Rezoning Application: Zoning Hearing Master Date: BOCC Land Use Meeting Date:

PD 23-0041 June 20, 2023 August 8, 2023 July 18, 2023



Development Services Department

1.0 APPLICATION SUMMARY

Applicant:	301 Wimauma LLC	
FLU Category:	WVR-2	
Service Area:	Rural	Reddick By Valencia Lakes
Site Acreage:	909.27 +/-	
Community Plan Area:	Wimauma	EISHOP RD
Overlay:	None	mer Acres Property
Request:	Rezoning from AR to PD	Academy Academy Characteria Contraction of the Cont

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)	ingle-Family Residential/Agricultural Single-Family Residential		
Acreage 909.27		909.27	
Density/Intensity 1 unit per 5 acres		1.9 units per acre -overall0.007 units per acre – sending area2.84 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	

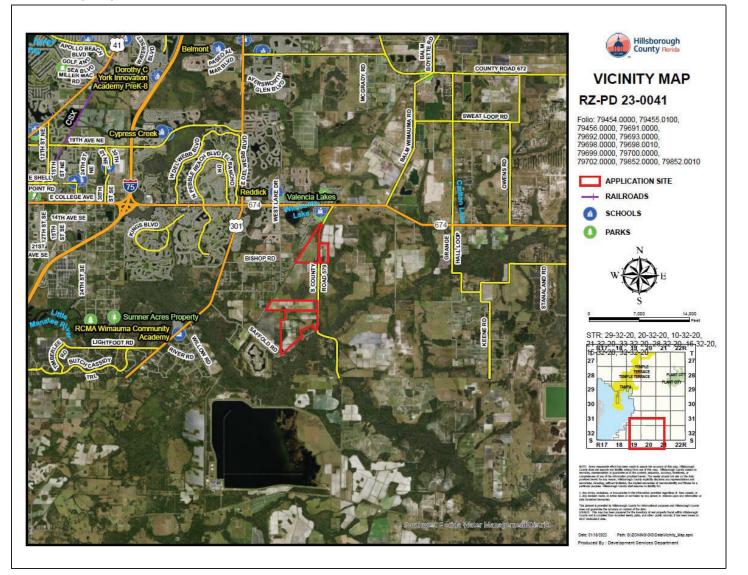
*number represents a pre-development approximation

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	Front Yard Minimum: 50 feet	Front Yard Minimums: 0-25 feet	
Screening	Side Yard Minimum: 25 feet	Side Yard Minimums: 0-5 feet	
Screening	Rear Yard Minimum: 50 feet Rear Yard Minimums: 3-15 fe		
Height 50 feet 35-50 feet		35-50 feet	

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Additional Information:				
PD Variation(s)	None requested as part of this application			
Waiver(s) to the Land Development Code	None requested as part of this application			
Planning Commission Recommendation:	Development Services Recommendation:			
Consistent	Approval, subject to proposed conditions			

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



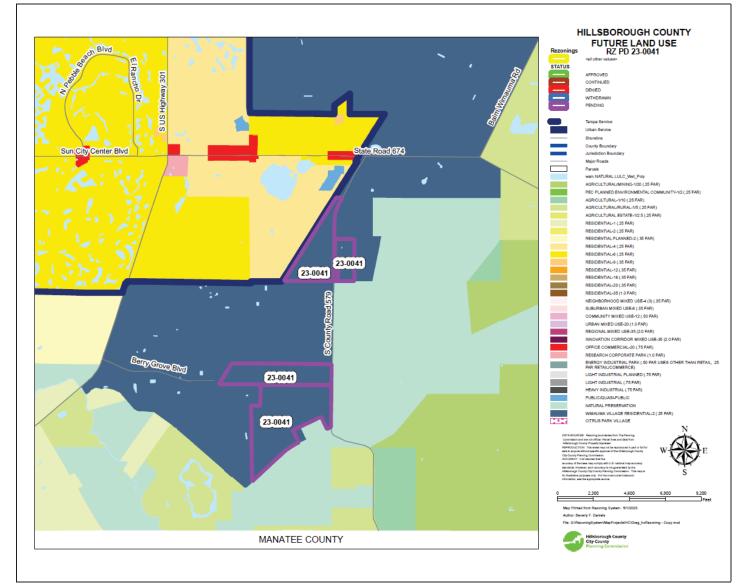
Context of Surrounding Area:

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.

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2.0 LAND USE MAP SET AND SUMMARY DATA

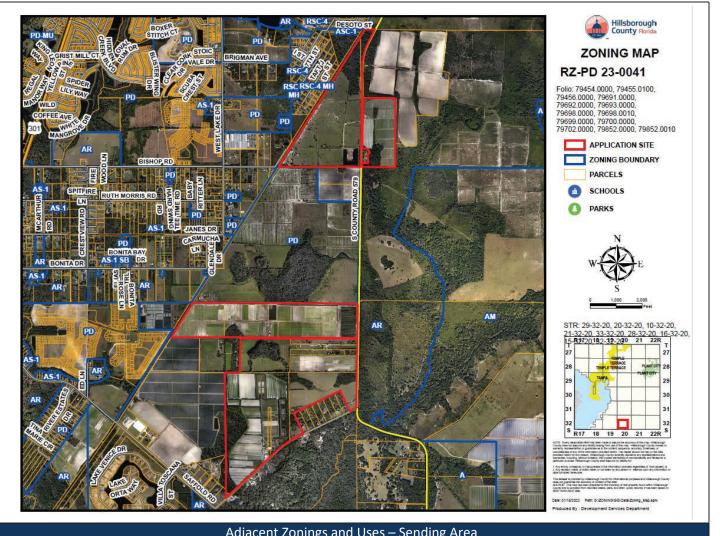
2.2 Future Land Use Map



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

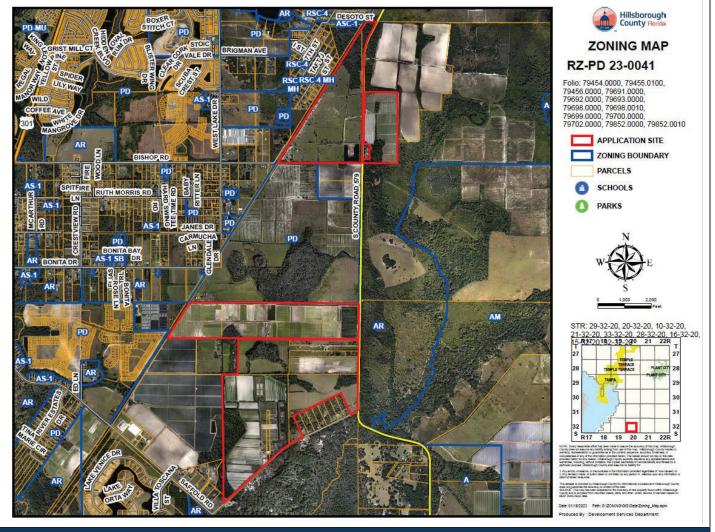
2.3 Immediate Area Map



Aujacent Zonings and Oses – 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



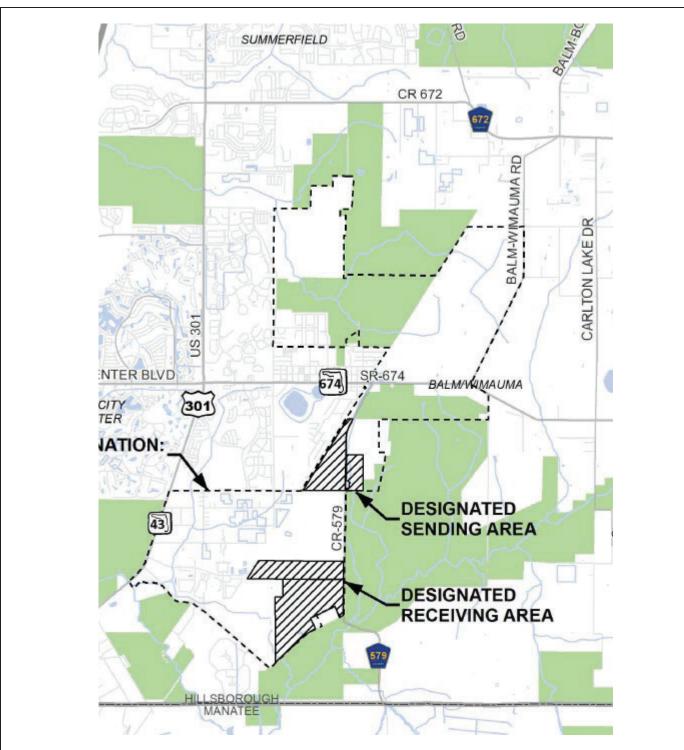
Adjacent Zonings and Uses – Receiving Area

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

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2.0 LAND USE MAP SET AND SUMMARY DATA



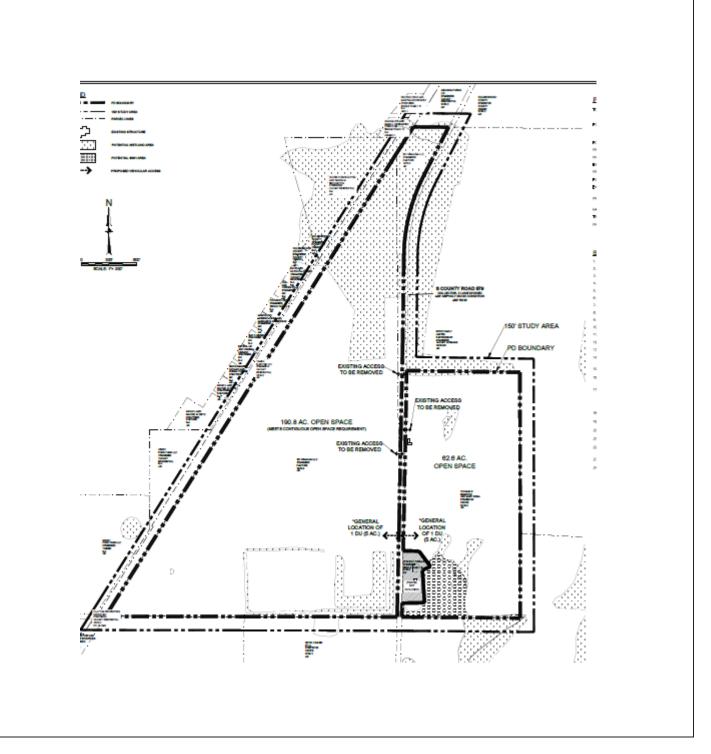
2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)

Sending Area

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2.0 LAND USE MAP SET AND SUMMARY DATA

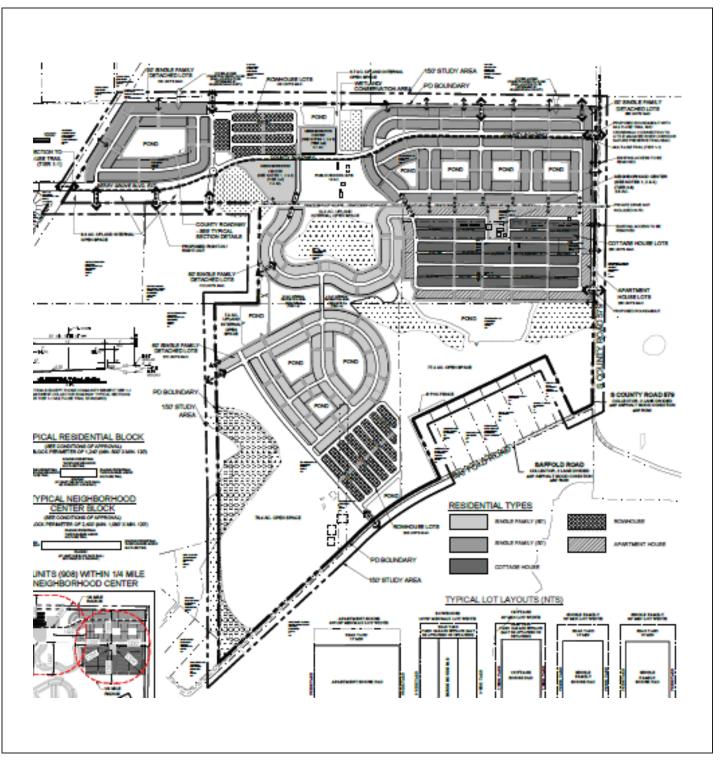
2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



Receiving 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

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 □Substandard Road ⊠Sufficient ROW Width	 □ Corridor Preservation Plan ○ Site Access Improvements - TBD □ Substandard Road Improvements ○ Other - Voluntary Preservation for 4 Lanes West of Internal Roundabout 	
CR 579	County Collector - Rural	2 Lanes ⊠ Substandard Road ⊠ Sufficient ROW Width	 Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other – Tier 1-1 Trail Connection 	
Saffold Rd.	County Collector - Rural	2 Lanes ⊠ Substandard Road ⊠ Sufficient ROW Width	 □ Corridor Preservation Plan ⊠ Site Access Improvements ⊠ Substandard Road Improvements □ Other 	
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other	

Project Trip Generation Not applicable for this request						
	Average Annual Daily Trips A.M. Peak Hour Trips P.M. Peak Hour Trips					
Existing	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 Not applicable for this request					
Project Boundary	Dular and Arrest	Additional	Cross Access	Finding	
	Primary Access	Connectivity/Access		Finding	
North	Х	Vehicular & Pedestrian	None	Meets LDC	
South	Х	Vehicular & Pedestrian	None	Meets LDC	
East	Х	Vehicular & Pedestrian	None	Meets LDC	
West	Х	Vehicular & Pedestrian	None	Meets LDC	
Notes:					

Design Exception/Administrative Variance ONot applicable for this request				
Road Name/Nature of Request	Туре	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	⊠ Yes	□ Yes	⊠ Yes	
	□ No	⊠ No	□ No	
Natural Resources	⊠ Yes □ No	□ Yes ⊠ No	⊠ Yes □ No	
	⊠ Yes		⊠ Yes	
Conservation & Environ. Lands Mgmt.		⊠ No		
Check if Applicable:	🗌 Potable V	Vater Wellfield Pro	tection Area	
⊠ Wetlands/Other Surface Waters	🛛 Significan	t Wildlife Habitat		
\Box Use of Environmentally Sensitive Land	🗆 Coastal H	igh Hazard Area		
Credit	🗆 Urban/Su	burban/Rural Scer	nic Corridor	
Wellhead Protection Area	🛛 Adjacent	to ELAPP property		
□ Surface Water Resource Protection Area	🗌 Other			
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation	🛛 Yes	🗆 Yes	🛛 Yes	
Design Exc./Adm. Variance Requested		\square No		
☑ Off-site Improvements Provided				
Service Area/ Water & Wastewater	⊠ Yes	□ Yes	□ Yes	Connections permitted at
Urban City of Tampa		\boxtimes No	\square No	developers' expense, per
Rural City of Temple Terrace				FLU category
Hillsborough County School Board				
Adequate □ K-5 □6-8 □9-12 □N/A	⊠ Yes □ No	□ Yes ⊠ No	□ Yes ⊠ No	
Inadequate ⊠ K-5 ⊠6-8 ⊠9-12 □N/A				
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				

APPLICATION NUMBER: PD 23-0041 ZHM HEARING DATE: June 20, 2023 BOCC LUM MEETING DATE: July 18, 2023 Comprehensive Plan: Comments Findings Conditions Additional Information/Comments

				,
Planning Commission				
□ Meets Locational Criteria □ N/A	🖾 Yes	🗆 Inconsistent	🛛 Yes	
Locational Criteria Waiver Requested	🗆 No	🛛 Consistent	🗆 No	
\Box Minimum Density Met \boxtimes N/A				

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 ($67 \ 27 \ 27 \ 27$ acres). Property to the west consists of agricultural uses and a TECO right-of-way (appox. 83 feet wide). Property to the $\frac{southwest}{southwest}$ 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.

