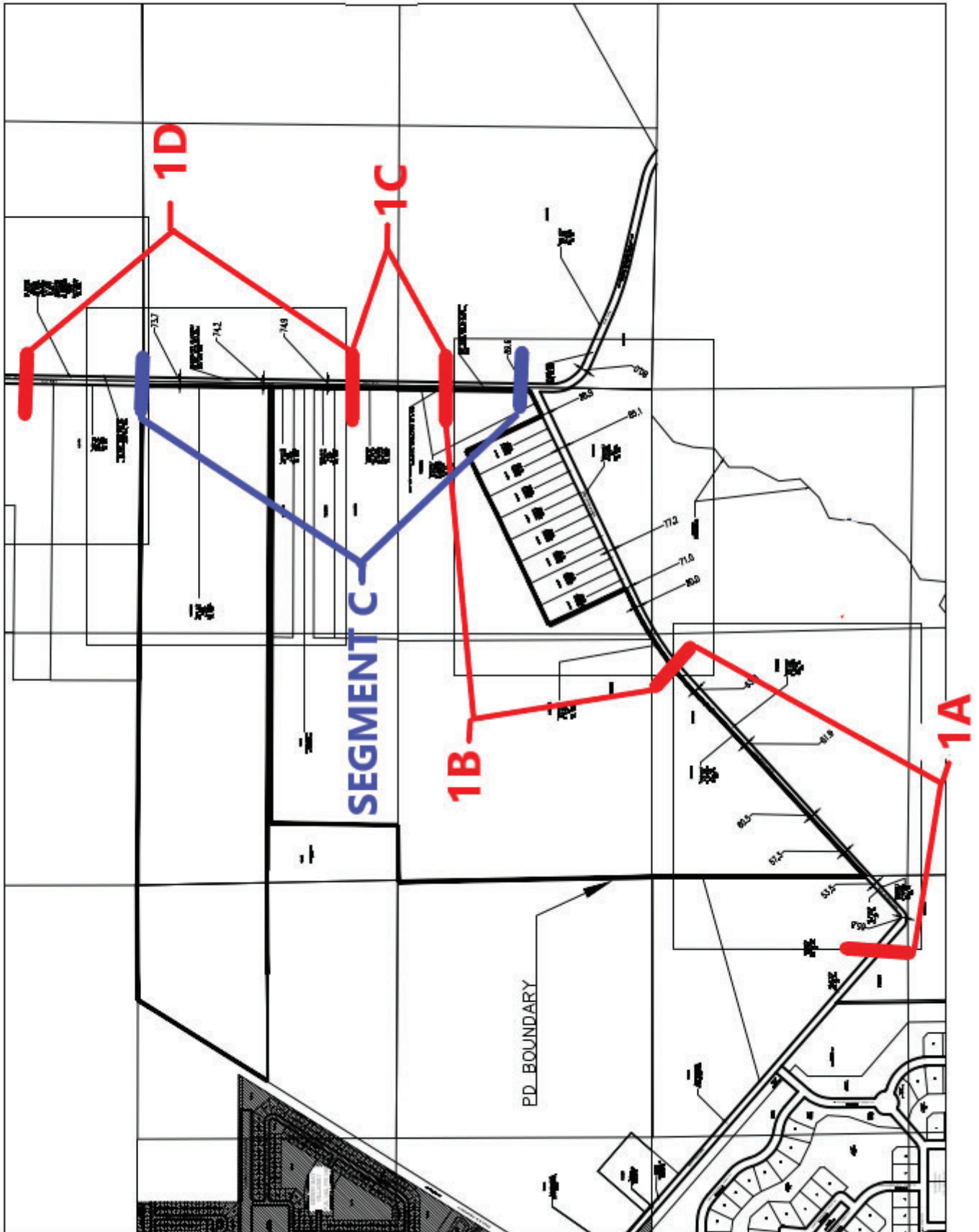
Table 215.2.2 Minimum Lateral Offset Criteria (cont.)

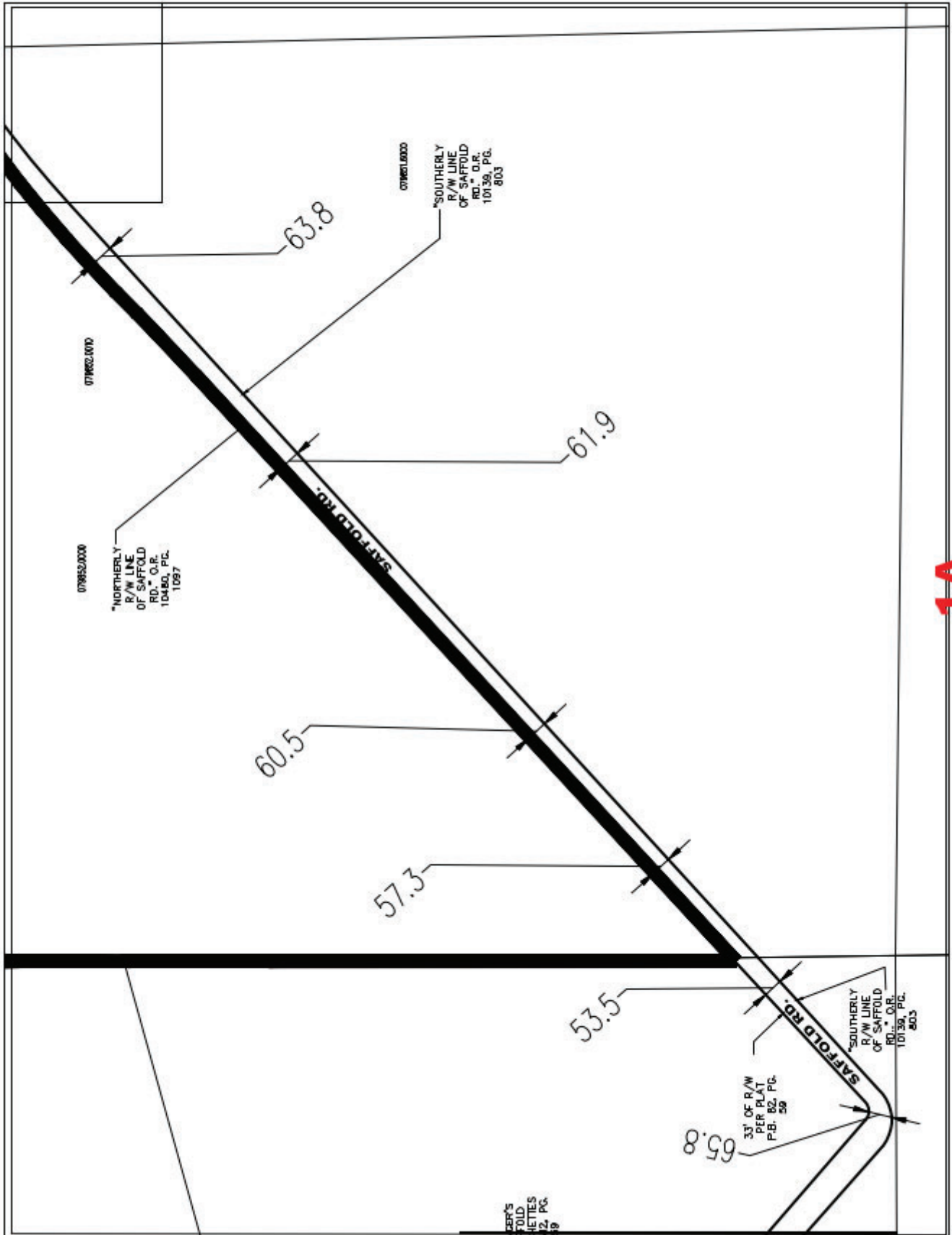
Design Element		Curbed Roadways				High Speed Curbed and Flush Shoulder Roadway
		New Construction		RRR		
		Design Speed				
		25-35 mph	40-45 mph	25-35 mph	40-45 mph	
Aboveground Utilities (See <i>FDM 215.2.8</i>)	Existing Utilities	1.5 feet	4.0 feet	1.5 feet	4.0 feet	Outside Clear Zone
	New or Relocated Utilities	4.0 feet				Outside Clear Zone
	RRR Projects: Existing aboveground utilities are not required to be relocated unless one of the following applies: <ul style="list-style-type: none"> The edge of traveled way is being moved closer to the aboveground utility; e.g., addition of an auxiliary lane, or They have been hit 3 times in 5 years. 					
Railroad Grade Crossing Traffic Control Device		Locate in accordance with <i>Standard Plans, Index 509-100</i> and <i>Index 509-070</i>				
Roadways Overpassing Railroads		For Horizontal Clearances where roadways overpass railroads refer to <i>FDM 220</i> .				
Canal and Drop-off Hazards		See <i>FDM 215.3</i>				
Bridge Piers and Abutments (See <i>FDM 215.4.5.4</i> for Pier Protection criteria and <i>Figures 260.6.3 & 260.6.4</i>)		The greater of the following: <ul style="list-style-type: none"> <u>Inside or Outside Travel Lane:</u> 16 feet from Edge of Travel Lane <u>Outside Auxiliary Lane:</u> 4 feet from Face of Curb <u>Inside Auxiliary Lane (Median):</u> 6 feet from Edge of Auxiliary Lane RRR Projects: 1.5 feet 4.0 feet				Outside Clear Zone
Drainage Structures (e.g., wingwalls, endwalls, flared end sections)		Refer to the FDOT Drainage Manual				
Mailboxes		Locate in accordance with <i>Standard Plans, Index 110-200</i>				
Bus Benches and Transit Shelters		Locate in accordance with <i>Rule Chapter 14-20.003, Florida Administrative Code (F.A.C.)</i> . Transit bus benches must be located in accordance with <i>Rule Chapter 14-20.0032, F.A.C.</i>				
Pedestrian Railing		4.0 feet				Outside Clear Zone

RIGHT OF WAY EXHIBIT

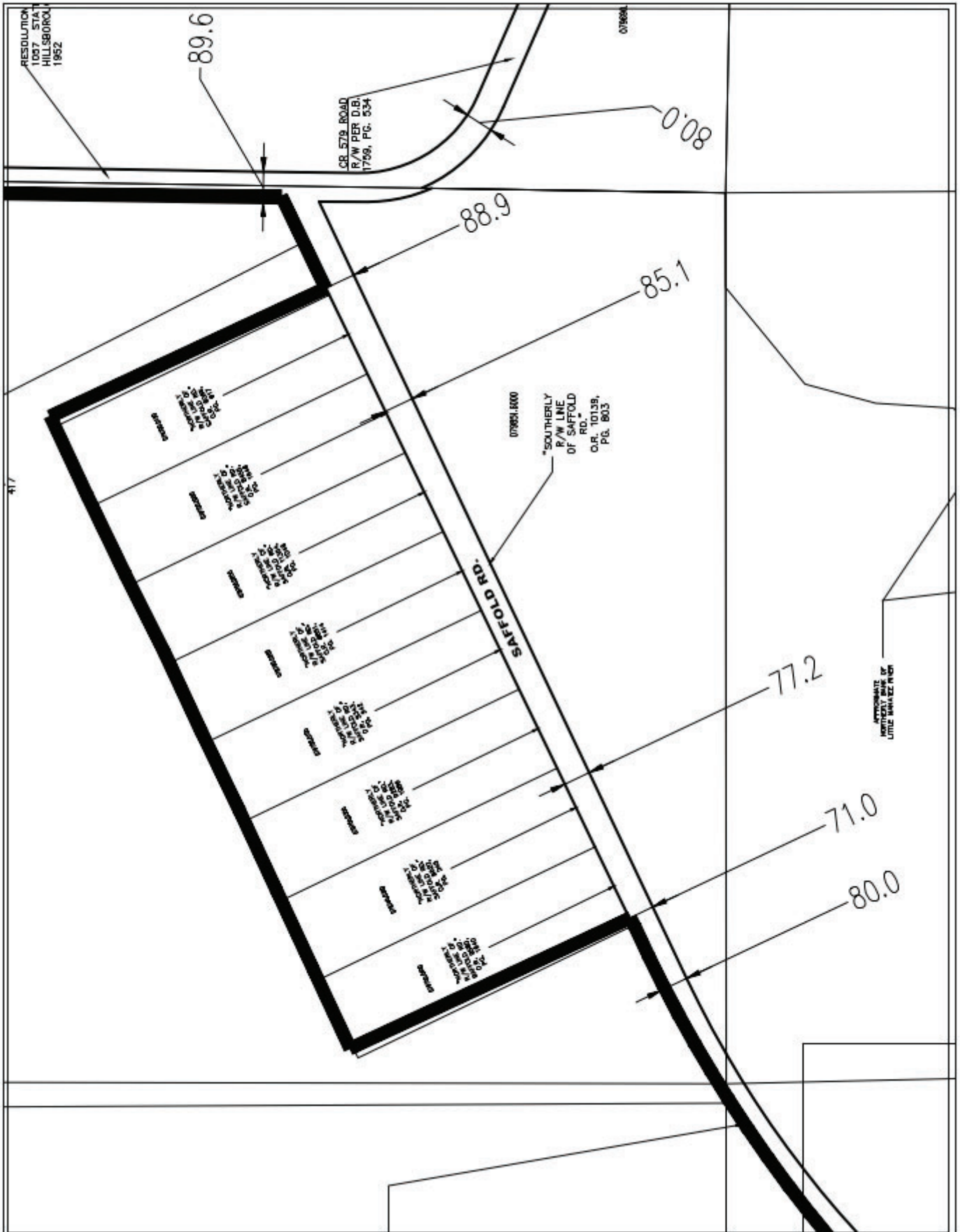


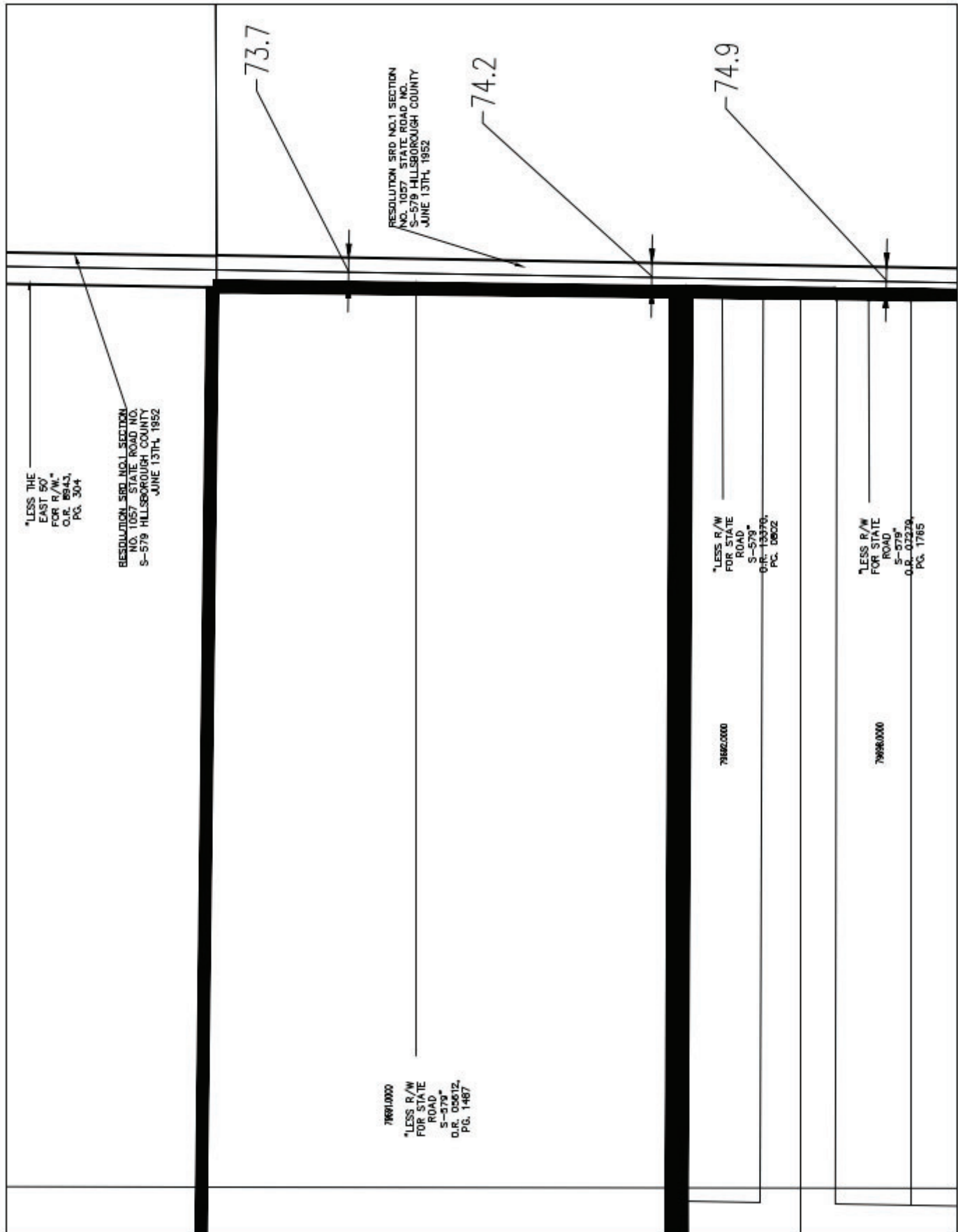
OVERALL ROW SHEET 1

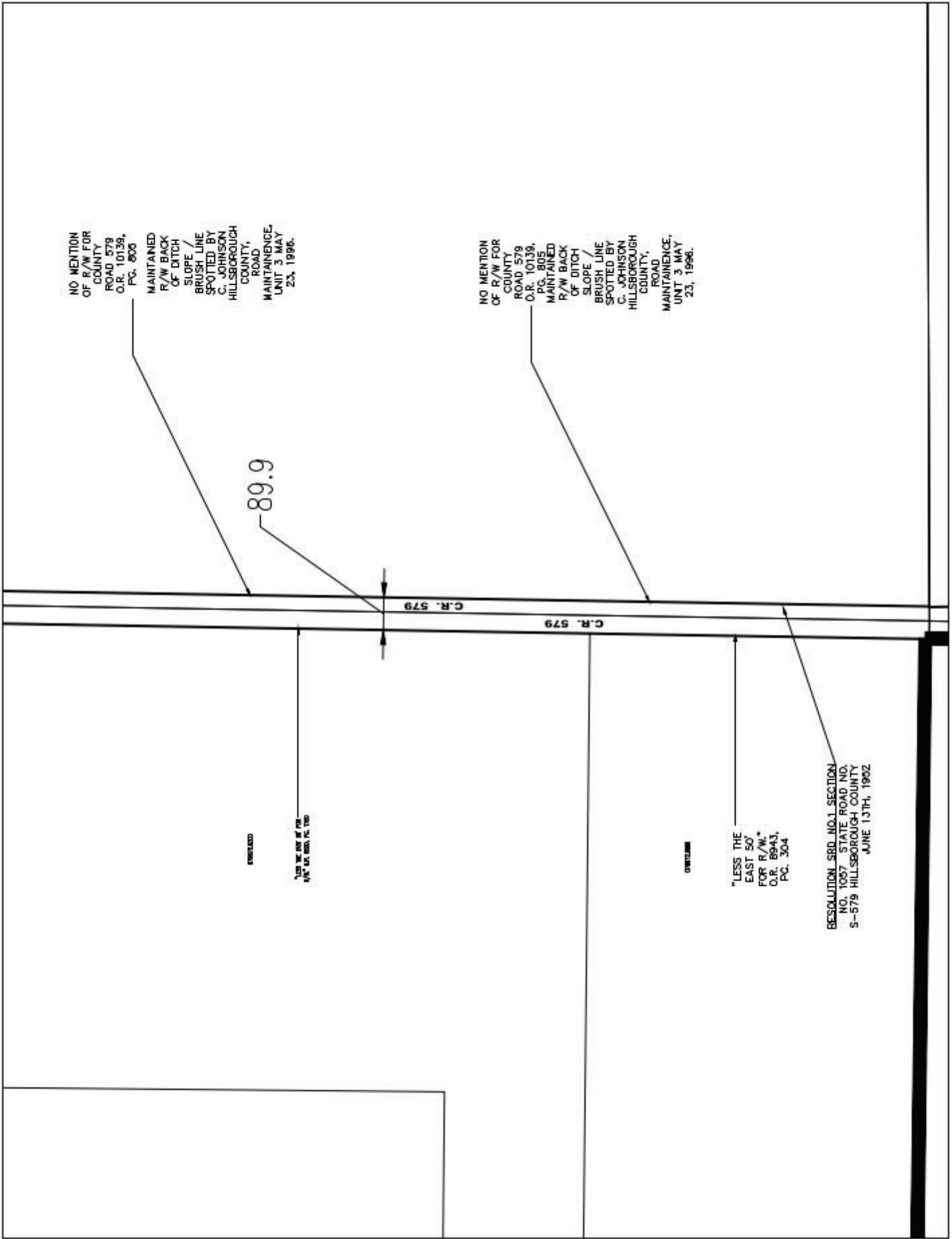




1A

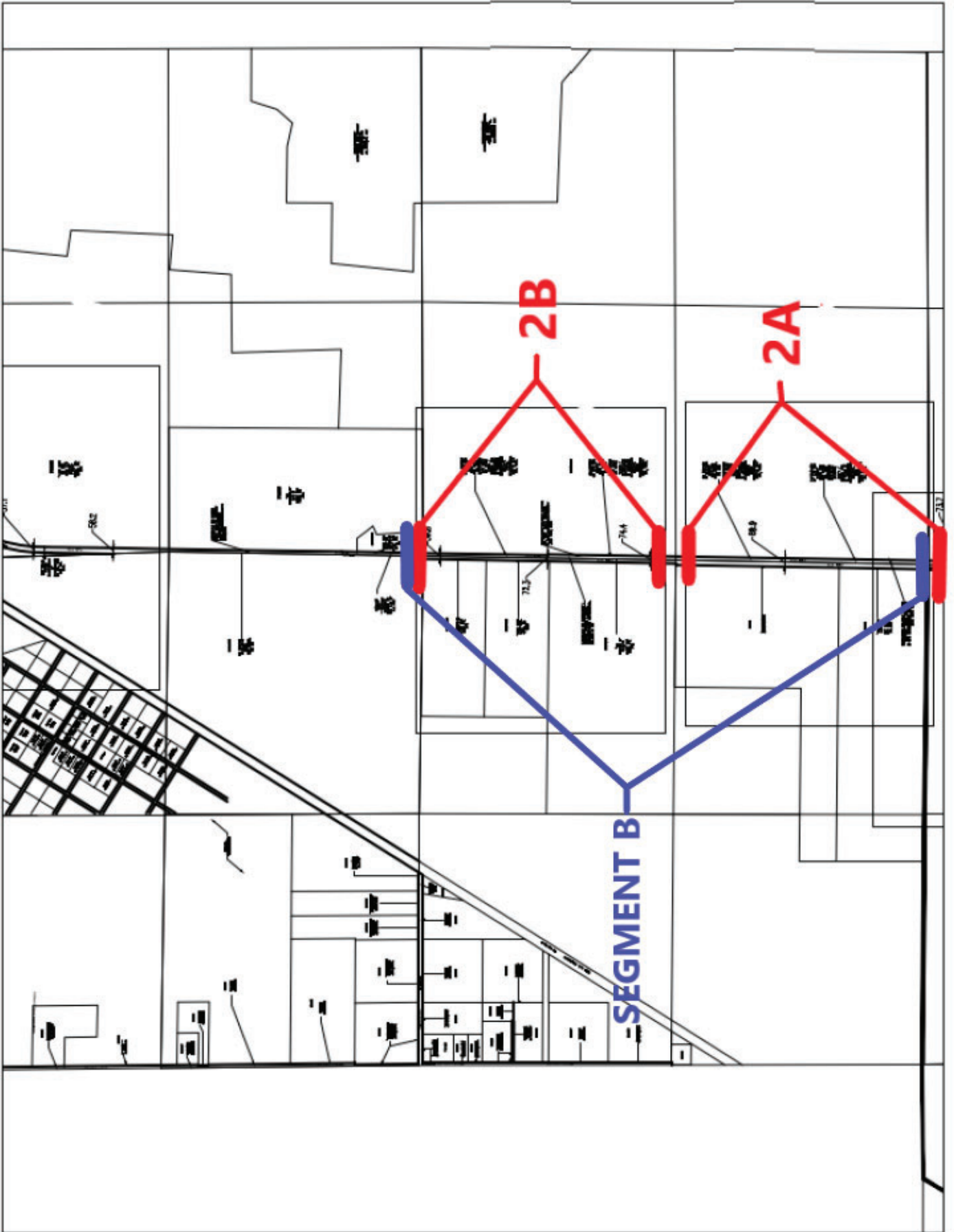


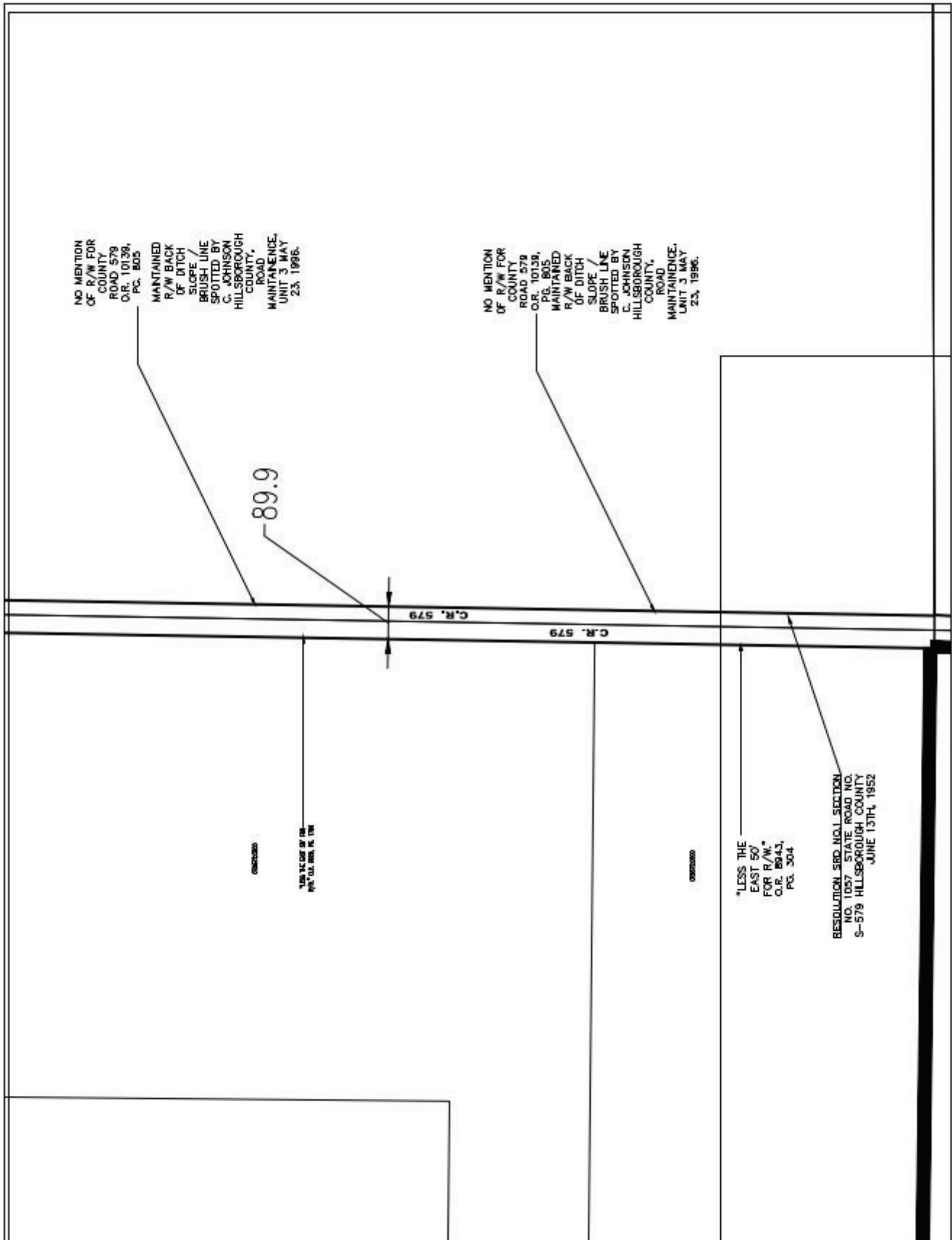




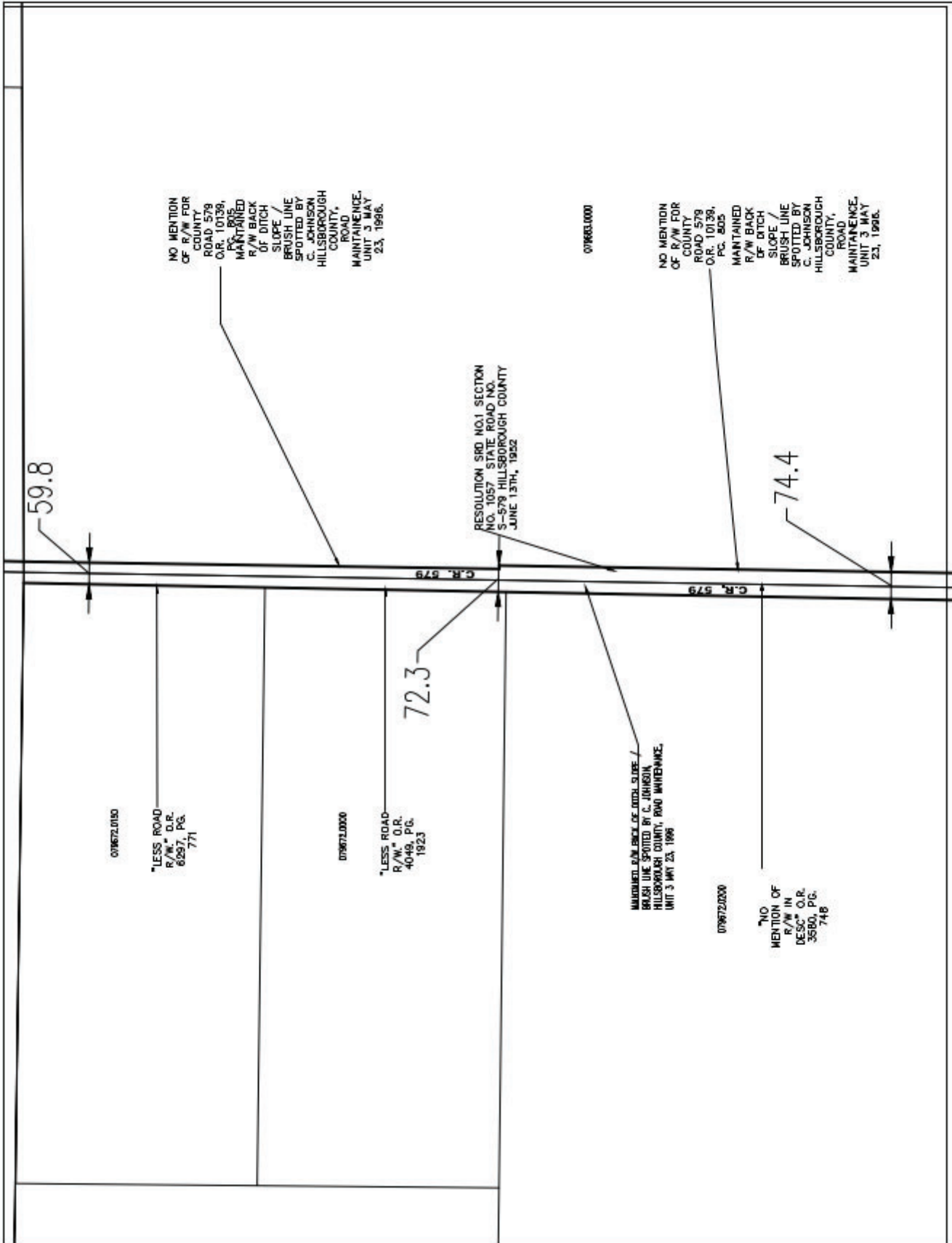
1D

OVERALL ROW SHEET 2



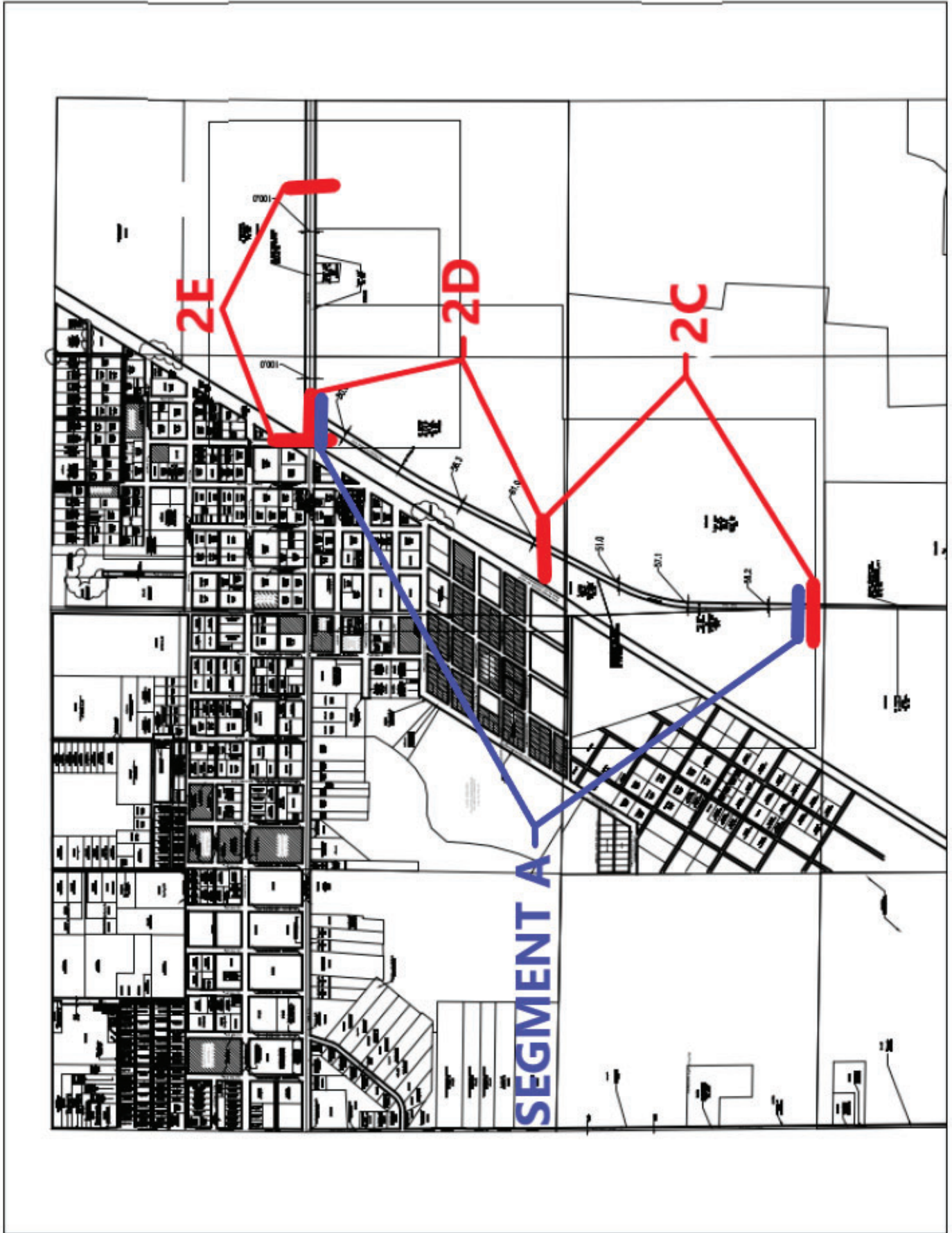


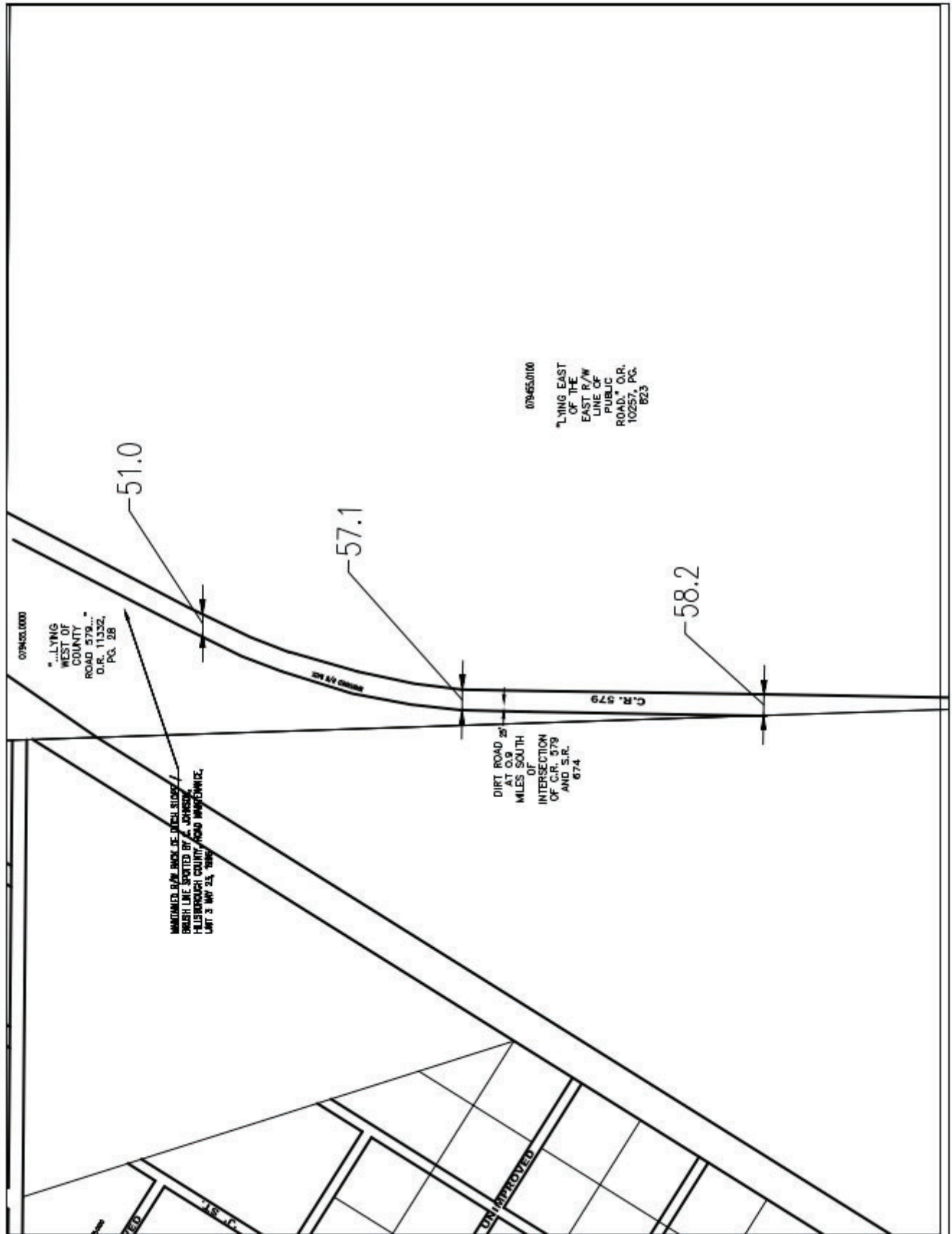
2A



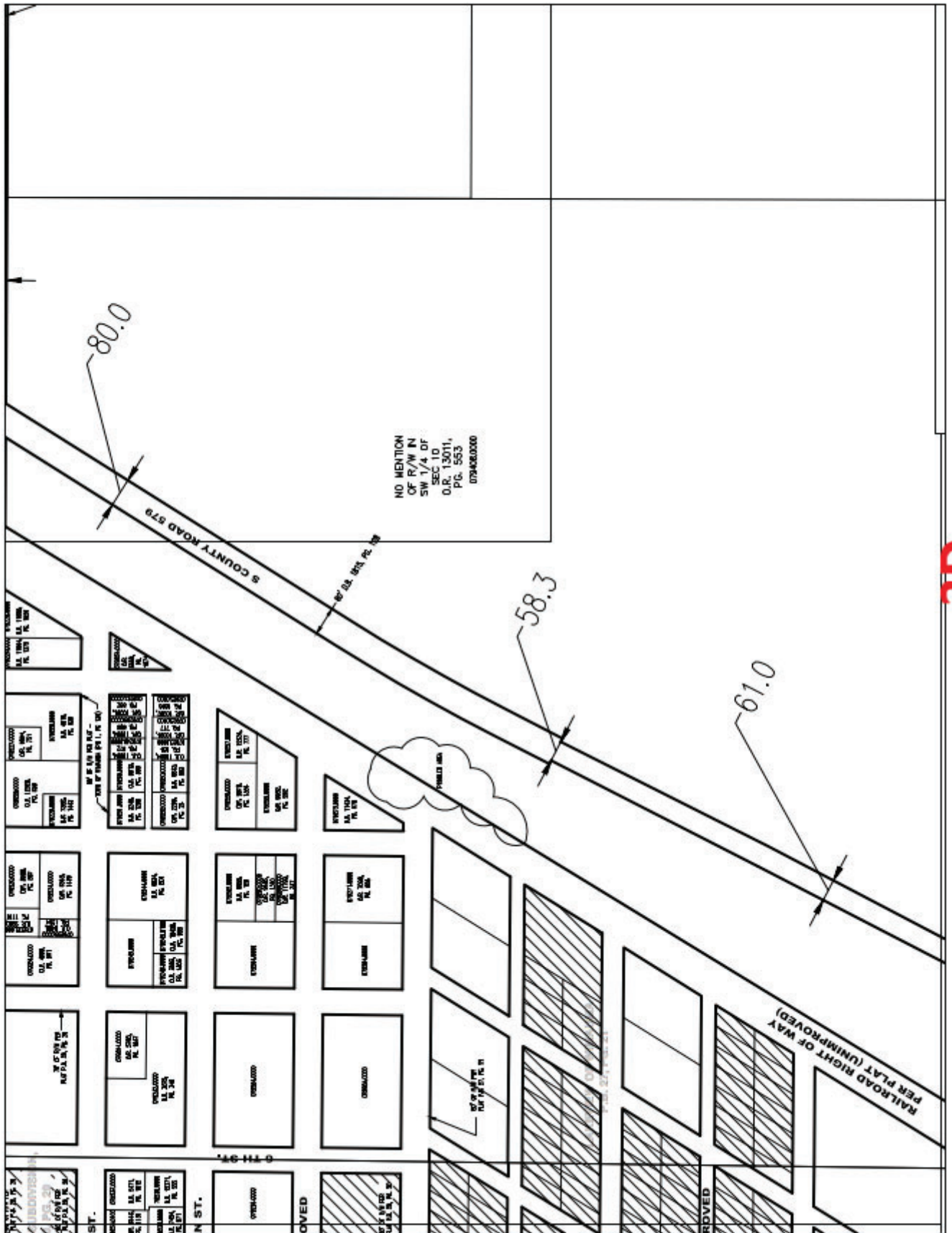
2B

OVERALL ROW SHEET 2 C-E

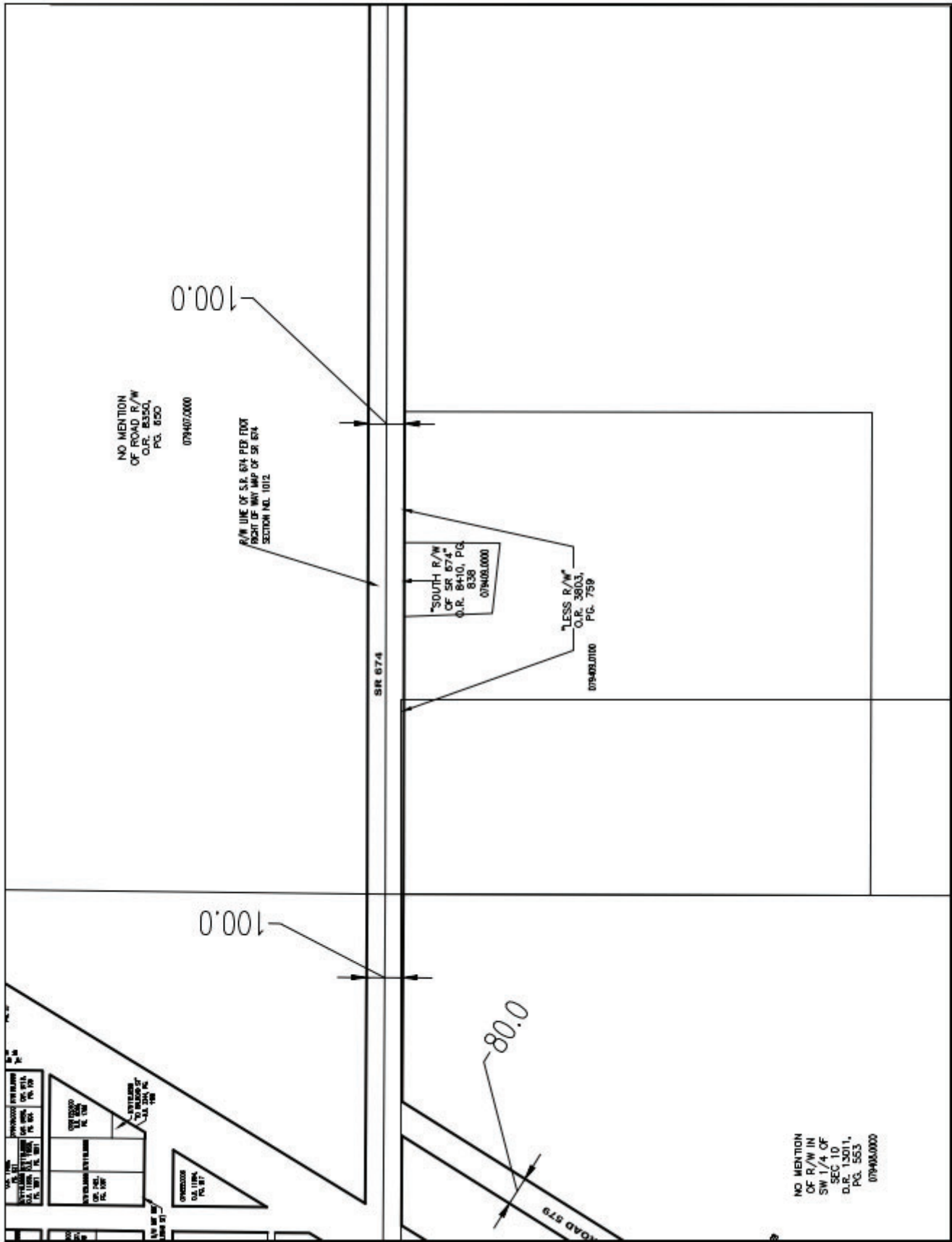




2C



2E



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
Berry Grove Blvd.	County Collector - Urban	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 - TBD <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – Voluntary Preservation for 4 Lanes West of Internal Roundabout
CR 579	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – Tier 1-1 Trail Connection
Saffold Rd.	County Collector - Rural	2 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