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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:

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	17.a	Block" and "Typical Neighbo	Pedestrian Thoroughfare" within the "Typical Residential rhood Center Block" portions of the site plan, as well as would suggest that such facilities could be permitted;
	17.t	Residential") from the top of Public Right-of-Way – See Co	on, remove the reference to ("Residential and Non- f the section and change to top label to read "69' Min. onditions of Approval". Staff notes that as a proposed ese distinctions are meaningless in the TTM.
	17.c	In the rightmost typical secti	on, relocate the utility poles such that they are located n the edge of the typical section, rather than in the midd
	17.c		on, change the label reading "Typical Section for East of d "Typical Section for Berry Grove Blvd. Extension East of
	17.e		n, change the label reading "116' Min Right-of-Way" to ic Right-of-Way – See Conditions of Approval".
	17.f	In the leftmost typical sectio	n, change the label reading "10' Utility, Landscape & tead read "10' Utility, Landscape, Hardscape & Public
	17.g		n, change the label reading "Typical Section for West of d "Typical Section for Berry Grove Blvd. Extension West o
	17.ŀ	In both typical sections, char "12' Tier 1-1 Multi-Use Trail"	nge the label reading "12' Multi-Use Trail" to instead read '.
	17.i	In the rightmost typical secti read "10' Multi-Purpose Trai	on, change the label reading "10' Sidewalk" to instead I".
	17.j	-	nt Review Procedures Manual Minimum Requirements
		 i. Correct the locations access within adjace that project shows th boundary is location easternmost stubour west of the eastern l showing them locate ii. Show and label the a 18-1048 certified site 	s of the access arrows depicting the location of approved nt PD 18-1048. Staff notes that the certified site plan for he their westernmost stubout along their southern +/- 1,480 feet east of the western PD boundary, and the t along their southern boundary is located +/- 1,080 feet PD boundary. This project's PD site plan is currently ed 740 feet and 530 from those respective boundaries. adjacent wetland systems to the north, as shown on the e plan and ensure they are drawn to scale.
		area/trailhead, and s	Little Manatee Corridor Nature Preserve parking show those portions of the adjacent trail system within the
Be Be lot	Attached Attached layout w	Typical Lot Layout for "Rowhouse or Detached)" with a label readi or Detached)*". Then add corre	n aerial to digitize in locations). e" units to replace the label "3' Min. Garage Setback (May ing "3' Min. Garage Setback for Alley Accessed Units (May esponding asterisk and note underneath that one typical Approval for Minimum Rear Yard Setbacks for Rowhouse ways".
	odify the l a Cha	Development Standards table to: nge the label reading "Cottage H	
10	Alle	y 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

		DD 22 0044			
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		, , , ,	by be Attached or Detached) ³ ". Then add a 3 rd footnote al for Minimum Rear Yard Setbacks for Rowhouse Units adways".		
	19.c	Add the text "Lot Type" within the b	•		
20.		<i></i>	hborhood Center" portion of the table with a new table		
-		eads as follows:			
		"Proposed Non-Residential Uses:			
		1,000 Student Maximum Non-Charte	er Public School (Grades K-5)		
			Recreation Uses (see above and Note 4)		
			sidential Uses within the Three Neighborhood Centers.		
			r 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 "Neighb	orhood Centers shall be developed utilizing the Civic		
		Building Lot standards.			
	20.b	Add a new asterisk to the "Proposed portion of the table and add a footne Uses within the project are subject t	Density" and new "Proposed Non-Residential Uses" ote at the bottom of the PD Site Data Table which reads o trip generation caps which apply separately between the		
	20 -	Northern and Southern Receiving Ar			
	20.c	Add arrow symbology to the legend 18-1048 and label as "Access within	corresponding with the access arrows within adjacent PD Adjacent PD 18-1048".		
21.	Add a new s	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	s of zoning approval for additional information."		
22.	Prior to cer	tification of the General Developmen	t Plan (GDP), the applicant shall revise the proposed		
	design exce	ptions to:			
	22.a	Correct the proposed entitlement pr	ogram and segmentation which the County Engineer		
		considered in his review and recommender requests; and,	nendations, but which were not accurately depicted in the		

- 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.
- 23. <u>Note each Neighborhood Center acreage and each Internal Open Space acreage in the Receiving Area</u> with "+/-".

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".

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- 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.
- Residential development in the Sending Area shall comply with the following: Minimum lot size: 21,780 sf (0.5 acres)

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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.

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- 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).

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- 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 <u>be</u> in <u>general</u> compliance with the <u>individually</u> 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 <u>shall include</u> the four areas shown on the general site plan for Internal Open Space and portions of the MUTs 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.

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- 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 which shall be defined as housing which is available at a price or rent not exceeding 30% of a low income household's gross income. Low income household is defined as a household with gross income which is at or below 100% of median income adjusted for family size, consistent with annually adjusted Department of Urban Development income guidelines. 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 queuing 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 to the final plat approval of more than 10% 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.

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- 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 eastwest 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 <u>prior to or</u> concurrently with the <u>initial first increment of</u> <u>vertical</u> development within the Northern Receiving Area <u>for which plat/construction plan approval has been</u> <u>obtained</u>. Phasing of additional vehicular stubouts within the Northern Receiving Area may be considered

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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 of 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.

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- 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

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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.

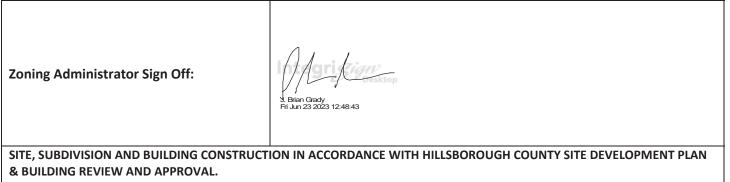
As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd. consistent with the Design Exception (DE). Specifically, prior to or concurrent with the initial increment of development, the developer shall make certain improvements within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

- 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.

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- 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 f ire, 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.



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

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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%).

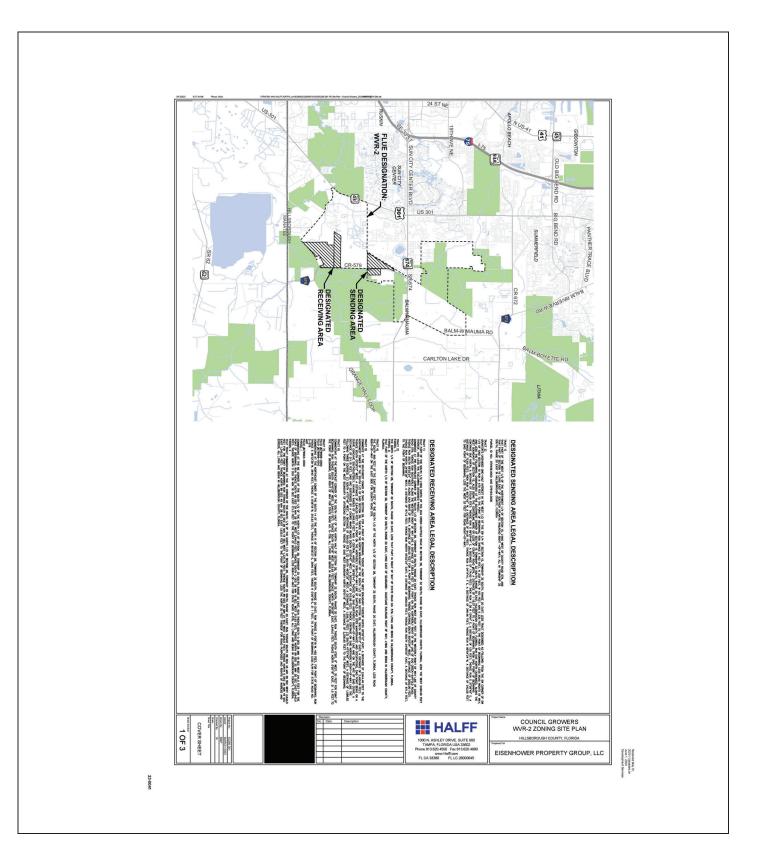
<u>Density Transfer</u>: In accordance with LDC Section 3.24.10, the applicant is requesting a transfer of density from one Sending Area to two Receiving Areas. The sending site, located in the WVR-2 FLU category, is 270.50 acres in size and consists of three parcels located on the west side of CR 579 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.

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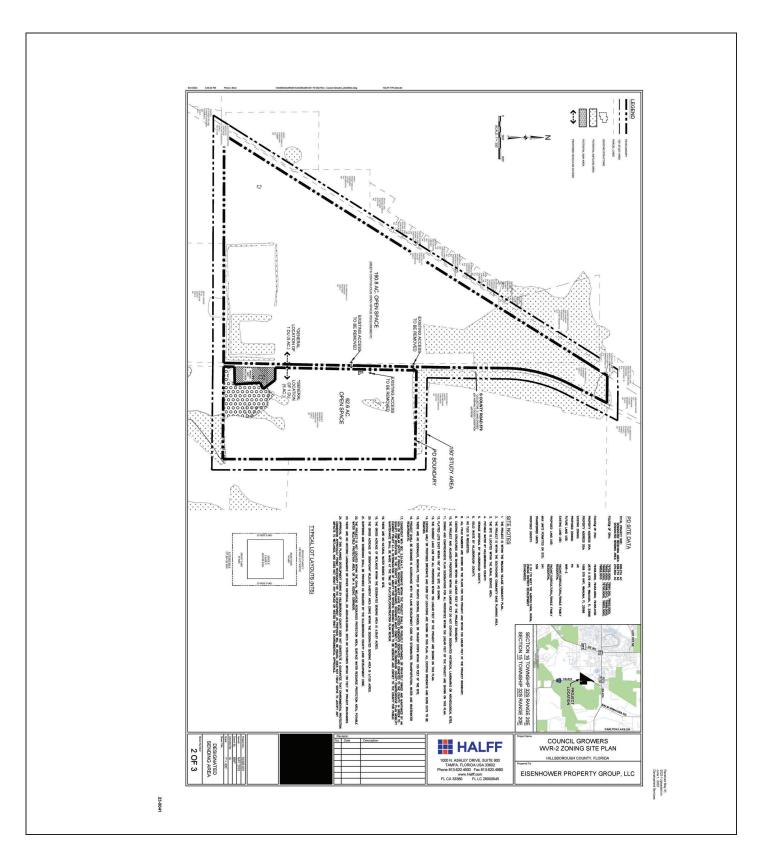
June 20, 2023 August 8, 2023

8.0 PROPOSED SITE PLAN (FULL)



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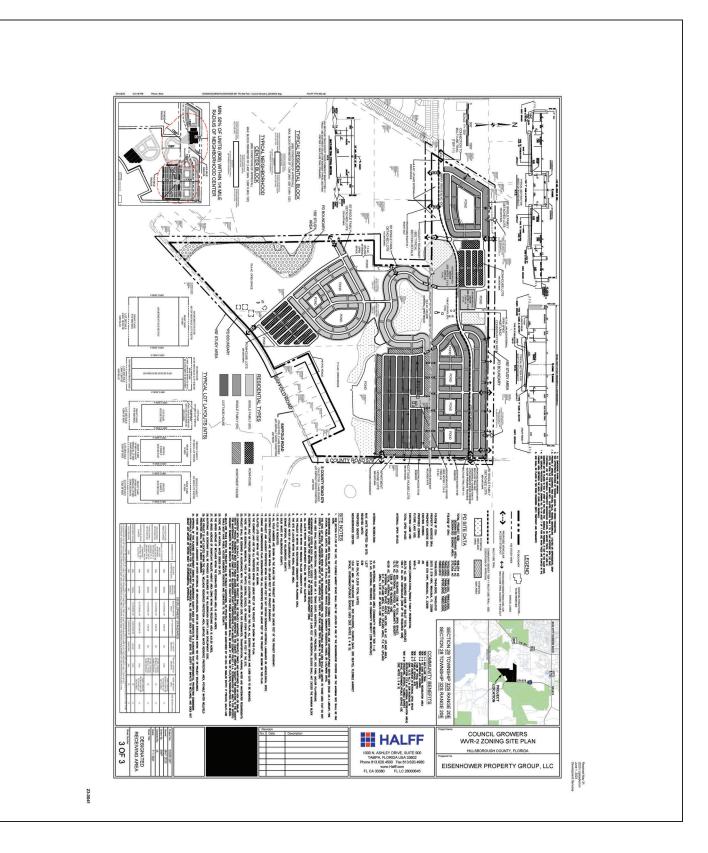
8.0 PROPOSED SITE PLAN (FULL)



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8.0 PROPOSED SITE PLAN (FULL)



APPLICATION NUMBER:	PD 23-0041	
ZHM HEARING DATE:	June 20, 2023	
BOCC LUM MEETING DATE:	August 8, 2023	Case Reviewer: Michelle Heinrich, AICP

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services DepartmentDATE: 6/12/2023REVIEWER: James Ratliff, AICP, PTP, Principal PlannerAGENCY/DEPT: TransportationPLANNING AREA/SECTOR: WM/ SouthPETITION NO: RZ 23-0041

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

CONDITIONS OF APPROVAL

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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-ofway 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-ofway 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-ofway 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 of 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:

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

	24 Hour Two- Total Peak Hour Trips		Hour Trips
Land Use/Size	Way Volume	AM	PM
2 Single-Family Detached Dwelling Units within the Sending Area (LUC 210)	17	2	2
Sending Area Subtotal:	17	2	2
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
Northern Receiving Area Subtotal:	10,163	1,384	1,064
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
Southern Receiving Area Subtotal:	9,106	620	845
Project Totals:	19,286	2,006	1,911

Proposed Zoning:

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Trip Generation Difference:

Land Use/Size	24 Hour Two-	Total Net Pea	ak Hour Trips
Land Use/Size	Way Volume	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

<u>Generally</u>

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 anther 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

<u>Generally</u>

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.):

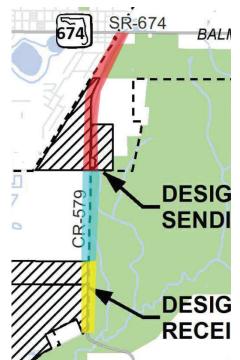
- a. The developer will be permitted to maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section 7 (TS-7) of the Transportation Technical Manual (TTM);
- b. The developer will be permitted to construct 6-foot-wide stabilized shoulders along both 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 referced 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.

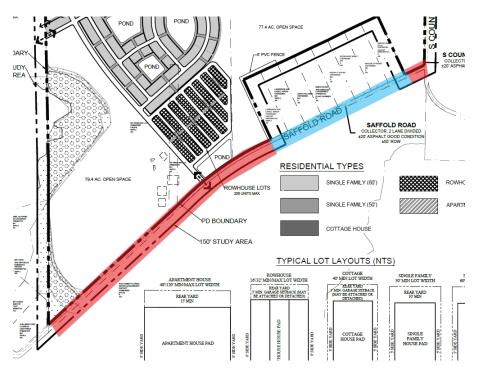
As Saffold Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated April 24, 2023) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the 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 refericed 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	То	LOS Standard	Peak Hour Directional LOS
US 301	Manatee County Line	SR 674	D	С
CR 579	Manatee County Line	SR 674	С	В

Source: Hillsborough County 2020 Level of Service Report.

Ratliff, James

From:	Williams, Michael
Sent:	Tuesday, May 30, 2023 8:16 AM
То:	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 (<u>DeLeonE@hillsboroughcounty.org</u> 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 <u>PW-CEIntake@hillsboroughcounty.org</u>

Mike

Michael J. Williams, P.E.

Director, Development Review County Engineer Development Services Department

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

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

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

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 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 multiuse 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.
- 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

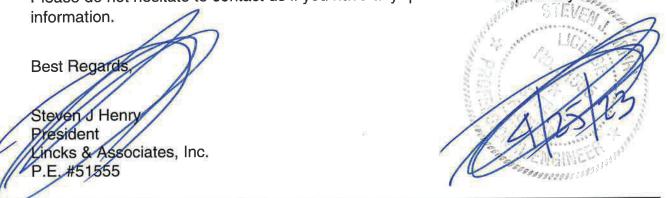
This segment is along the subject property frontage of Saffold Road, as shown in Figure 1. See Typical Section C for the section along the segment.

- 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

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

_____Disapproved

_____Approved

__Approved with Conditions

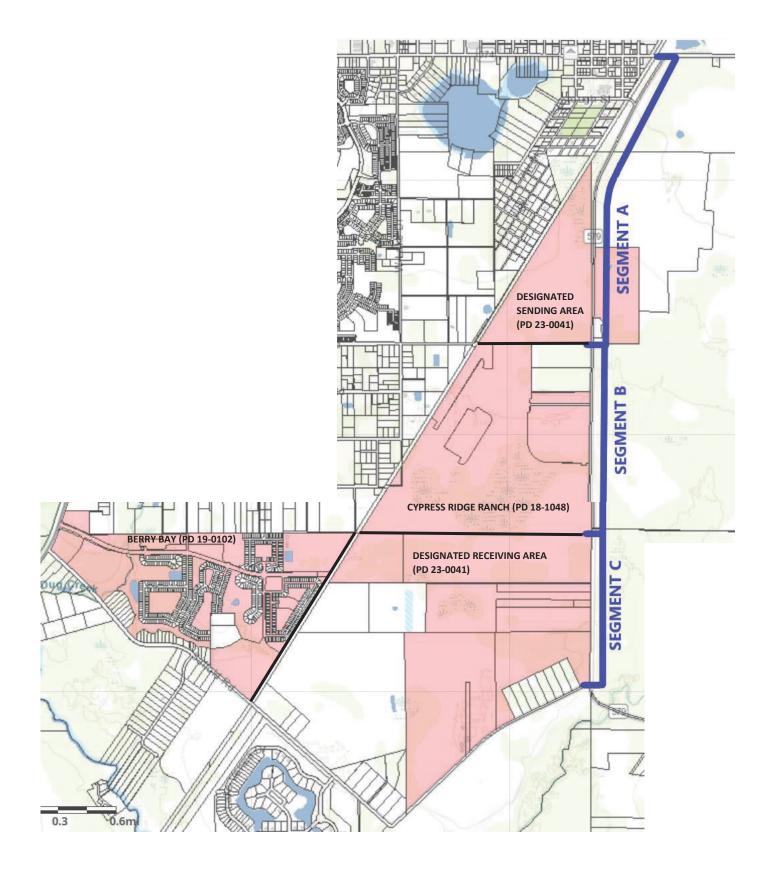
If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E., (813) 276-8364, <u>TiradoS@hillsboroughcounty.org</u>.

Date _____

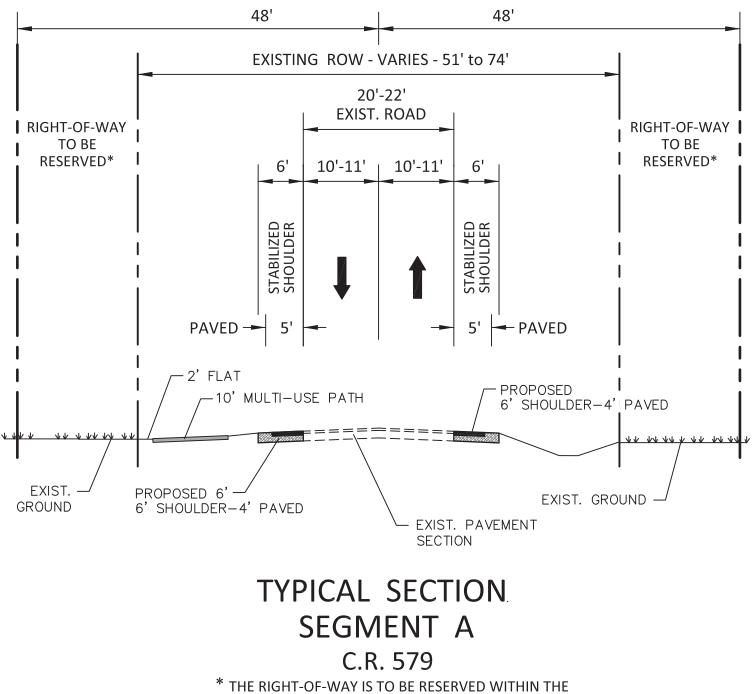
Sincerely,

Michael J. Williams Hillsborough County Engineer

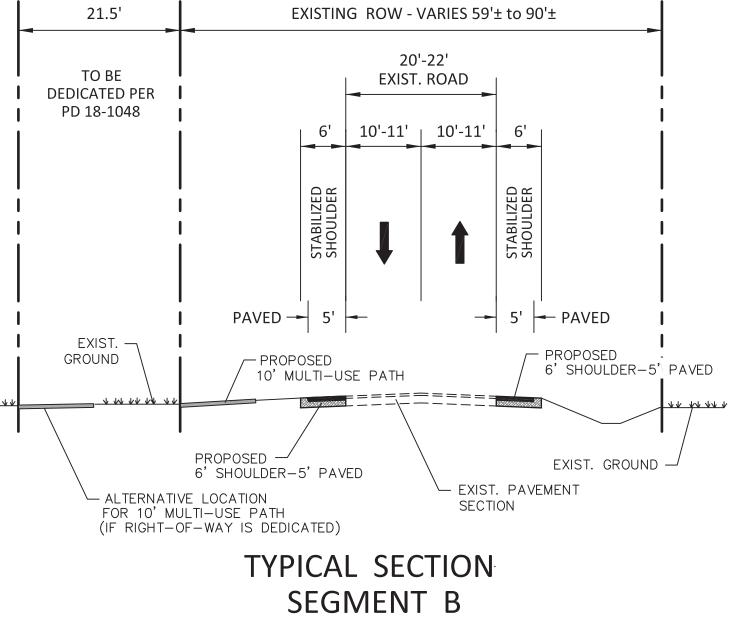
SEGMENTS GRAPHIC



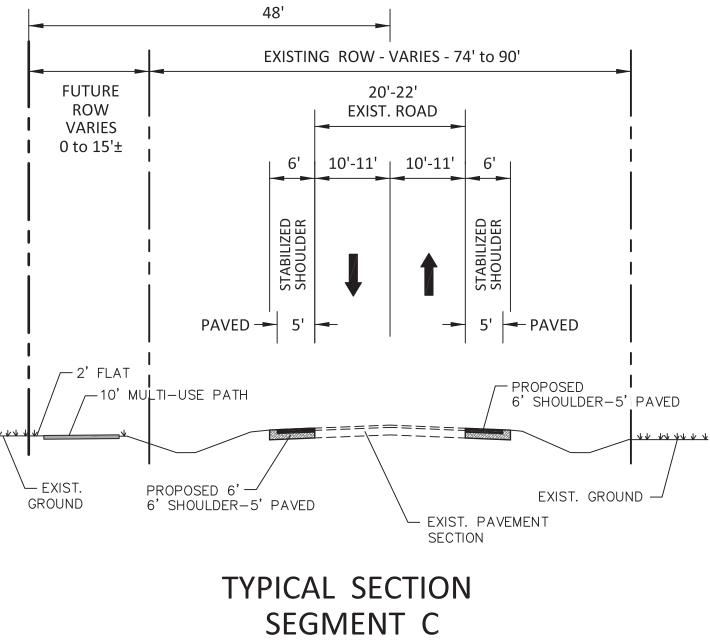




LIMITS OF THE PROPERTY OWNED BY DEVELOPER.



C.R. 579



C.R. 579



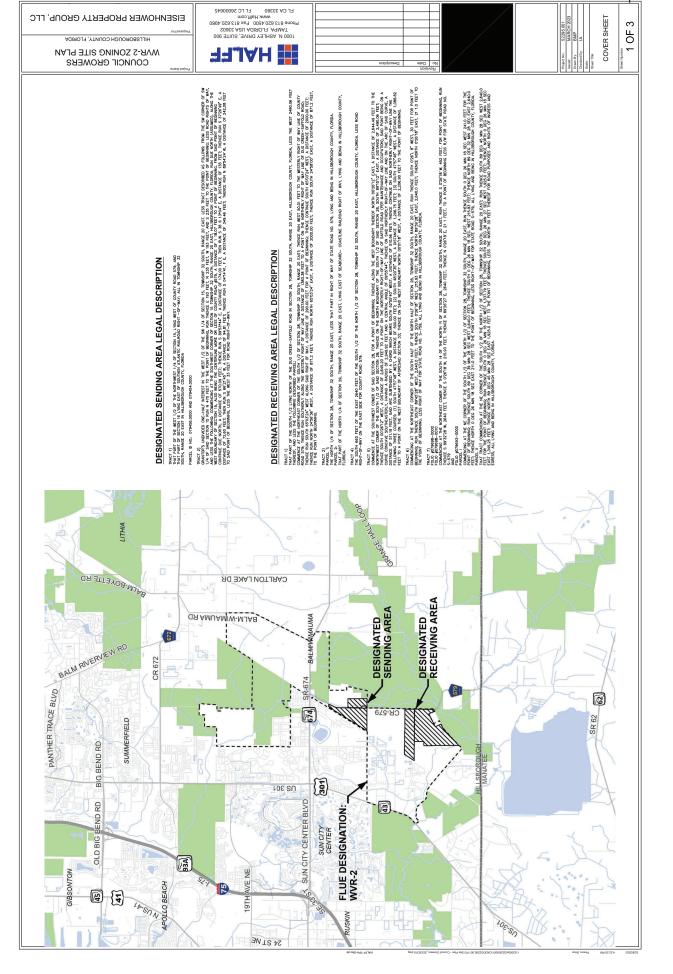


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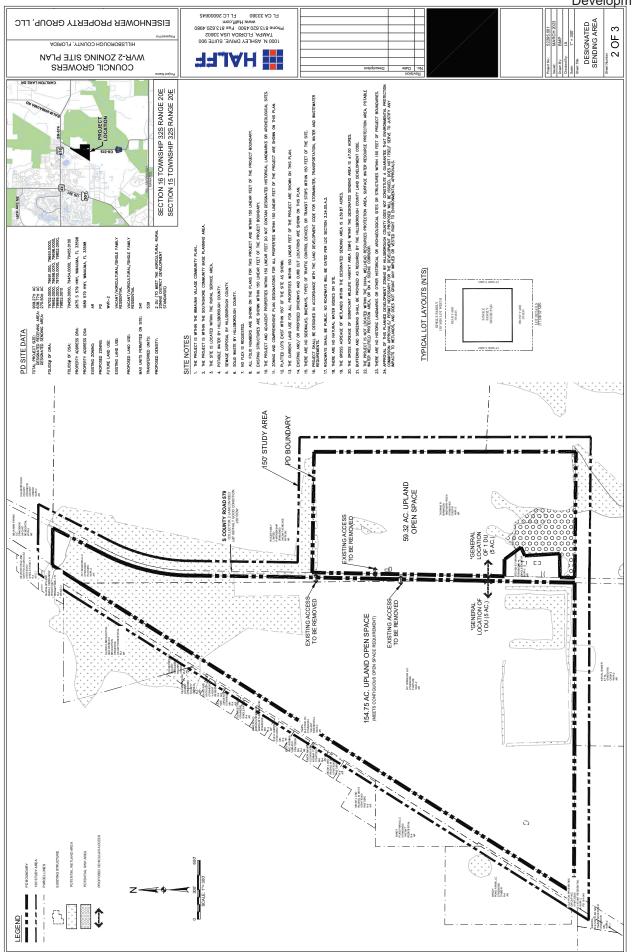
PD PLAN



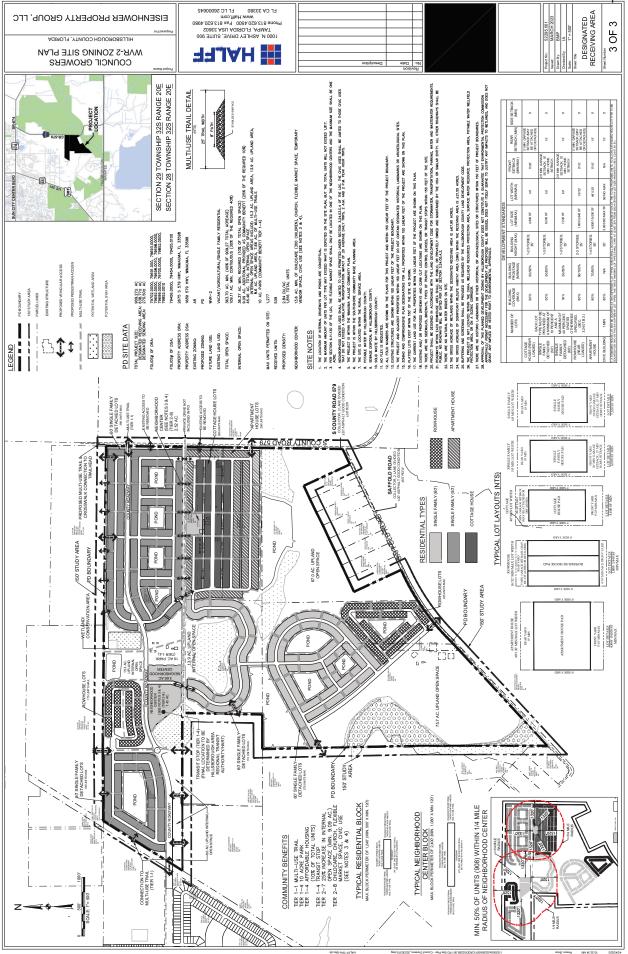
LINCKS & ASSOCIATES, INC.