	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	1,742	128	174
Proposed	19,286	2,006	1,911
Difference (+/-)	(+) 17,544	(+) 1,878	(+) 1,737

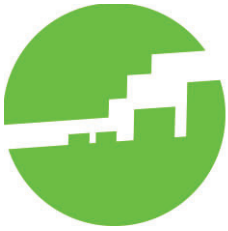
*Trips reported are based on net new external trips unless otherwise noted.

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
CR 579 - Substandard Rd.	Design Exception Requested	Approvable
Saffold Rd. – Substandard Rd.	Design Exception Requested	Approvable
Notes:		

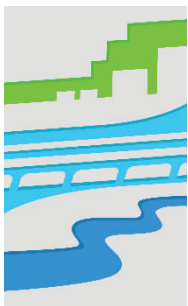
Transportation Comment Sheet

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	



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: June 20, 2023	Petition: PD 23-0041
Report Prepared: June 8, 2023	2675 South 579 Highway, 1689 579 Highway <i>West and east of 579 Highway and south of State Road 674</i>
Summary Data:	
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Wimauma Village Residential-2 (1 du/5 ga or 2 du/ga with the Wimauma Village Plan concept; 0.25 FAR)
Service Area	Rural
Community Plan	Wimauma Village, Southshore Areawide Systems