Received April 26, 2023 <u>Development</u> Services

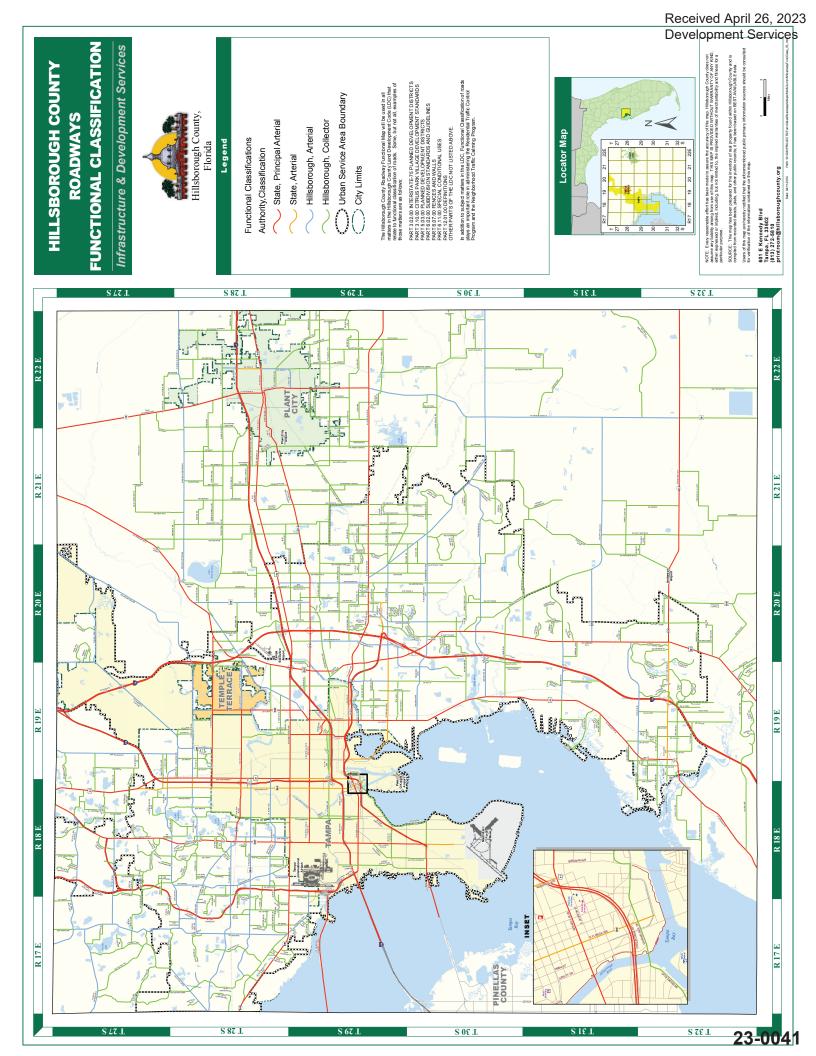


Received April 26, 2023 <u>Development</u> Services



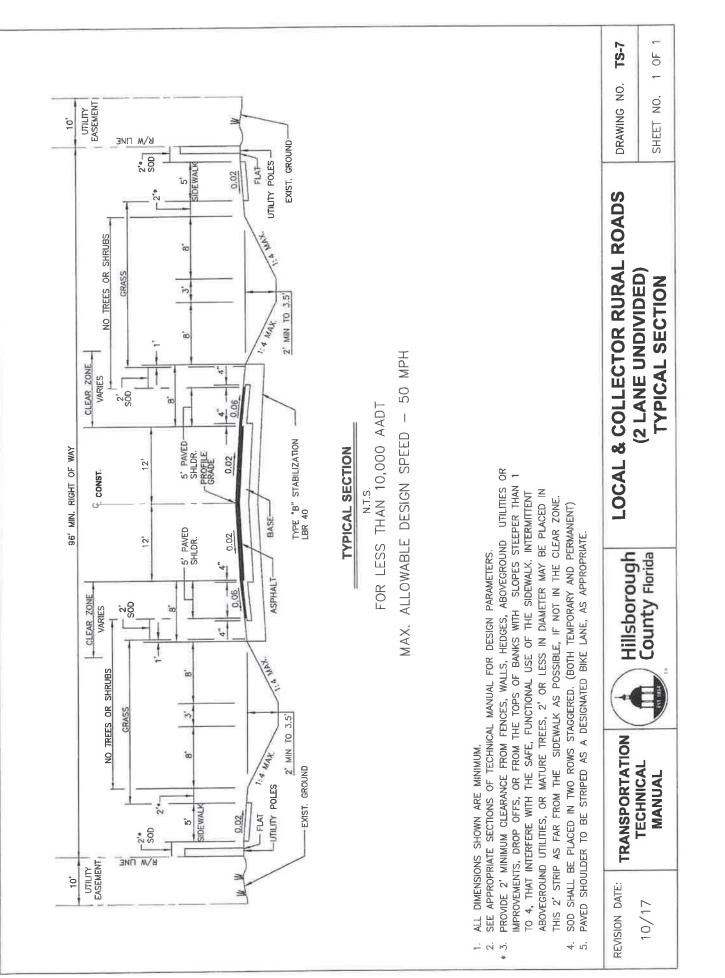
HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION







TS-7



FDOT DESIGN MANUAL



Topic #625-000-002 FDOT Design Manual

January 1, 2023

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-feet wide may be used where there is limited R/W.
- (2) Short 8-feet 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 <u>Shared Use Path Level of Service Calculator</u> 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

1



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.

- 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



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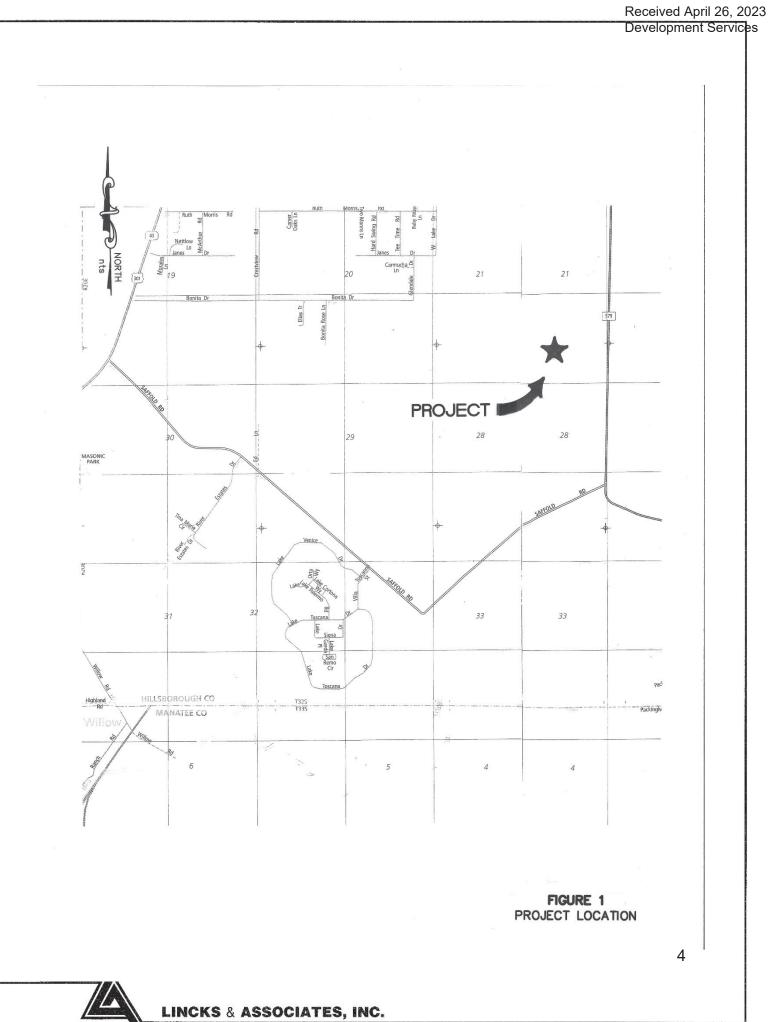
2

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.





23-0041





HILLSBOROUGH COUNTY LDC



- b. The Neighborhoods shall include through roadways at least every 1,320 feet. Where possible, through roads sho to 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 <u>Section 5.04.04</u> of this Code.
- 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:
 - 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 <u>Section 6.02.08</u> or <u>6.03.02</u> 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 <u>6.02.08</u> or <u>6.03.02</u> 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
 - 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



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.8T vcc	169+30	c/+c	_	18	çç	169+30	GT+G	_
	5+75	0+00	F F	14'	45	5+15 100,000	0+00	F F
Speed Limit (mph) Clear Zone	End Station	Begin Station	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)	Clear Zone	Speed Limit (mph)	End Station	Begin Station	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)
-	Lanes	Right L				nes	Left Lanes	
			Hillsborough County Pasco County	ugh County	X Hillsboro	tances □ FDOT	ar Zone Dis	Speed Limits and Clear Zone Distances Road Jurisdiction:
der widths and slopes. Iral roads without bike es, guardrails and	existing should commercial ru Some mailbox	Page for e lanes for e ir Zone. S	 A normal shoulder. Most traffic signs are 8' to 10' from EOP and are breakaway. ADT is 800. Requirement for shoulder is 8'. FDOT greenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes. CR 579 classified as Major on Hillsborough County Map and Minor Collector RURAL on FDOT map. 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 shoulder widths 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 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. 	llows a max. or Collector F elopment Pro hs ty Poles, an vey.	akaway. greenbook allov Aap and Minor (and Site Develo ing lane widths ht Poles, Utility See Field Surve	^o and are brea r is 8'. FDOT ugh County N Subdivision a Page for exist evices. All Ligl Clear Zone. 5	10° from EOF nt for shoulde or on Hillsboro on Manual for ee Summary I col Poles or de are within the (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 Su 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 requlanes 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 drainage culvert headwalls are within the Clear Zone. See Field Survey.
j traffic. Slopes down nd Average Lane Width uired shoulder is used	ates opposing , Maximum al minimum requ	hat separ Minimum e and the	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.	crown, invel slopes up a pavement, ir eparation be	tvement line, are negative, nt to edge of no discrete s	ty from the pa ling features a le of pavemer when there is	measured awa of those divid tt Width is edg ut shoulders houlders are v	Notes: 1. Left and right slopes are measured away from the pavement line, crown, invert crown, ce 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 an values are lane widths without shoulders 3. Nominal dimensions for shoulders are when there is no discrete separation between sho as a nominal shoulder.
Swales: swales both sides, most of the segment	th sides, most	swales bo	Swales: :		c	, some erosio	Good to poor	Shoulder cond.: Good to poor, some erosion
pq	Pav't cond.: Fair to good to very good	=air to go	Pav't cond.: I			wn, aspalt	Two lane, cro	Type of Road: Two lane, crown, aspalt
ey: 11-05-22 By: WLR & DZS	By:					to CR 674	ey for Substanda Saffold Road to CR 674	Limits of Survey:
	Date of Survey: 11-05-22	õ	<u>-/9</u>	<u>CR 5/9</u> Road Assessment		nebuetar	(Special Field Survev for Substandard

23-0041

Page 1

Received April 26, 2023 Development Services

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

ent Width and Slopes	
Right Slope	é

Average values calculated from trimmed mean values (without outliers)

LEFT Side Slopes

	Front Slope Fi		Front Slope	ront Slope Front Slope Front Slope 2 Bottom	Bottom	Back Slope	Back Slope Back Slope Back Slope Back Slope	Back Slope	Back Slope
	1 Width	1 Slope	2 Width	Slope	Width	1 Width	1 Slope	2 Width	2 Slope
Minimum:	4	2%	۲'	5%	-0	4	10%	ł	3%
breakaway.	11'	37%	۲'	25%	ō	12'	100%	ł	10%
Average:	.2	16.7%	۲.	15.0%	ō	ō	43.6%	١	6.5%
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= Slope continues beyond limits of survey

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es	Back Slope	1 Width 1 Slope	
RIGHT Side Slopes	Bottom	Width	
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Ë	14'	30%			10'	15'	160%	14'	13%
Average:	7'	19.0%			δ	10'	40.5%	11'	11.5%
] (~ = Slope continues	ntinues beyon	beyond limits of survey	ivey					

	lope	Q II
e Maximums	Back slope	Incide
LEFT Slope Maximums	slope	Outside
	Front slope	Incide

	Inside	Outside	Inside	Outside
	Clear Zone	Clear Zone	Clear Zone Clear Zone Clear Zone Clear Zone	Clear Zone
Maximum Allowed:	25%	33%	33%	50%
Number of Sections:	14	14	14	14
Sections Exceeding:	1	0	с	3
Percent Exceeding:	7.1%	0.0%	21.4%	21.4%

slope	Outs
Back	Inside
slope	Outside
Front	Inside
	Front slope Back slope

Maximum Allowed: Number of Sections: Sections Exceeding:		Outside Clear Zone 33% 14 0	Inside Outside Inside Outside Clear Zone Clear Zone Clear Zone Clear Zone 25% 33% 33% 50% 14 14 14 14 0 0 2 2	Outside Clear Zone 50% 14 2
Percent Exceeding:	0.0%	0.0%	14.3%	14.3%

Field Survey

Station Midth's loope (Midth's loope) Midth's loope (Midth's l		Left Slo	Left Slopes and Swales	Swales	Left Shoulder	Lan	Lane Pavement	lent	Right Shoulder	Right S	Right Slopes and Swales	d Swales
11/12641-396 0 4/-6% *8/0/-16% 32.0% 22.7 -3.4% *8/0/-14% 4/-14% 4 11/12641-396 0 4/-14% *8/0/-12% -3.0% 22.7 -3.4% *8/0/-15% 4/-14% 4 e8 0-00 set at centerine intersection with Safiols Road 5/-12% 8/0/-12% 3.0% 20.0 -2.7% 8/0/-15% 5/-12% 0 11/14 BMC 28 UT 5 5/-12% 5/0/-13% 3.8% 20.0 -2.7% 4/00% 0 11/14 BMC 38 CM 7 5/-12% 5/0/-13% 3.8% 20.0 -2.7% 4/00% 6//-25% 6'/-25%	Station	Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/ Slope	Left Slope	Width	Right Slope	Total/Paved/ Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)
1.14 BWL 59'LT, 5+15 45 mph South 7.1 Trees 20 FT. 5+75 85 mph North, FT site shoulder erosion, 3+23 72' CMP culvert, HDW 16 LT, 16' FT 86 105 9st at correntine intersection with Safet shoulder erosion, 3+23 72' CMP culvert, HDW 16 LT, 16' FT 86 105 9st at correntine intersection with Safet shoulder erosion, 3+23 72' CMP culvert, HDW 16 LT, 16' FT 86 107 03 48' CMP Culvert, HDW 18' LT, 20' RT 81 40%-710% 7 91 40%-710% 7 91 40%-710% 7 91 40%-710% 7 91 40%-710% 7 91 40%-710% 7 91 40%-710% 7 91 40%-710% 7 91 40%-710% 7 91 40% 7 91 40% 7 91 40% 7 91 40% 7 91 40% 7 91 40% 81/10% 91 41% 81/11% 91 11 11 91 11 11 91 11 11 91 11 11 91 11 11 91 11 11 91 11 11 91 11 11 <	00+	11'/12%,~/-3%	-0	4'/-6%	*8'/0'/-6%	-3.2%	22.7'	-3.4%	*8'/0'/-14%	4'/-14%	4'	7'/22%
TiTrees 20 RT, 5+75 55 mph North, RT side shoulder erosion, 3+23 72° CMP culvert, HDW 16′ LT, 16′ RT 5/-155% 0 e8 -00 Set at centerline intersection with Saffols Road -3.0% 20.0° -2.7% *8/0//15% 5/-15% 0 CT 7 BWF 28' LT -3.0% 20.0° -2.7% *8/0//15% 5/-15% 0 S10+70 348° CMP Culvert, HDW 18/ LT, 20' RT -3.0% 20.0° -2.6% 4/00'/0% 6/-25% 6' A100%, -10% 7 5/-37% 5/0/-13% -3.8% 20.0° -2.7% 4/00'/0% 6'/-25% 6'/ CT HM.B: 6 'e'' 4/00'/10% 7 5'/-37% 5'/0/-13% -3.8% 20.0° -2.7% 6'/0/-9% 6'/-25% <t< td=""><td>LT</td><td>4' BWF 39' LT, 5+</td><td>-15 45 mp</td><td>h South</td><td></td><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td></t<>	LT	4' BWF 39' LT, 5+	-15 45 mp	h South							-	
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4/40%/10% 7 5/37% 5/0/-13% -3.8% 20.0' -2.6% 4/0'0% 6'-25% 6' Thes 17 RT 8/126/8 5 8/1-10%, 7'-25% *8/0/-10% -2.6% 6'/0/-8% 6'/25% 6'/25% 6'/25% 4'/0'0% 6'/25% 4'/0'10% 6'/25% 4'/0'10% 6'/25% 4'/0'10% 6'/25% 4'/0'10% 4'/0'10% 6'/25% 4'/0'10% 4'/0'10% 6'/25% 4'/0'10% 5'/0'11% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5//0'10% 5//0'10%	Notes	10+70 (3) 48" CM	P Culvert,	, HDW 18' LT, 20	' RT							
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RT Trees 17' RT Its 8'45% 5' 8'1/10%,7'/-25% *8'/0//-10% -2.6% 20.6' -2.7% 6'/0/-8% 8'/-25% 4' It Trees 18' RT 8'/45% 5' 8'/-10%,7'/-25% *8'/0/-10% -3.5% 20.6' -2.7% 6'/0/-8% 8'/-25% 4' RT Trees 18' RT 8'/20% 8'/0/-10% -3.5% 20.4' -3.0% *8'/0/-17% 6'/-17% 0' RT Rtees 18' RT 8'/20 8'/0/-10% -3.5% 20.4' -3.0% *8'/0/-17% 0' 0' RT RT 8'/24% 0' 8'/-13% 6'//17% 6'//17% 0' 0' RT Rtees 20' LT, UP. 24' LT 8'/-13% 6'//16% -2.3% 21.0' -1.3% 8'/0/-17% 0' 0' RT Trees 20' RT, 4' BWF 32 RT 8'/0/-13% 6'//17% 7'/-17% 0' 0' 1'/-17% 0' 1'/-17% 0' 1'/-17% 0' 1'/-17% 1'/-17% 1'/-17% 1'/-17% 1'/-17% 1'/-17% 1'/-17% 1'/-17% <t< td=""><td>LT</td><td>M.B.'s 6'-8' LT, U.</td><td>P. 20' LT</td><td></td><td></td><td></td><td></td><td></td><td></td><td>_</td><td></td><td></td></t<>	LT	M.B.'s 6'-8' LT, U.	P. 20' LT							_		
Ites S0'10% S'10%,7'.25% *8'/0'.10% 2.6% 20.6' -2.7% 6'/0'.8% 8'.25% 4' IT Trees 20' LT RT RT -3.5% 20.4' -3.0% 6'/0'.8% 8'/25% 4' RT RT RT -3.5% 20.4' -3.0% 8'/0'.17% 6'/17% 0' RT RT RT -3.5% 20.4' -3.0% 8'/0/.17% 6'/17% 0' RT RT RT -3.0% 8'/0'.10% -3.5% 20.4' -3.0% 8'/0'.17% 0' RT RT RT -3.0% 8'/0'.12% 0' -1/7% 0' RT RT -12'/16% 0' 8'/0'.12% 1'/17% 0' 0' RT 12'/16% 0' 8'/0'.14% -2.3% 21.0' -1.3% 8'/0'.17% 0' 0' RT 12'/16% 0' 8'/0'.12% 21.0' -1.3% 8'/0'.17% 0' RT	RT	Trees 17' RT										
8/45% 5' 8/-10%,71/-25% *8/07/-10% -2.6% 20.6' -2.7% 6/07/-8% 8/-25% 4' IT Trees 20' LT RT RT *8/70/-10% *3.5% 20.4' -3.0% 8/1/-25% 4' RT rees 20' LT 8/7-10% *8/0/-10% *3.5% 20.4' -3.0% *8/0/-17% 6/-17% 0' RT RT 8/7-47 8/7 *8/0/-10% *3.5% 20.4' -3.0% *8/0/-17% 6/-17% 0' RT RT RT 8/7 8/0/-12% 8/0/-17% 6/-17% 0' RT RT 12/16% 0' 8/1-15% 7/-17% 0' 0' RT 12/16% 0' 8/0/-12% -1.3% 8/0/-12% 7/-17% 0' RT 12/16% 0' 8/0/-12% -1.3% 8/0/-12% 7/-17% 0' RT 12/16% 0' 8/0/-12% 21.0' -1.3% 8/0/-12% 7/-17% 0'	Notes											
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RT Trees 18' RT *8'/0'-10% *8'/0'-10% *8'/0'-17% 6'/-17% 0' In Trees 20' LT, U.P. 24' LT RT *8'/24% 0' *8'/0'-10% -3.5% 20.4' -3.0% *8'/0'-17% 6'/-17% 0' In Trees 20' LT, U.P. 24' LT RT RT *8'/15% 6'/0'-6% -2.3% 20.1.0' -1.3% 8'/0'-12% 0' 0' RT Trees 20' RT, U.P. 24'' RCP Culvert, HDW LT 15', RT 16' 0' 8'/0'/-12% 7'/-17% 0' 0' LT 12/16% 0' 8'/-15% 6'/0'/-6% -2.3% 21.0' -1.3% 8'/0'/-12% 0' 0' RT 17rees 20' RT 0' 8'/0'/-12% 21.0' -1.3% 8'/0'/-12% 0' 0' LT Trees 26' RT 56+70 (3) 36'' RCP culvert, HDW 20' LT 19' RT .2.3% 21.0' -1.8% 6'/0'/-12% 4' 1'/-15% 4' LT Trees 26' RT 56+70 (3) 36'' RCP culvert, HDW 20' L14% .3.7% 21.0' 1.1.8% 6'/0'/-15% 4' 1'/-15% 1'/-15% 4' 1'/-15% 1'/-115% 1'/-115% 1'/-116%	LT	Trees 20' LT										
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8'124% 0' 8'/-10% *8'/0'/-10% -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' LT Trees 20' LT, U.P. 24' LT RT Heres 20' LT, U.P. 24' LT -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 6'/-17% 0' RT Trees 30' RT, 4' BWF 32' RT 12/16% 0' 8'/0'/-12% 6'/0'/-6% -2.3% 21.0' -1.3% 8'/0'/-12% 0' 0' LT Trees 20' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT -2.3% 21.0' -1.3% 8'/0'/-12% 0' 0' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' L1, 19' RT -2.3% 21.0' -1.3% 8'/0'/-12% 1//-17% 0' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' L1, 19' RT -1.8% 6'/0/-9% 7'/-17% 1 RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT -3.7% 21.0' -1.8% 6'/0/-9% 4' 1 RT Trees 26' RT 8'/140% 8'/0'/10% 8'/0'/10% 8'/0'/16% 4' 1 RT Trees 20' RT 7/123% 21.0' <td>Notes</td> <td></td>	Notes											
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RT Trees 30' RT, 4' BWF 32' RT (es 45+27 24" RCP Culvert, HDW LT 15', RT 16' 12/16% 0' 8/5+27 24" RCP Culvert, HDW LT 15', RT 16' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10'	Ľ	Trees 20' LT, U.P	. 24' LT									
tes 45+27 24" RCP Culvert, HDW LT 15', RT 16' 12/16% 0' 8'/-15% 6'/0'-6% -2.3% 21.0' -1.3% 8'/0/-12% 7'/-17% 0' T Trees 25' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ES 6'/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' LT Trees 26' LT RT Trees 26' RT 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ES 6'/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 7'/0'/-16% 4' RT Trees 26' RT 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT RT Trees 26' RT 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT RT Trees 26' RT 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT RT Trees 26' RT 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT ES Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT RT Trees 26' RT 58' RT 68 93+60 to 94+74 8' RT ES 94+50 36" RCP Culvert, HDW 15' LT 17' RT ES 94+50 36" RCP Culvert, HDW 15' LT 17' RT	RT	Trees 30' RT, 4' E	3WF 32' R	T								
12/16% 0' 8'/-15% 6'/0'/-6% -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' LT Trees 25' LT LT Trees 25' LT .2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT .2.3% 21.0' -1.8% 8'/0'/-9% 14'/-15% 4' RT Trees 26' RT 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' LT Trees 26' LT RT Trees 20' RT RT Trees 20' RT	Notes	45+27 24" RCP C	ulvert, HD	DW LT 15', RT 16	-							
LT Trees 25' LT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT tes 6'/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' LT Trees 26' LT RT Trees 26' LT RT Trees 26' LT LT Trees 26' LT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT tes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT tes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT RT Trees 20' RT RT Trees 20' RT RT Trees 20' RT RT Trees 26' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT RT Trees 25' RT, BWF 34' RT, GR 94+74 8' RT RT Trees 25' RT, BWF 34' RT, GR 94+74 8' RT RT Trees 25' RT, BWF 34' RT, GR 94+74 8' RT RT Trees 25' RT, BWF 34' RT, GR 94+74 8' RT RT Trees 25' RT, BWF 34' RT, GR 94+74 8' RT RT Trees 25' RT, BWF 34' RT, GR 94+74 8' RT RT TREES 25' RT, BWF 34' RT, GR 94+74 8' RT RT TREES 25' RT, BWF 34' RT, GR 94+74 8' RT RT TREES 25' RT	00+	12'/16%	0	8'/-15%	6'/0'/-6%	-2.3%	21.0'	-1.3%	8'/0'/-12%	7'/-17%	0	11'/20%,14'/-109
RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT tes 6'/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4'	L	Trees 25' LT										
Ites 6'/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 4' LT Trees 26' LT RT Trees 20' RT -1.8% 6'/0'/-9% 14'/-15% 4' <td>RT</td> <td>Trees 26' RT, 56+</td> <td>70 (3) 36</td> <td>" RCP culvert, HE</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	RT	Trees 26' RT, 56+	70 (3) 36	" RCP culvert, HE								
6/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' LT Trees 26' LT 4' 4' 4' 4' 4' 4' 4'	Notes											
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RT Trees 20' RT tes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT T 7'/23% 4' 5'/-14% 6'/0'/-16% -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4' 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 tes 94+50.36" RCP Culvert. HDW 15' LT. 17' RT	LT	Trees 26' LT										
tes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT 7/23% 4' 5'/-14% 6'/0'/-16% -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4' 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 tes 94+50 36" RCP Culvert. HDW 15' LT. 17' RT	RT	Trees 20' RT										
T/23% 4' 5'/-14% 6'/0'/-16% -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4' <td>Notes</td> <td>Pav't Good, 71+0</td> <td>0 24" RCF</td> <td>^o culvert, HDW 16</td> <td>3' LT, 20' RT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Notes	Pav't Good, 71+0	0 24" RCF	^o culvert, HDW 16	3' LT, 20' RT							
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' I T, 17' RT	00+	7'/23%	4	5'/-14%	6'/0'/-16%	-3.2%	20.4'	-1.6%	7'/0'/-10%	8'/-14%	4	15//10%
RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Notes 94+50 36" RCP Culvert, HDW 15' I T, 17' RT	LT	U.P. 20' LT, GR 9	4+23 to 9	5+80 8' LT							-	
Notes[94+50 36" RCP Culvert, HDW 15'1 T, 17' RT	RT	Trees 25' RT, BW	F 34' RT,	GR 93+60 to 94-	+74 8' RT							
	Notes	94+50 36" RCP C	IIIVert HL	WV 15' LT 17' RT	L							

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	Left Slc	Left Slopes and Swales	Swales	Left Shoulder	Lan	Lane Pavement	ent	Right Shoulder	Right	Right Slopes and Swales	s and Swales
Station	Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/ 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%
	rees 24' LT, GR	LT 101+6	LT Trees 24' LT, GR LT 101+60 to 104+00 8' LT								
RTT	rees 25' RT, 6' (CLF 66' R ⁻	RT Trees 25' RT, 6' CLF 66' RT, GR RT 101+30 to 102+55 8' RT	to 102+55 8' R ⁻							
Notes 1(02+30 (2) 48" B	ox Culvert.	Notes 102+30 (2) 48" Box Culverts, HDW 16' LT, 12' RT	2' RT							
120+00	8'/100%	9	6'/25%	4'/0'/-8%	-2.1%	20.0'	-2.9%	6'/0'/-6%	7'/-27%	<u>9</u>	8'/15%
	LT Trees 24' LT	-			-					-	
RT											
Notes											
134+00	5/100%	5	9'/-25%	5'/0'/9%	-0.6%	21.0'	-2.1%	6'/0'/-5%	4'/-30%	10'	4'/30%
LTM	LT MB's 4' LT, U.P.	18' LT, Trees 20'	ses 20'								
RT											
Notes											
150+00	~/10%	.2	5'/-21%	4'/0'/-5%	-2.9%	20.1'	-2.3%	5'/0'/-6%	6'/-28%	9	15'/25%
	rees 16' LT, 163	3+12 Cente	LT Trees 16' LT, 163+12 Centerline Hillsborough	h St							
RT4'	RT 4' WF 32' RT										
Notes											
166+00			11'/-16%,~/-5%	*8'/0'/-16%	2.2%	22.0'	-4.3%	*8'/0'/-9%	%6-/.2	0	15'/2%
Ľ											
RTU	RT U.P. 28' RT, 5' WF 30' RT	'F 30' RT									
Notes											
172+00			~/-2%	*8'/0'/-2%	-2.6%	21.0'	-3.7%	5'/0'/-10%	12'/-14%	0,	12'/7%
LT											
RT5'	RT 5' WF 25' RT										
Notes											
-					-						
-				1/9+30	1/9+30 End of Segment at EOP	egment :		S.R. 6/4			
RT											
Notes											
L J											
RT											
Notes											
Ľ											
RT											

CR 579 Aerial & Stationing



500 1,000 2,000 ft 0 1,160 m 290 580 0

Stations in 1000 ft increments

SAFFOLD ROAD FIELD ASSESSMENT



End Limit Curbed (TC), Auxiliary (A), B Station (mph) Clear Zone or Auxiliary Curbed (AC) S
Left Lanes Right Lanes Right Lanes
Speed Limits and Clear Zone Distances Road Jurisdiction: □ FDOT ⊠ Hillsborough County □ Pasco County
 Most traffic signs are 6' to 10' from EOP and are breakaway No traffic counts available. Using 6' shoulder. FDOT greenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes. Sheffold Road classified as a local road on Hillsborough County Map. 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 shoulder widths 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 There are no Traffic Control Poles or devices. All Light Poles, Utility Poles, and Trees are outside of the Clear Zone. Some Mailboxes are within the Clear Zone. Some Mailboxes are within the Clear Zone. See Field Survey.
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.
Shoulder cond.: Good to poor, some erosion
Pav
E9 Pavi
Pav

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

IEUT WIGTH AND SIOPES	
Right Slope	
4.6%	
1.6%	
-3.2%	

Average values calculated from trimmed mean values (without outliers)