Request	Agricultural Rural (AR) to Planned Development (PD) to develop 1,816 residential units utilizing Transfer of Development Rights (TDR) and a Wimauma Village Plan concept
Parcel Size (Approx.)	909.27 +/- acres
Street Functional Classification	579 Highway – County Collector State Road 674 – State Principal Arterial
Locational Criteria	N/A
Evacuation Area	None



Context

- The subject site is located on approximately 909.27 ± acres west and east of 579 Highway and south of State Road 674.
- The site is in the Rural Area and within the limits of the Wimauma Village Community Plan and the Southshore Areawide Systems Plan.
- The site has a Future Land Use designation of Wimauma Village Residential-2 (WVR-2), which allows for consideration of up to 2 dwelling units per gross acre and a maximum Floor Area Ratio (FAR) of 0.25 when demonstrating a Wimauma Village Plan concept and by providing community benefits. Typical uses in the WVR-2 include agriculture, residential uses and residential support uses, may be considered category wide. Commercial (except as limited by the Wimauma Community Plan), industrial and office uses may be considered within the Wimauma Downtown East District. Commercial locational criteria is waived for the Wimauma Downtown East District.
- The subject site is surrounded by Wimauma Village Residential-2 (WVR-2) on all sides. To the east is Natural Preservation (N). Further north of the Designated Sending Area (DSA) is Residential-4 (RES-4). The subject site is mainly surrounded by agricultural and public/quasi-public land. Further west there are single family residential developments.
- The subject site is zoned Agricultural Rural (AR). It is mainly surrounded by AR and Planned Development (PD) zoning.
- There are approximately 67.90 acres of wetlands in the Designated Receiving Area (DRA).
- The applicant requests to rezone from Agricultural Rural (AR) to Planned Development (PD) to develop 1,816 residential units utilizing Transfer of Development Rights (TDR) and a Wimauma Village Plan concept.