LEFT Side Slopes

	Front Slope Fro	Front Slope	Front Slope	ont Slope Front Slope Front Slope 2	Bottom	Bottom Back Slope Back Slope Back Slope Back Slope	Back Slope	Back Slope	Back Slope
	1 Width	1 Slope	2 Width	Slope	Width	1 Width	1 Slope	2 Width	2 Slope
Minimum:	4'	%2			-0	Ω	5%	ł	14%
Maximum:	11'	22%			6'	12'	64%	١	14%
Average:	9	11.4%			1'	-8	27.1%	١	14.0%
-		ntining house	ince bowood limite of curvo						

~ = Slope continues beyond limits of survey

			•	RIGHT	RIGHT Side Slopes	les			
	Front Slope	Front Slope	Front Slope	Front Slope Front Slope Front Slope 2 Bottom	Bottom	Back Slope Back Slope Back Slope Back Slope	Back Slope	Back Slope	Back Slop
	1 Width	1 Slope 2 Width	2 Width	Slope	Width	1 Width	1 Width 1 Slope 2 Width 2 Slope	2 Width	2 Slope
Minimum:	2'	2%			0	7'	%9		
Maximum:	6'	20%			5'	14'	10%		
Average:	4'	9.3%			1'	11'	7.2%		
	~ = Slope con	ntinues beyon	tinues beyond limits of survey	rvey					
			I EET Clone Mavimume	Mavimime					PIGHT Clone

		LEFI Slope	LEFI Slope Maximums	
	Front slope	slope	Back slope	slope
	Inside	Outside	Inside	Outside
	Clear Zone	Clear Zone	Clear Zone Clear Zone Clear Zone Clear Zone	Clear Zone
Maximum Allowed:	25%	%EE	33%	50%
Number of Sections:	7	2	7	7
Sections Exceeding:	0	0	0	1

(0)	Back slope	Outs	Clear
e Maximums	Back	Inside	Clear Zone
RIGHT Slope Maximums	slope	Outside	Clear Zone Clear Zone Clear Zone Clear
	Front slope	Inside	Clear Zone

Maximum Allowed: Number of Sections: Sections Exceeding:	Inside Clear Zone 25% 7 0	InsideOutsideInsideOutsideClear ZoneClear ZoneClear ZoneClear Zone25%33%33%50%777700000	Inside Clear Zone 33% 7 0	Outside Clear Zon 50% 7 0
Percent Exceeding:	0.0%	0.0%	0.0%	0.0%

14.3%

0.0%

0.0%

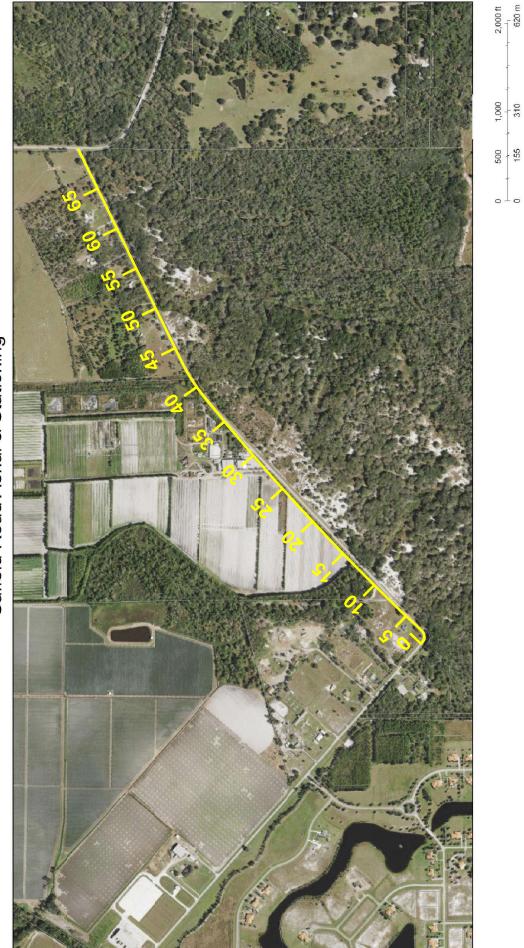
0.0%

Percent Exceeding:

Field Survey

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Stations in 500 ft increments

620 m

310

FDOT FDM



January 1, 2023

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 <u>Standard Plans</u>.

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**.

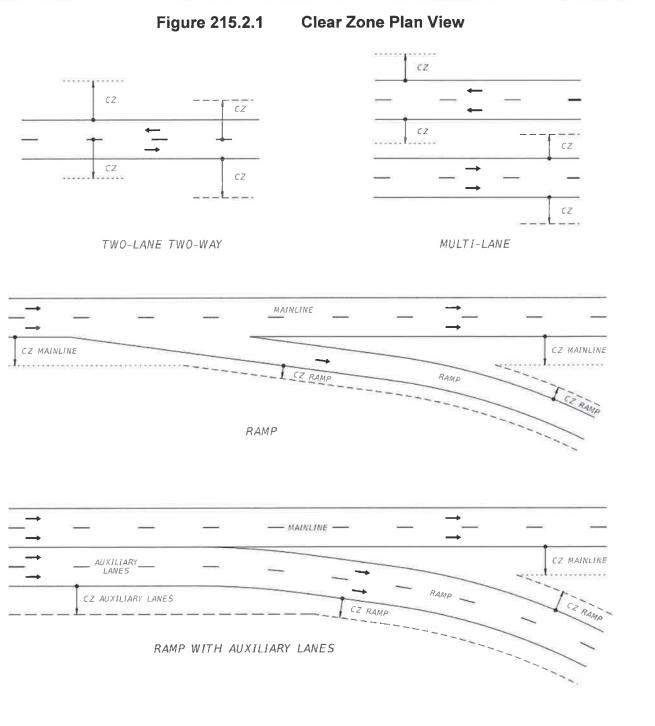
Providing a sufficient amount of Recoverable Slope adjacent to the roadway provides an opportunity for an errant vehicle to safely recover. The amount of recoverable area provided beyond the traveled way is defined as the clear zone and includes shoulders and bike lanes. The clear zone must be free of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



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Edde of Lean Lone Concept Required Clear Zone = Recoverable Slope Shoulder Shoulder Shoulder Slope Break

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.

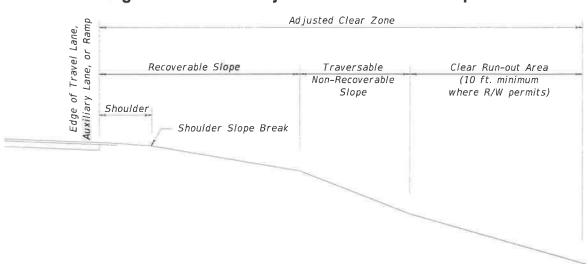


Figure 215.2.3 Adjusted Clear Zone Concept

Table 215.2.1

Clear Zone Width Requirements

			D	esign Spee (mph)	ed			
	≤ 30	35	40	45	50	55	≥ 60	
	Clear Zo	ne Width f	or New Co	onstruction	ו			
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 <u>Standard Plans</u>, 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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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*.

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Table 215.2.2 Minimum Lateral Offset Criteria								
Design Element		Curbed Roadways						
		New Construction RRR			RR	High Speed Curbed and		
		Design Speed				Flush Shoulder Roadway		
		25-35 mph	40-45 mph	25-35 mph	40-45 mph			
		Do not locate in Medians, except in conjunction with barriers that are justified for other reasons. See <i>FDM 215.2.9</i> .						
Light Poles	Conventional	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	Signal Poles and Controller Cabinets		Do not locate in Medians, except for PHB in accordance with FDM 215.2.9 .					
			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: <u>http://www.fdot.gov/traffic/</u>						
	Pole & Other	Do not locate in Medians, except in conjunction with barriers that are justifi for other reasons. See <i>FDM 215.2.9</i> .						
	Aboveground Fixed Objects	1.5 feet	4.0 feet	1.5 feet	4.0 feet	Outside Clear Zone		
ITS Poles and Related Items	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		
	Single and Multi-Column Locate in accordance with State				itandard Plans.			
Traffic Control Signs Sign Structures (Includes DMS)		Outside Clear Zone						
Trees	Where the diameter is or is expected to	1.5 feet	4.0 feet	1.5 feet	1.5 feet	Outside Clear Zone		
	be > 4 inches measured 6 inches above the ground	RRR Projects: (1) Meet New Construction criteria for new plantings.						

215 - Roadside Safety

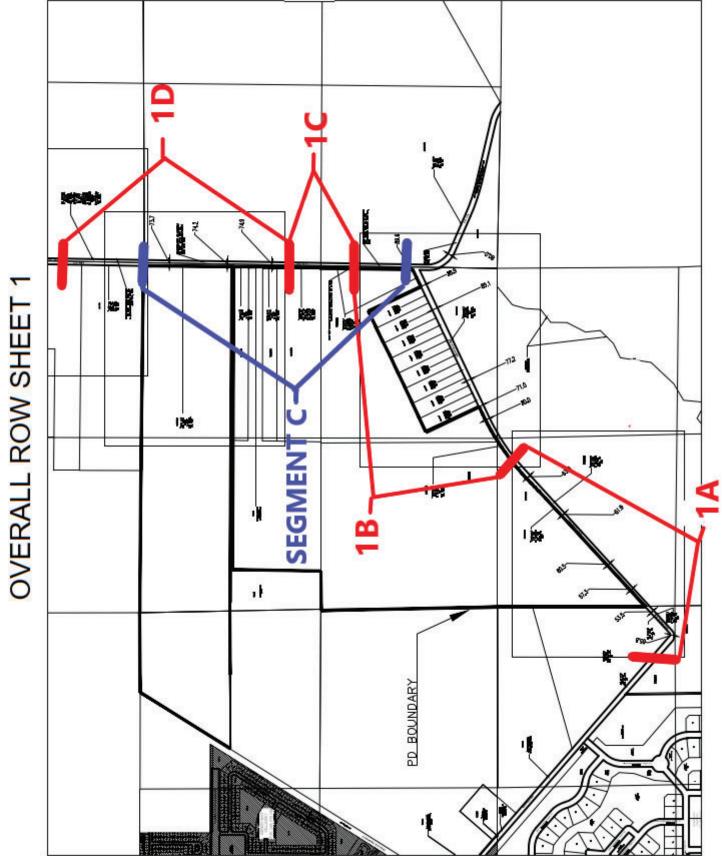
Topic #625-000-002 FDOT Design Manual

January 1, 2023

Table 215.2.2 Minimum Lateral Offset Criteria (cont.)						
		Curbed F	Roadways			
		New Con	struction	RI	R	Link Count Courters
Design Element		Design Speed				High Speed Curbed and Flush Shoulder Roadway
		25-35 mph	40-45 mph	25-35 mph	40-45 mph	
	Existing Utilities	1.5 feet	4.0 feet	1.5 feet	4.0 feet	Outside Clear Zone
Aboveground Utilities	New or Relocated Utilities	4.0 feet				Outside Clear Zone
 (See FDM 215.2.8) RRR Projects: Existing aboveground utilities are not required to be relocated unless one of th applies: The edge of traveled way is being moved closer to the aboveground utility addition of an auxiliary lane, or They have been hit 3 times in 5 years. 					-	
	Grade Crossing control DeviceLocate in accordance with Standard Plans, Index 509-100 and Index 509-070					
Roadways Overpassing Railroads		For Horizontal Clearances where roadways overpass railroads refer to <i>FDM 220</i> .				
Canal and Dro	See FDM 215.3					
Bridge Piers and Abutments (See FDM 215.4.5.4 for Pier Protection criteria and Figures 260.6.3 & 260.6.4)		The greater of the following: Inside or Outside Travel Lane: 16 feet from Edge of Travel Lane Outside Auxiliary Lane: 4 feet from Face of Curb Inside Auxiliary Lane (Median): 6 feet from Edge of Auxiliary Lane RRR Projects: 1.5 feet			Outside Clear Zone	
(e.g., wingwa	Structures IIs, endwalls, sections)	Refer to the FDOT Drainage Manual		hage Manual		
Mailb	oxes	Locate in accordance with Standard Plans, Index 110-200			d Plans, Index 110-200	
Bus Benches and Transit Shelters		Locate in accordance with <i>Rule Chapter 14-20.003,</i> <i>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> .				
Pedestria		4.0 fee	et		Outside Clear Zone	