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

Rural Area

Objective 4: *The Rural Area will provide areas for long term, agricultural uses and large lot, low density rural residential uses which can exist without the threat of urban or suburban encroachment, with the goal that no more than 20% of all population growth within the County will occur in the Rural Area.*

Policy 4.1: Rural Area Densities *Within rural areas, densities shown on the Future Land Use Map will be no higher than 1 du/5 ga unless located within an area identified with a higher density land use category on the Future Land Use Map as a suburban enclave, planned village, a Planned Development pursuant to the PEC ½ category, or rural community which will carry higher densities.*

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.*

Relationship to Land Development Regulations

Objective 9: *All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.*

Policy 9.2: *Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.*

Environmental Considerations

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

Policy 13.3: Environmentally Sensitive Land Credit

Density and FAR calculations for properties that include wetlands will comply with the following calculations and requirements for determining density/intensity credits.

- *Wetlands are considered to be the following:*
 - *Conservation and preservation areas as defined in the Conservation and Aquifer Recharge Element*
 - *Man-made water bodies as defined (including borrow pits).*
- *If wetlands are less than 25% of the acreage of the site, density and intensity is calculated based on:*
 - *Entire project acreage multiplied by Maximum intensity/density for the Future Land Use Category*
- *If wetlands are 25% or greater of the acreage of the site, density and intensity is calculated based on:*
 - *Upland acreage of the site multiplied by 1.25 = Acreage available to calculate density/intensity based on*
 - *That acreage is then multiplied by the Maximum Intensity/Density of the Future Land Use Category*

Neighborhood/Community Development

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

Policy 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 16.7: *Residential neighborhoods shall be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent neighborhoods together.*

Policy 16.8: *The overall density and lot sizes of new residential projects shall reflect the character of the surrounding area, recognizing the choice of lifestyles described in this Plan.*

Policy 16.10: *Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as”. Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.*

Policy 16.11: *Within residential projects, site planning techniques shall be encouraged to ensure a variety and variation of lot sizes, block faces, setbacks and housing types.*

Objective 48: Purpose of WVR-2 land use plan category

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

Policy 48.5: Typical Uses and Floor Area Ratio

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

Policy 48.7: Community Benefit Options

In order to achieve densities above the base density of 1 unit per 5 gross acres (unless otherwise specified by existing zoning), community benefits shall be required for proposed villages. Community benefits and services shall support the needs of the community within the WVR-2 and the Wimauma Community Plan area consistent with this Comprehensive Plan.

See below for a listing of the community benefits further described in Part 3.24.00 of the LDC:

Community Benefits
<p>Proposed villages including (50) fifty or more residential units shall conduct at least two public meetings and shall notify all registered Neighborhood, Homeowner and Civic Associations within the Community Planning Area as defined within the Livable Communities Element to discuss the utilization of Community Benefit Options. These meetings shall occur within the defined Community Plan boundary. One meeting shall occur prior to the application submittal. A second meeting shall occur after an application is submitted but prior to the letter of mailing notice deadline. Proof of the meetings in form of an affidavit shall be provided that identifies the date, location, and timing of the meeting, as well as a list of Associations contacted, and meeting minutes. This information shall be submitted to County staff by the Proof of Letter of Notice deadline.</p>
<p>At least one benefit shall be offered for developments less than 25 acres.</p>
<p>At least two benefits shall be offered for developments less than 50 acres but equal to or greater than 25.</p>
<p>At least three benefits shall be offered for developments less than 100 acres but equal to or greater than 50,</p>
<p>At least four benefits shall be offered for developments less than 160 acres but equal to or greater than 100,</p>
<p>At least five benefits shall be offered for developments less than 320 acres but equal to or greater than 160,</p>
<p>At least six benefits shall be offered for developments greater than 320 acres.</p>
<p>Community Benefits that demonstrate meeting the requirements in the Community Benefits Table twice or by 100% or more may count the benefit two times, as approved by the Board of County Commissioners.</p>

Tier 1: Community Benefits Priority List
(For projects greater than 50 acres but less than or equal to 100 acres, at least one community benefit must be provided from Tier 1. For projects greater than 100 acres, at least two community benefits must be provided from Tier 1).

1	<i>Construct multi-use trail within or adjacent to the TECO corridor (as agreed during PD process), consistent with Hillsborough County 2019 Greenways and Trails Master Plan for the Cross County Greenway-Wimauma and the Wimauma Community Plan or construct at least two connections to an adjacent County trail system planned or otherwise. When constructing connections to an adjacent trail, the connections shall meet Multi-use standard in the Hillsborough County Transportation Technical Manual and be at least a half mile in length within the project. If relevant, connect to Neighborhood Centers, or connect to other trails found in the Long-Range Transportation Plan with approval from Parks and Recreation, Community Infrastructure Planning, and other appropriate reviewing agencies. When constructing within a Multi-Use Trail within the neighborhood, the trail location shall be identified on the rezoning site plan. Additionally, the entirety of the trail shall be constructed prior to the final plat approval of more than 75% of the residential units. When constructing within a Multi-Use Trail within the neighborhood, the required connection length into the neighborhood, and connection to a Neighborhood or other trails if applicable, shall be constructed in its entirety prior to the final plat approval of more than 75% of the residential units.*</i>
2	<i>Land dedication and conveyance for county owned land to be used for any type of recreational use (includes General Recreational Use for indoor/outdoor, Passive Recreation, and/or Regional Recreation Use defined by the Code provided property is publicly owned) and public civic/community uses (such as, but not limited to, community centers, libraries, fire or police stations). Park lands shall be 10 acres at a minimum all other public civic/community uses shall be 2 acres at a minimum. Final approval will be made by the BOCC. The applicant shall demonstrate at the time of rezoning that the County Agency is accepting the land dedication.*** and **</i>
3	<i>Construct new non-residential use in the Wimauma Downtown Main Street Core or Wimauma Downtown East. The requirement of 42 sq ft per household for the required non-residential uses shall be based on 30% total unit count or 3,000 sq ft whichever is larger.*</i>
4	<i>Benefit shall directly or indirectly contribute towards furthering a defined goal within the Wimauma Community Plan as exhibited in the Livable Communities Element. This benefit may include economic development, transit, affordable housing, internet access or other contributions. ****</i>
Tier 2	
5	<i>Transfer of Development Rights: Transfer a minimum of 10% of the base density of total PD units per acre to the Downtown TDR Receiving Zone in Wimauma Downtown per Sec. 3.24.10. and/or other TDR receiving area as defined by Hillsborough County. Lands sent may not contribute to 40% open space requirement.</i>
6	<i>Land dedication for ELAPP (approved by Hillsborough County) at a minimum of 10% of total site. Benefit is in addition to the minimum Open Space requirement per Section 3.24.03. *** and **</i>

7	<i>Internal recreation and open space shall exceed regulation per Section 3.24.03 by no less than 25% and 35%. Lands exceeding regulation shall be open to public use and maintenance of these lands shall not be the responsibility of Hillsborough County. Such areas when exceeding the minimums and identified for use as a community benefit shall not be excluded from density calculations.**</i>
8	<i>Construct on-site non-residential uses within the required Neighborhood Center acreage at 42 sq. ft. per housing unit utilizing 30 percent of the proposed units or 3,000 sq. ft. whichever is larger.*</i>
<p><i>*The community benefit shall require that at least 50% of required on-site or off-site square footage shall receive a Certificate of Occupancy prior to the final plat approval of more than 75% of the residential units. 100% of the required on-site or off-site square footage shall receive a Certificate of Occupancy prior to the final plat approval of more than 90% of the residential units.</i></p> <p><i>**Compliance with these community benefits shall be demonstrated on the general site plan of the rezoning application.</i></p> <p><i>***These community benefits shall require written agreement/acceptance by the receiving entity of the dedicated land to provide assurances at the time of rezoning the benefit will be provided. Additionally, documentation of the conveyance of that land to the receiving entity is required prior to final plat approval.</i></p> <p><i>****Benefit may be used more than once if offering multiple benefits satisfying or furthering multiple Community goals.</i></p>	

Policy 48.9: Transfer of Development Rights (TDR)

In WVR-2, up to 2 dwelling units per gross acre (DU/GA) densities may be transferred between 2 separately owned or commonly held properties, whether or not they are contiguous to each other. The designated sending area shall be inside the limits of the Wimauma Village Residential-2 land use plan category.

Policy 48.9.a: Designated Receiving Zone

The designated receiving areas shall be inside the Wimauma Village Residential-2 land use plan category, inside the Urban Service Area portion of the Wimauma Village Plan(Wimauma Downtown TDR Receiving Zone), or other identified areas within the Urban Service Area.

- 1) *To support housing growth in the Wimauma Downtown and preserve rural areas within the WVR-2, the exchange ratio for transfer of dwelling units into the Wimauma Downtown Receiving Zone will be 2 DU/GA to 4 DU/GA, a ratio of 1:2. The transfer of dwelling units shall not exceed 4 DU/GA within the Wimauma TDR receiving zone. No property shall be left with less development rights than there are existing dwellings on said properties, or less than 1 dwelling unit development for any parcel which would otherwise be eligible for a dwelling unit.*
- 2) *To support the Wimauma Main Street Core and economic development, stacking of TDR and Affordable Housing Density Bonuses (AHDB) will be allowed and encouraged in the Wimauma Downtown Receiving Zone. The stacking of TDR with any other density provision of the comprehensive plan or LDC shall be prohibited in WVR-2 to WVR-2 transfers.*
 - a) *1 acre parcel with a Future Land Use of Residential-6, within the Wimauma TDR receiving zone, with no wetlands may be considered for up to 6 dwelling units. Applying for an Affordable Housing Density Bonus will increase the Residential 6 to the next highest category (Residential 9). The TDR receiving parcel may now be considered for as many as 9 dwelling units. The TDR sending parcel with a Future Land Use of WVR-2 may transfer density at a ratio of 2 DU/GA to 4 DUGA. The receiving of dwelling units shall not exceed 4 DU/GA within the Wimauma TDR*

receiving zone. Therefore, the total number of dwelling units that may be considered on a 1 acre parcel as described above is $9 + 4 = 13$ dwelling units. Alternatively, the same parcel in this example may be considered for 10 dwelling units if not utilizing the AHDB. Any density considered above the Future Land Use category shall be by a Planned Development.

3) Properties within the WVR-2 may transfer to properties in the WVR-2 at a 1:1 ratio, not to exceed 4 DU/GA. These TDRs are a no net density increase to the rural service area and are transferred at a density of one to one, from and to WVR-2 properties.

Community Design Component (CDC)

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

OBJECTIVE 12-1: *New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.*

Policy 12-1.4: *Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions, to affect elements such as height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture.*

Environmental and Sustainability Section (ESS)

Objective 3.5: *Apply adopted criteria, standards, methodologies and procedures to manage and maintain wetlands and/or other surface waters for optimum fisheries and other environmental values in consultation with EPC.*

Policy 3.5.1: *Collaborate with the EPC to conserve and protect wetlands and/or other surface waters from detrimental physical and hydrological alteration. Apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values provided by the functions performed by wetlands and/or other surface waters authorized for projects in Hillsborough County.*

Policy 3.5.2: *Collaborate with the EPC through the land planning and development review processes to prohibit unmitigated encroachment into wetlands and/or other surface waters and maintain equivalent functions.*

Policy 3.5.4: *Regulate and conserve wetlands and/or other surface waters through the application of local rules and regulations including mitigation during the development review process.*

LIVABLE COMMUNITIES ELEMENT: WIMAUMA VILLAGE

2. Education – Improve educational opportunities at all levels

- Provide early childhood care co-located with educational facilities or community services
Support a community library in Wimauma that includes Spanish language resources and historic data/material sections
- Provide after school programs co-located with educational facilities
Support shared use agreements with the “Hillsborough County Public Schools” to meet civic infrastructure needs including access to libraries, computer labs, and recreation fields
- Co-locate schools, parks, libraries and fire stations
- A new elementary, middle and high schools will be needed to support the projected residential development of the area; recommended locations per the Community Plan.
- Require applicants of re-zonings containing 50 or more residential units to consult with the “Hillsborough County Public Schools” regarding potential school sites

5. Affordable Housing and Neighborhoods

- Implement incentives to encourage affordable housing
- Encourage housing to accommodate a diverse population and a range of income levels
- Implement housing rehabilitation assistance to lower income homeowners and mobile homes
- Allow stacking of affordable housing bonus densities and the Transfer of Development Rights within the Wimauma Downtown TDR Receiving Zone
- Gated subdivisions will not be permitted in order to foster an economically integrated community
- Repair local streets within existing subdivisions
- Encourage mixed-use residential with commercial development within the Wimauma Downtown district
- Orient residential development to the conceptual Cross County Greenway Trail-Wimauma

6. Multi-modal Transportation and Connectivity – Ensure a balanced transportation system that reflects the community’s character and provides for options including walking, bicycling and transit

- Implement the bicycle network and the conceptual Cross County Greenway Trail-Wimauma as a main transportation mode
- New streets must connect with existing streets and rights-of-way to provide multiple north-south and east-west through routes for vehicles and pedestrians. Additionally, paved street stub-outs must be provided to accommodate future potential street connections. Exceptions shall be allowed where prohibited by environmentally sensitive lands
- A minimum of eighty (80) percent of all roadways internal to new subdivisions shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway
- Expand local bus service, establish local circulator with connection to Ruskin, and provide bus shelters along the identified circulator route
- Maintain the existing street grid network and encourage/regulate important street grid connections within new development and Planned Developments

- *Outside of the existing platted portion of Wimauma, through streets shall be established approximately every 1,320 feet, except where prohibited by environmentally sensitive lands*

7. Parks, Recreation, and Conservation – Protect and enhance Wimauma’s natural environment

- *All new development must occur such that sensitive native habitats are protected to the greatest degree possible*
- *Develop the conceptual Cross County Greenway Trail-Wimauma per the Community Plan*
- *Promote eco-tourism related businesses to take advantage of Wimauma’s natural resources, such as the Little Manatee River and promote passive recreation approximate to ELAPP sites*
Require open space to be established as a focal point of new subdivisions with 50 or more dwelling units

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

- *Residential Gross Density*

Consideration of up to 2 dwelling units per gross acre on a minimum of five acres provided that the development meets the intent of the land use category and is consistent with this Plan and the Land Development Code. Otherwise the gross residential density may not exceed 1 dwelling unit per 5 acres. Residential development is limited to the maximum residential densities allowed in the Plan. Community Benefits and services which support the needs of the community, improve infrastructure, enhance economic opportunity, and achieve the goals of the community plan will be required of all new developments within the WVR-2 area of the Wimauma Village Plan unless otherwise specified.

- *Open Space*

Open Space, Conservation Area, and Agricultural Land (including parks, forestry, outdoor recreation, ELAPP, public uses, community gardens, ponds, wetlands, corridors and agricultural open space) shall constitute an important component of the Village Residential. To avoid environmental isolation and fragmentation, the plan seeks contiguity and connection to other open space or conservation areas. To ensure that the rural landscape is preserved, large areas of new development must be reserved for Open Space, Conservation Area, or Agricultural Land preferably at edges which are adjacent to rural land areas. Specific percentage standards for Open Space, Conservation Area, and Agricultural Land within the WVR-2 are established by the overall gross site acreage of each Planned Development. Open space shall constitute no less than 40% of the gross site acreage for a Planned Development with 30% of the open space being contiguous and 10% of the open space, not contiguous, being internally located within the neighborhoods of the Planned Development site.

- *Typical Uses*

Agriculture, residential uses, and residential support uses may be considered anywhere in the category. Non-residential uses may be considered with a .25 FAR within the Wimauma Downtown East District. These uses are not subject to commercial locational criteria.

Specific Intent of Category

In order to avoid a pattern of single dimensional development that could contribute to urban sprawl, it is the intent of this category to designate areas inside the boundaries of the Wimauma

Village Plan, formerly in the RP-2 category, that are suited for agricultural development in the immediate horizon of the Plan but may be suitable for the expansion of the Village as described in this Plan.

- *Utilities*

The development shall be on a central public water and sewer system.

- *Approvals*

All approvals shall be through a planned unit development, requiring at a minimum, community benefits and an integrated site plan controlled through performance standards to achieve developments that are compatible with surrounding land use patterns.

- *Transfer of Development Rights*

The TDR Element encourages the transfer of density: to move potential development to certain locations inside the USA; to encourage continued use of land for rural and open space purposes by transferring potential density off the land which maintains value of the sending zone; and to allow the accumulation of sufficient development rights to support downtown development.

- *Allow for the transfer of up to 2 dwelling units per gross acre densities between 2 separately owned or commonly held properties, whether or not they are contiguous to each other. The designated sending area shall be inside the limits of the Wimauma Village Residential-2 category. Receiving Zone: The designated receiving areas shall be inside the Wimauma Village Residential-2 category, inside the Urban Service Area portion of the Wimauma Village Plan (Wimauma TDR receiving zone), or other identified area within the Urban Service Area.*

Staff Analysis of Goals Objectives and Policies:

The subject site is located on approximately 909.27 ± acres west and east of 579 Highway and south of State Road 674. The site is in the Rural Area and within the limits of the Wimauma Village and Southshore Areawide Systems Community Plans. The applicant requests to rezone from the subject site from Agricultural Rural (AR) to Planned Development (PD) to develop 1,816 residential units utilizing Transfer of Development Rights (TDR) and a Wimauma Village Plan concept. Surrounding uses mainly consist of vacant agricultural land and single family residential developments.

The proposal is consistent with FLUE Policy 13.3 as it relates to Environmentally Sensitive Land Credit. The Environmental Protection Commission Wetlands Division has reviewed the proposed site plan and has determined that a resubmittal is not necessary. Given that there is a separate approval process for wetland impacts with the Environmental Protection Commission and that they currently do not object to the site plan, Planning Commission staff finds this request consistent with Objective 13 and associated policies in the FLUE and Objective 3.5 in the Environmental and Sustainability Section (ESS).

The proposed rezoning meets the intent of FLUE Objective 16 and policies 16.1, 16.2, 16.3, 16.7, 16.8, 16.10, and 16.11. The proposal includes appropriate setbacks and buffers in relation to existing conditions. The site plan provides open space, landscape buffers and stormwater retention areas. The proposal mitigates adverse impacts to the environmentally sensitive areas. Furthermore, a variety of housing type are proposed and a total of six various community benefits will be provided and discussed in further detail in the following section of the report. The proposed site plan appears to show an efficient system of internal circulation and connections to existing roadways and existing

neighborhoods. The County Transportation Department has indicated that they find the site plan supportable subject to conditions.