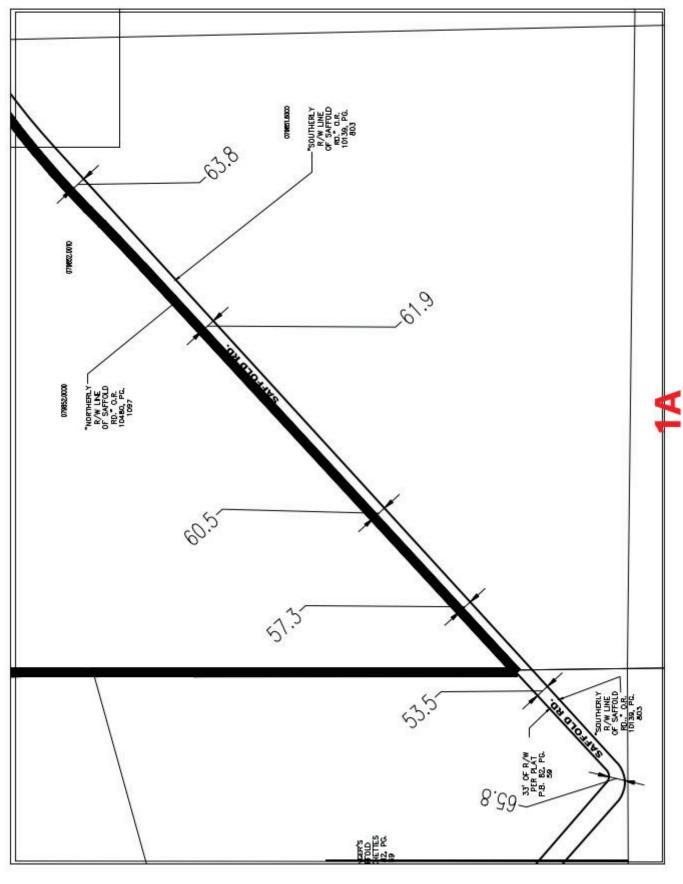
RIGHT OF WAY EXHIBIT

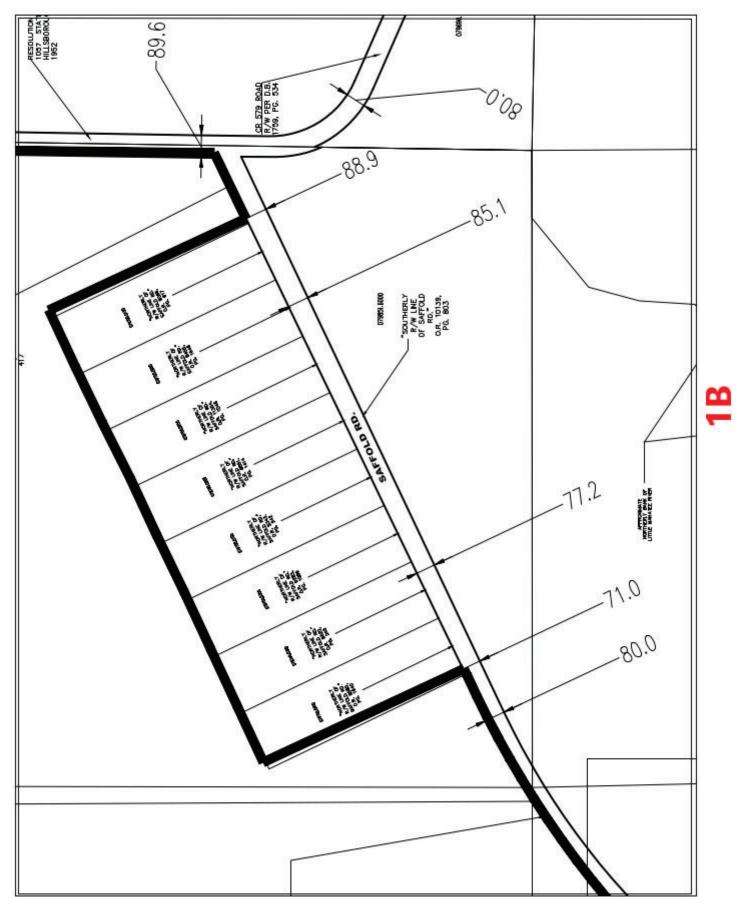


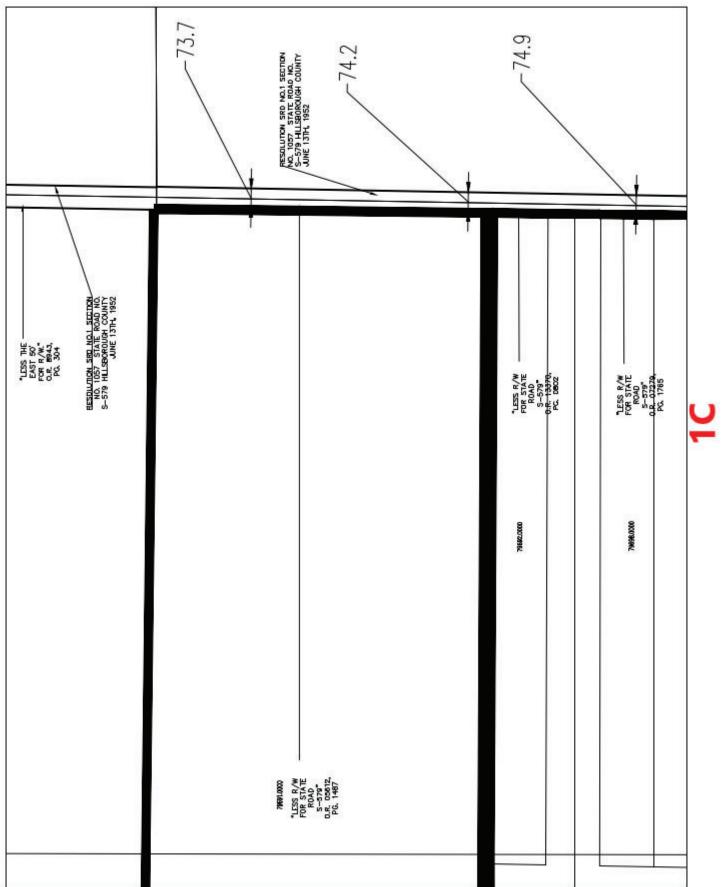


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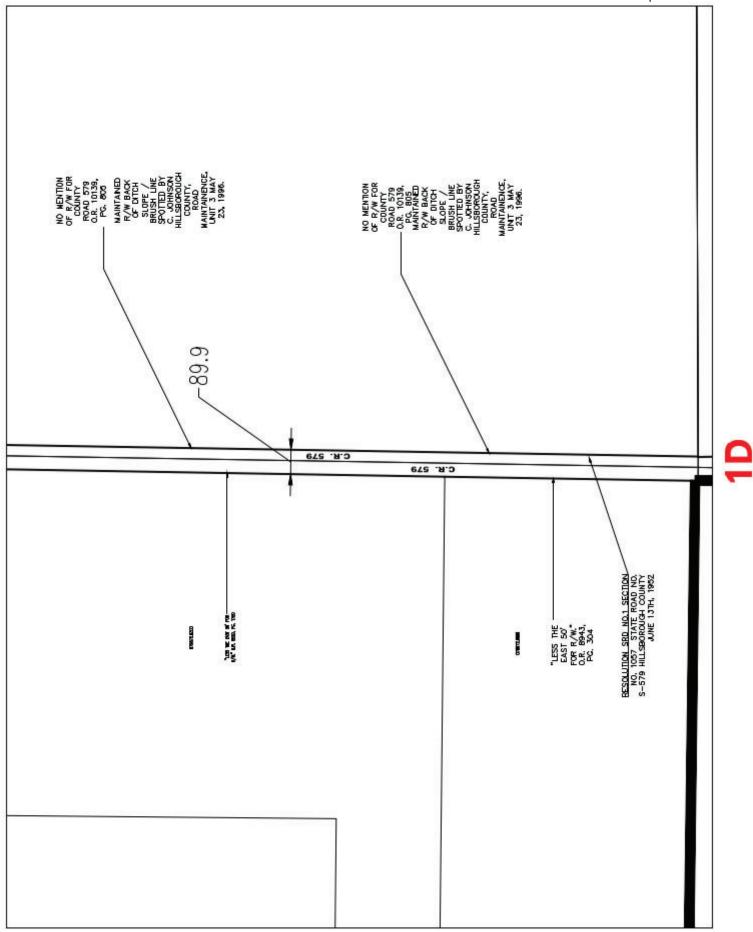
23-0041



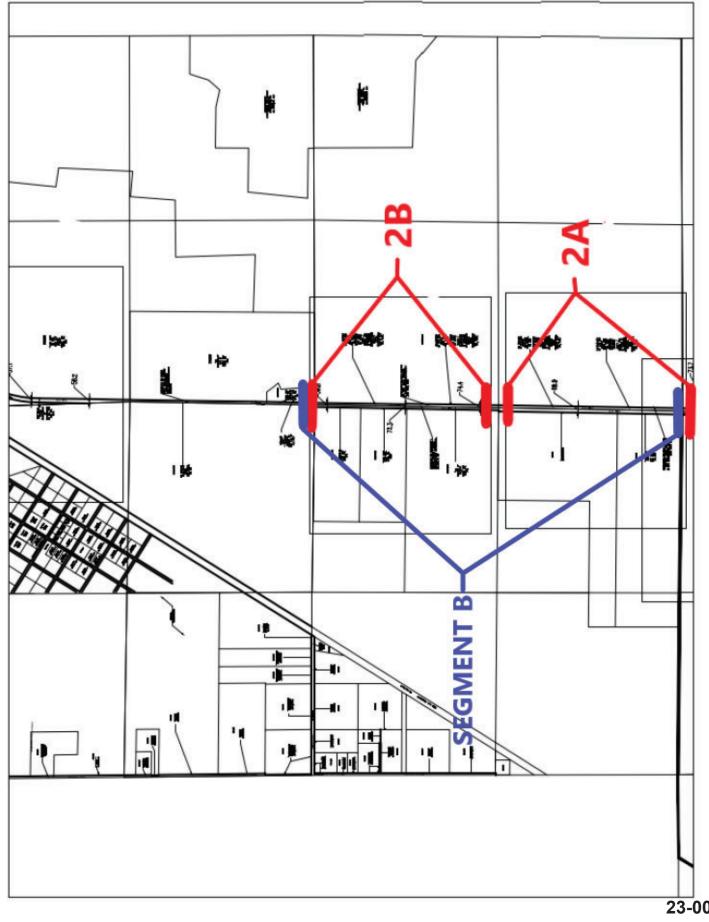


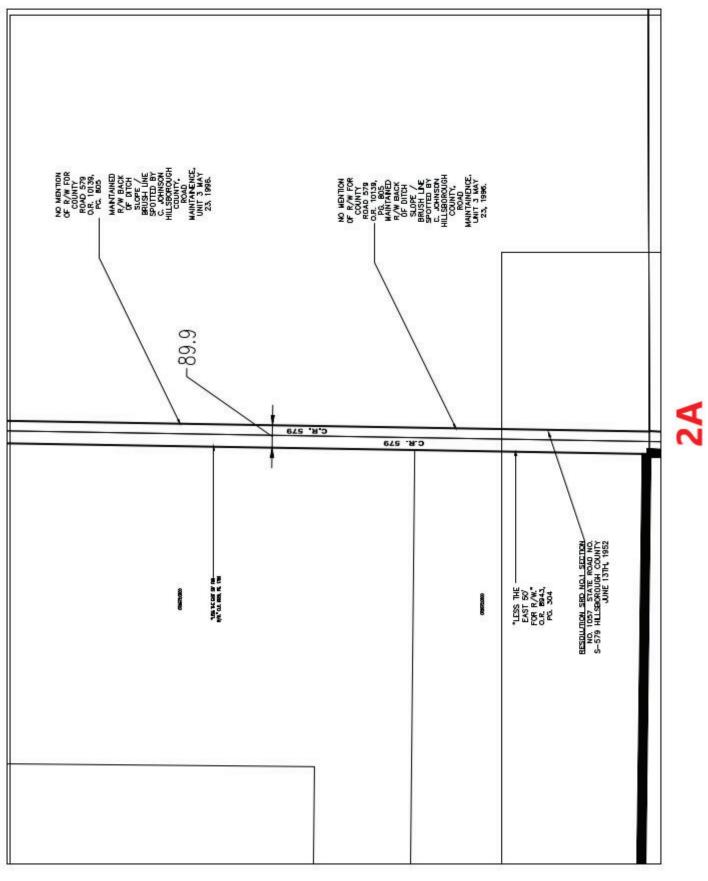


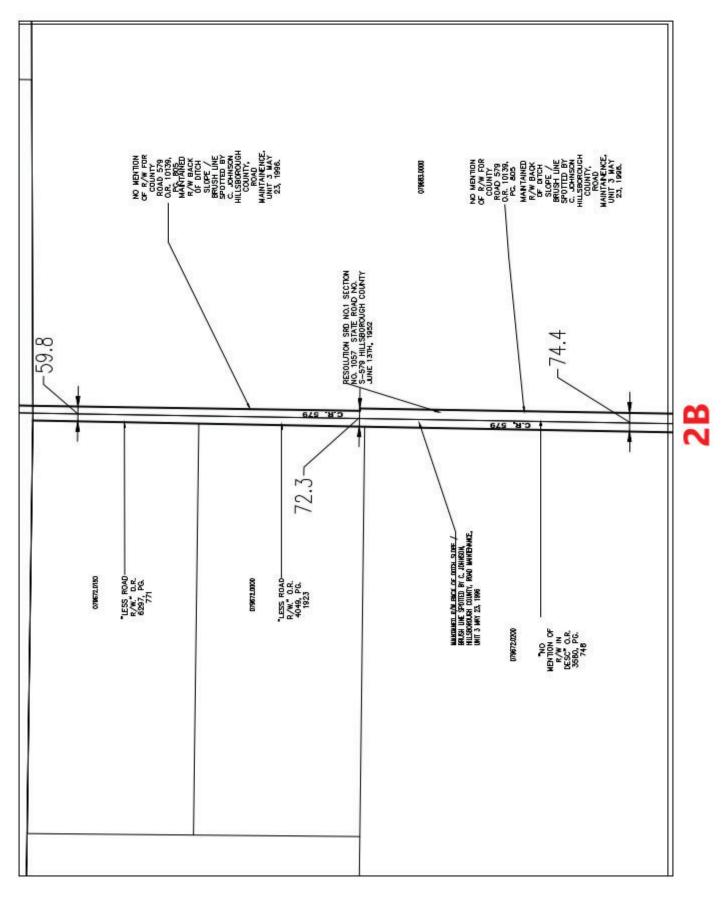
Received April 26, 2023 Development Services