The request is consistent with Future Land Use Element (FLUE) Policy 48.7. The applicant has proposed six community benefits. They include:

- Tier 1-1: Multi-Use Trail
- Tier 1-4: 10 Acre Park
- Tier 1-4: Affordable Housing (10% of units)
- Tier 1-4: Public School Site
- Tier 2-7: 25% Increase in Internal Open Space
- Tier 2-8: Childcare, Church, Flexible Market Space, Civic Use

There are four benefits being proposed from the Tier 1 Community Benefits Priority List. The multi-use trail (Tier 1-1) is located on the north side of the County Roadway, starting at the connection to the TECO corridor and continuing east to County Road 579. It is proposed to go north along CR 579 to be connected to the Environmental Lands Acquisition Protection Program (ELAPP) Little Manatee River trailhead. This multi-use path is approximately 1.3 miles and will connect to a neighborhood center.

The remaining three benefits that are being proposed from Tier 1 are under Tier 1-4, which are required to directly or indirectly contribute towards furthering a defined goal within the Wimauma Community Plan. The 10-acre park is indicated on the site plan, meeting the community benefit under Tier 1-4. The park will contribute to the goals in Wimauma Community Plan that require open space to be established as a focal point of new subdivisions with 50 or more dwelling units and promoting passive recreation approximate to ELAPP sites. The site plan indicates that 10% of the units will be affordable, meeting that community benefit under Tier 1-4. Providing affordable housing units will contribute toward the goals in the Wimauma Community Plan that encourage housing to accommodate a diverse population and a range of income levels and orient residential development to the conceptual Cross County Greenway Trail-Wimauma. Lastly, under Tier 1-4, the site plan indicates that 14 acres will be for a public school site. Providing a site for a public school contributes towards the goals in the Wimauma Community Plan that desire a new elementary, middle and high schools located be identified to support the projected residential development of the area.

There are two benefits being proposed from the Tier 2 Community Benefits Priority List. Under Tier 2-7, the applicant is proposing a 25% increase in internal Open Space. The internal open space requirement is 36.37 acres, with an additional 35% (12.72 acres) provided for a total of 49.09 acres of internal open space. The proposed open space is internal and scattered throughout the site. Under Tier 2-8, the applicant is proposing construct on-site non-residential uses within the required Neighborhood Center acreage at 42 square feet per housing unit utilizing 30 percent of the proposed units or 3,000 square feet, whichever is larger. There are two Neighborhood Centers that will provide non-residential uses such as childcare, church, flexible market space (limited to one 1-acre), and/or civic uses. The non-residential uses in the 13.6 acres designated for the Neighborhood Centers will be limited to a maximum Floor Area Ratio (FAR) of 0.25.

In accordance with FLUE Policy 48.9, the project is utilizing a Designated Sending Area (DSA) of 270.50± acres and a Designated Receiving Area (DRA) of 638.77± acres, to total an overall project size of 909.27± acres. The overall development proposes 1,816

residential units in the DRA and 2 residential units in the DSA. Per Policy 48.9a. 1., no property shall be left with less development rights than there are existing dwellings on said properties, or less than 1 dwelling unit development for any parcel which would otherwise be eligible for a dwelling unit. There are three parcels included in the DSA, with a dwelling unit required for each parcel, however prior to site plan certification two of the three parcels are to be combined, leaving a total of two. Therefore the 2 units that are proposed in the DSA are consistent with this Policy direction.

Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC) discuss how new development shall be compatible with the established character of the surrounding area. The development pattern and character of this area mainly contains agricultural uses, vacant land, and single family residential, and therefore the proposed Wimauma Village Concept is compatible with the surrounding development pattern.

The proposal is consistent with the vision outlined in the Wimauma Village Community Plan. As previously mentioned, there are a number of community benefits being proposed that directly or indirectly contribute to furthering a goal in the Community Plan. The improvements that are being proposed support the goals that are outlined in the areas discussing education, affordable housing and neighborhoods, multi-modal transportation and connectivity, parks, recreation and conservation, and Wimauma Village Residential-2.

Overall, staff finds that the proposed residential development is consistent with policy direction for Transfer of Development Rights and the Wimauma Village Residential-2 Village concept. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies in the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 23-0041

<all other values>

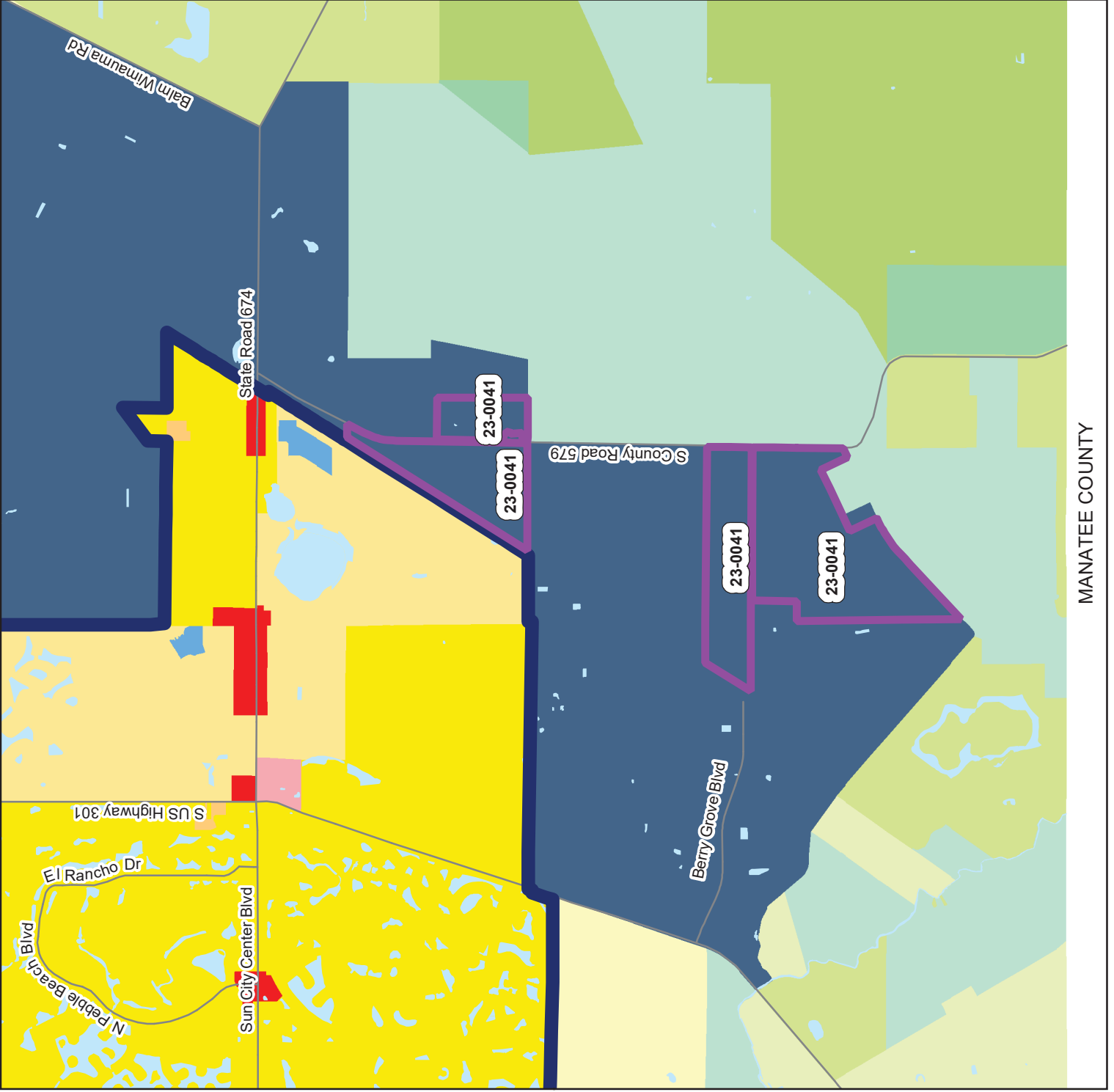
- Rezoning**
- APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING
- STATUS**
- Tampa Service
 - Urban Service
 - Shoreline
 - County Boundary
 - Jurisdiction Boundary
 - Major Roads
 - Parcels
 - WATER NATURAL LULC_Wet_Poly
 - AGRICULTURAL/MINING-1/20 (.25 FAR)
 - PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
 - AGRICULTURAL-1/10 (.25 FAR)
 - AGRICULTURAL/RURAL-1/5 (.25 FAR)
 - AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
 - RESIDENTIAL-1 (.25 FAR)
 - RESIDENTIAL-2 (.25 FAR)
 - RESIDENTIAL PLANNED-2 (.35 FAR)
 - RESIDENTIAL-4 (.25 FAR)
 - RESIDENTIAL-6 (.25 FAR)
 - RESIDENTIAL-9 (.35 FAR)
 - RESIDENTIAL-12 (.35 FAR)
 - RESIDENTIAL-16 (.35 FAR)
 - RESIDENTIAL-20 (.35 FAR)
 - RESIDENTIAL-35 (1.0 FAR)
 - NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
 - SUBURBAN MIXED USE-6 (.35 FAR)
 - COMMUNITY MIXED USE-12 (.50 FAR)
 - URBAN MIXED USE-20 (1.0 FAR)
 - REGIONAL MIXED USE-35 (2.0 FAR)
 - INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
 - OFFICE COMMERCIAL-20 (.75 FAR)
 - RESEARCH CORPORATE PARK (1.0 FAR)
 - ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
 - LIGHT INDUSTRIAL PLANNED (.75 FAR)
 - LIGHT INDUSTRIAL (.75 FAR)
 - HEAVY INDUSTRIAL (.75 FAR)
 - PUBLIC/QUASIPUBLIC
 - NATURAL PRESERVATION
 - WIMAUVA VILLAGE RESIDENTIAL-2 (.25 FAR)
 - CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The information on this map is for informational purposes only. It is intended that the user seek to approve all rezoning requests with the Hillsborough County City-County Planning Commission.

ACCURACY: It is intended that the information on this map is for informational purposes only. It is intended that the user seek to approve all rezoning requests with the Hillsborough County City-County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate website.



Map Printed from Rezoning System: 5/12/2023
 Author: Beverly F. Daniels
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MANATEE COUNTY