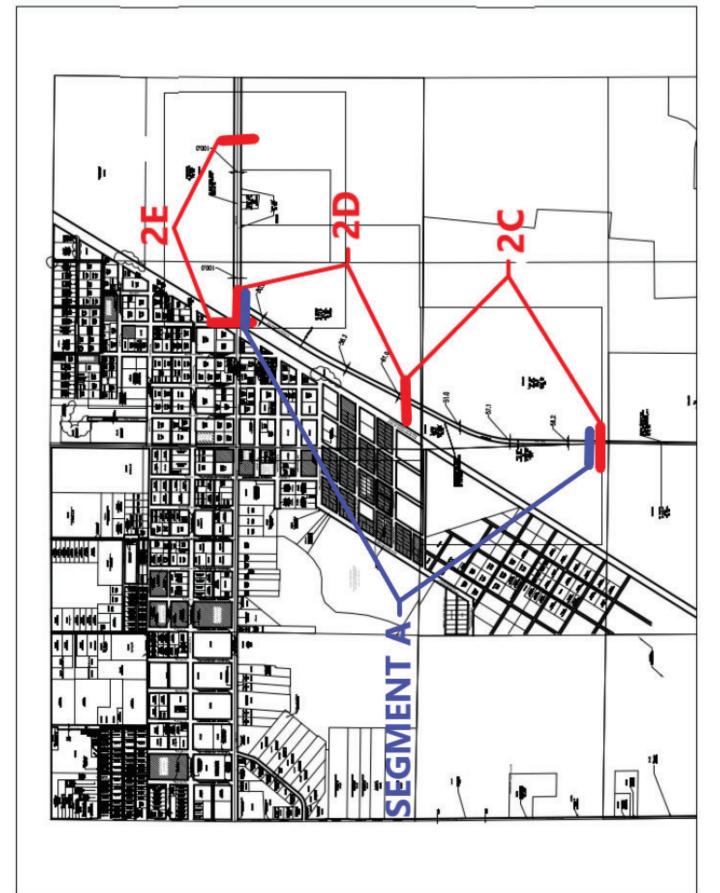


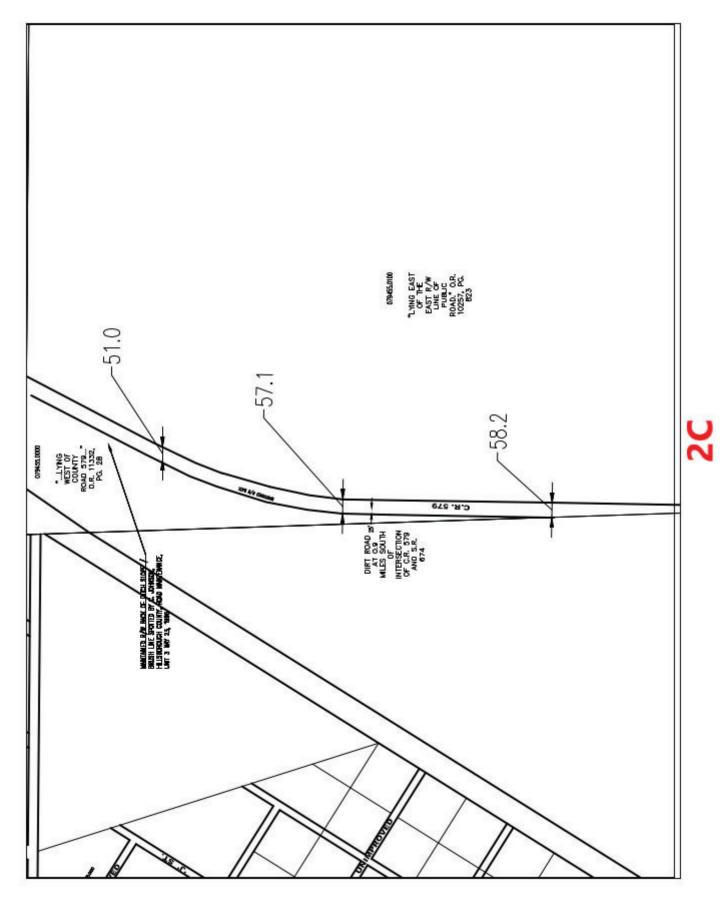
OVERALL ROW SHEET 2

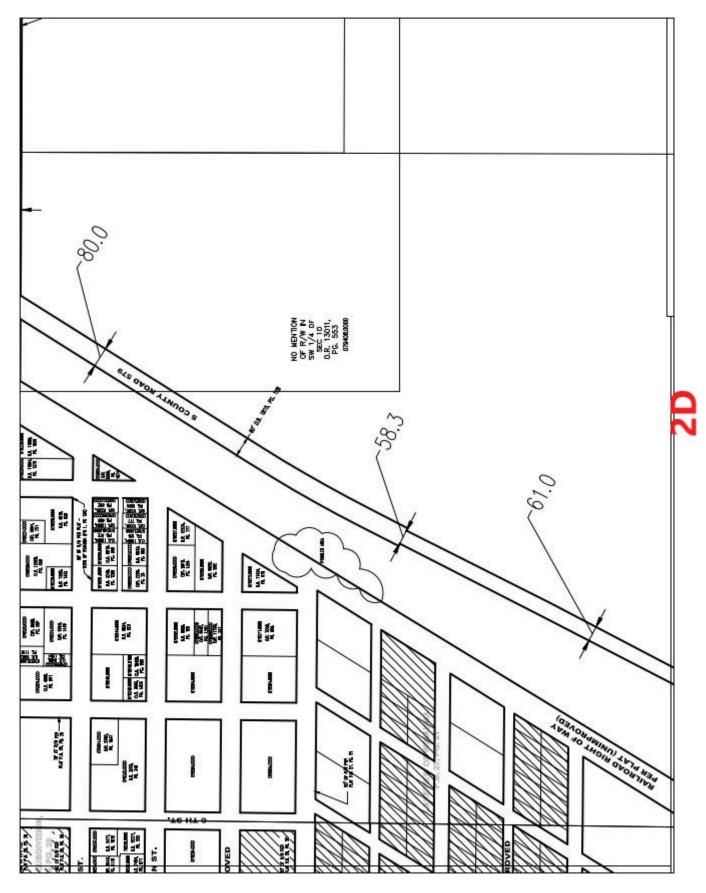


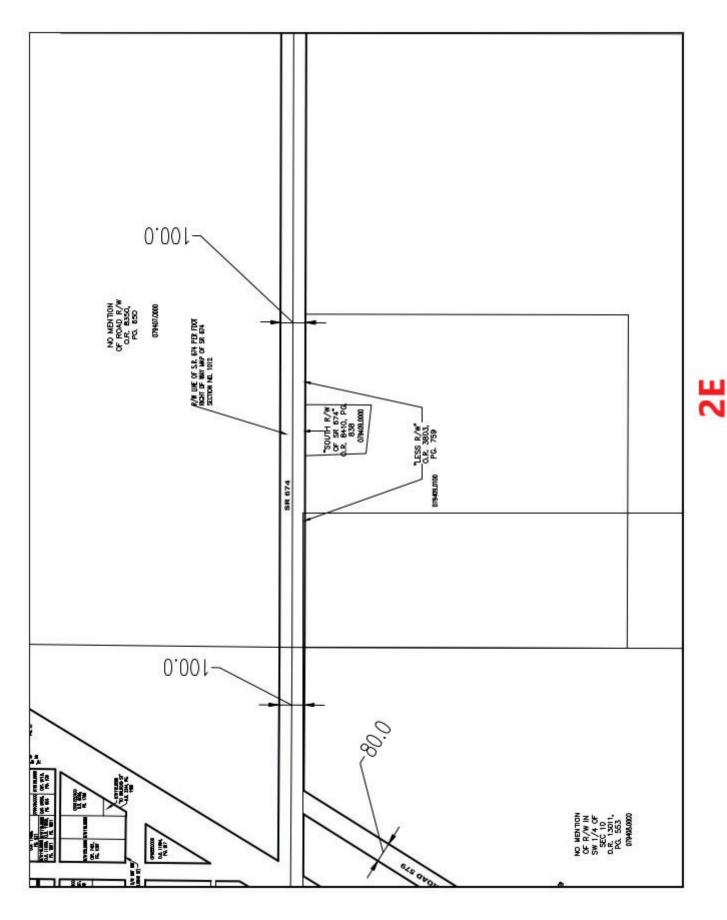












LINCKS & ASSOCIATES, INC.



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 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.

- 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.
- 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 multiuse 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.
- 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

	ou have any questions or require any additional
information.	NG A
Best Regards,	
Dest negatus,	XXXXX
Steven J Henry	
President Lincks & Associates, Inc.	/ ///XX
P.E. #51555	C Canada Canad
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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, <u>TiradoS@hillsboroughcounty.org</u>.

Date _____

Sincerely,

Michael J. Williams

Hillsborough County Engineer

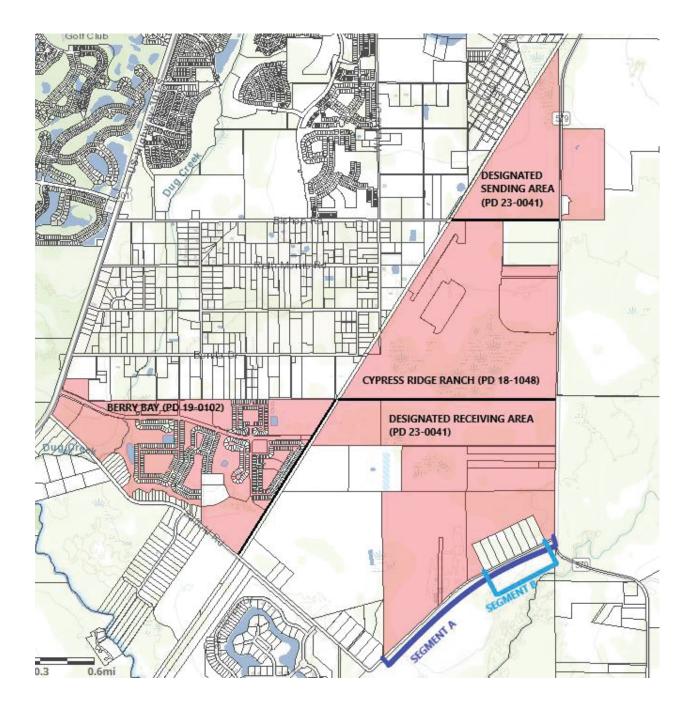
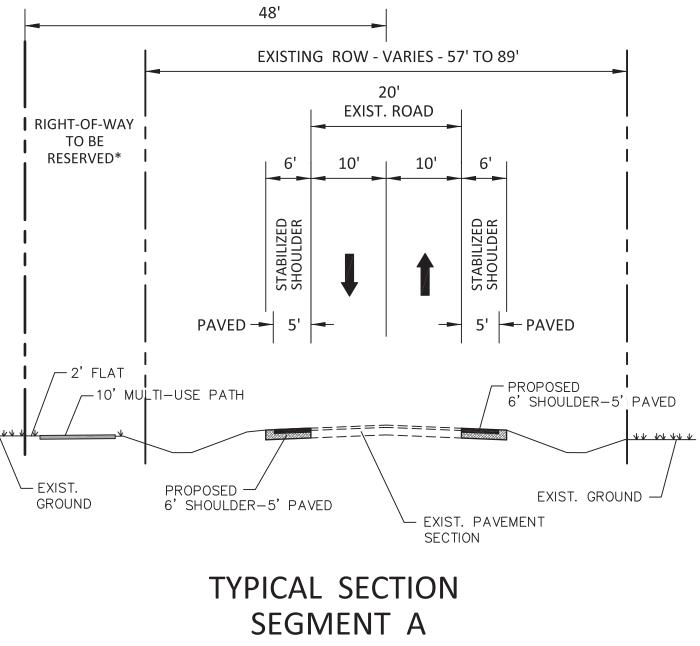
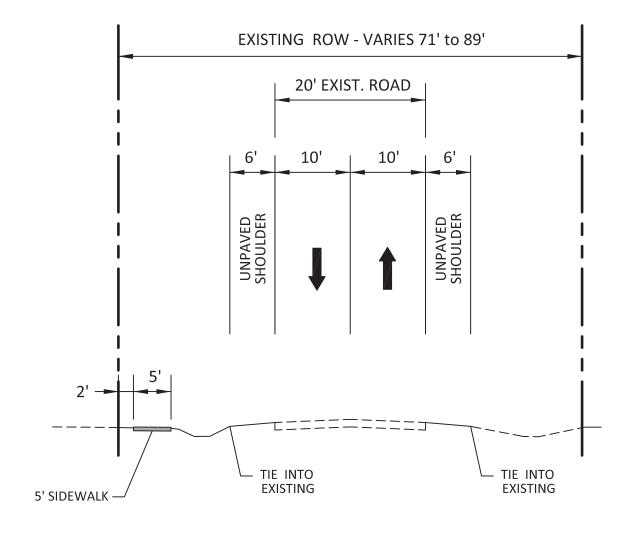


FIGURE 1





SAFFOLD ROAD



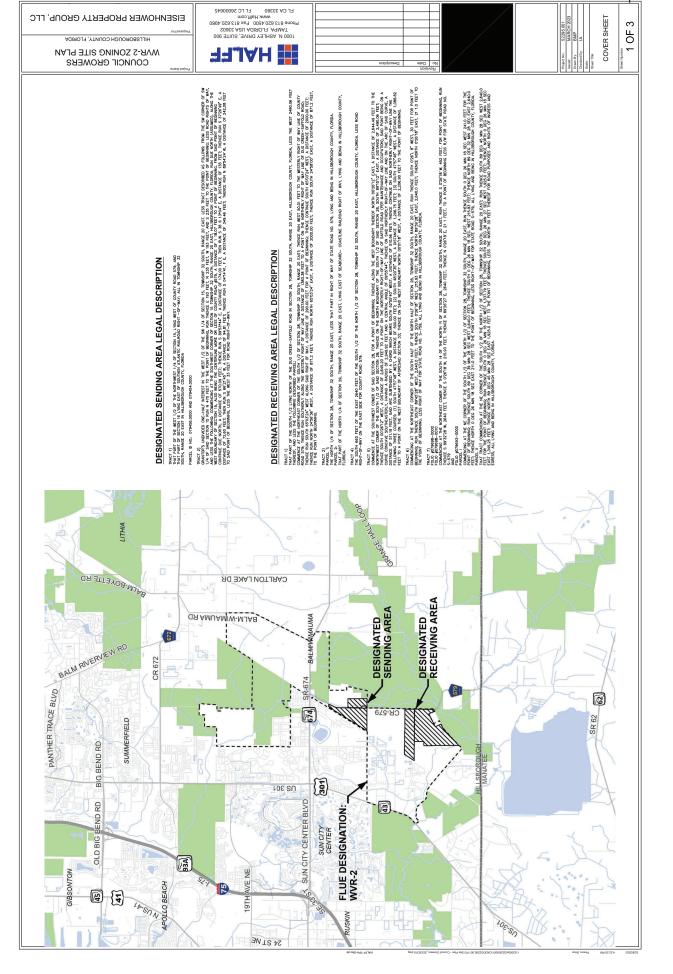
TYPICAL SECTION SEGMENT B SAFFOLD ROAD



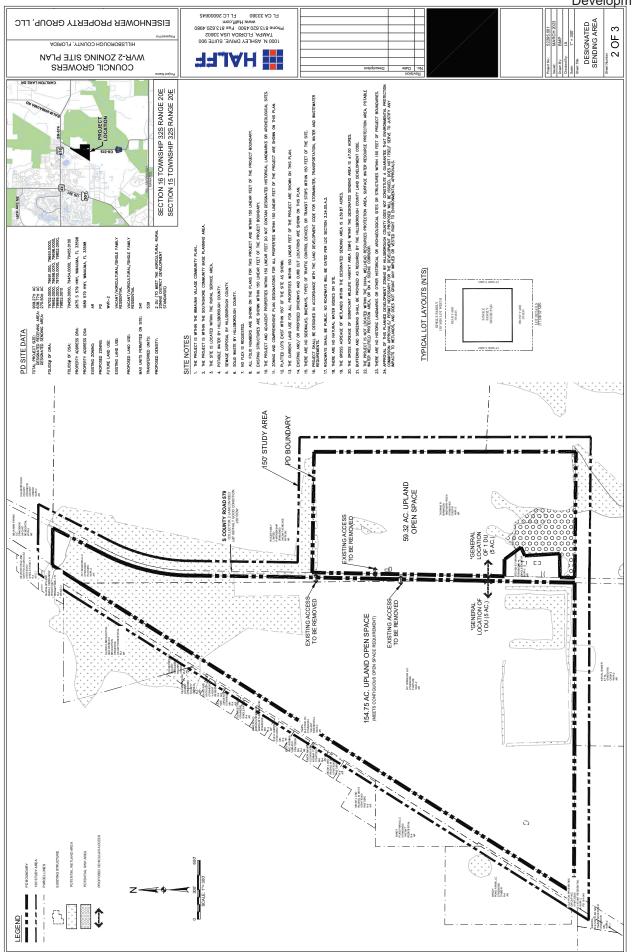


PD PLAN

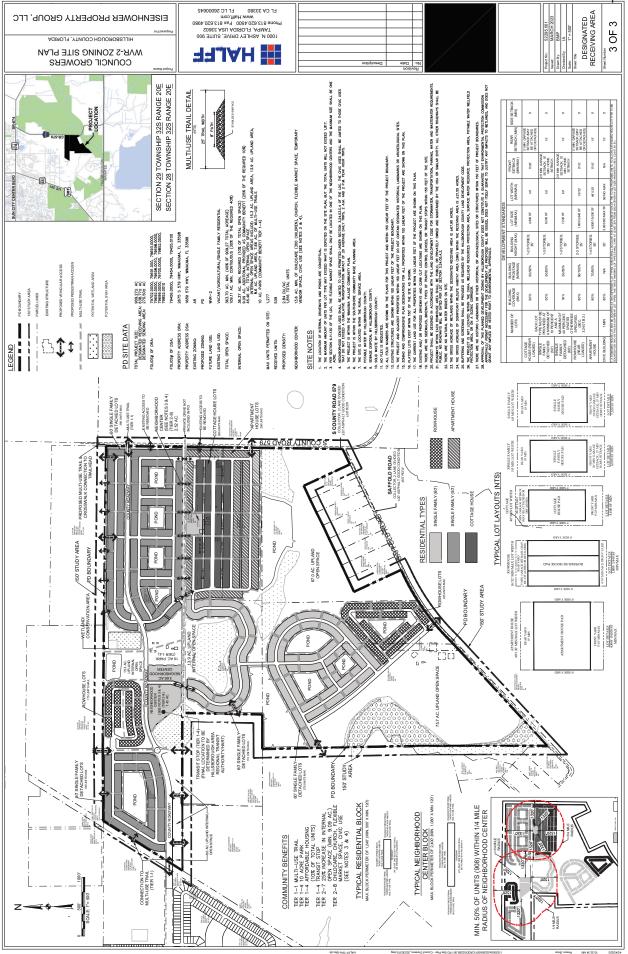




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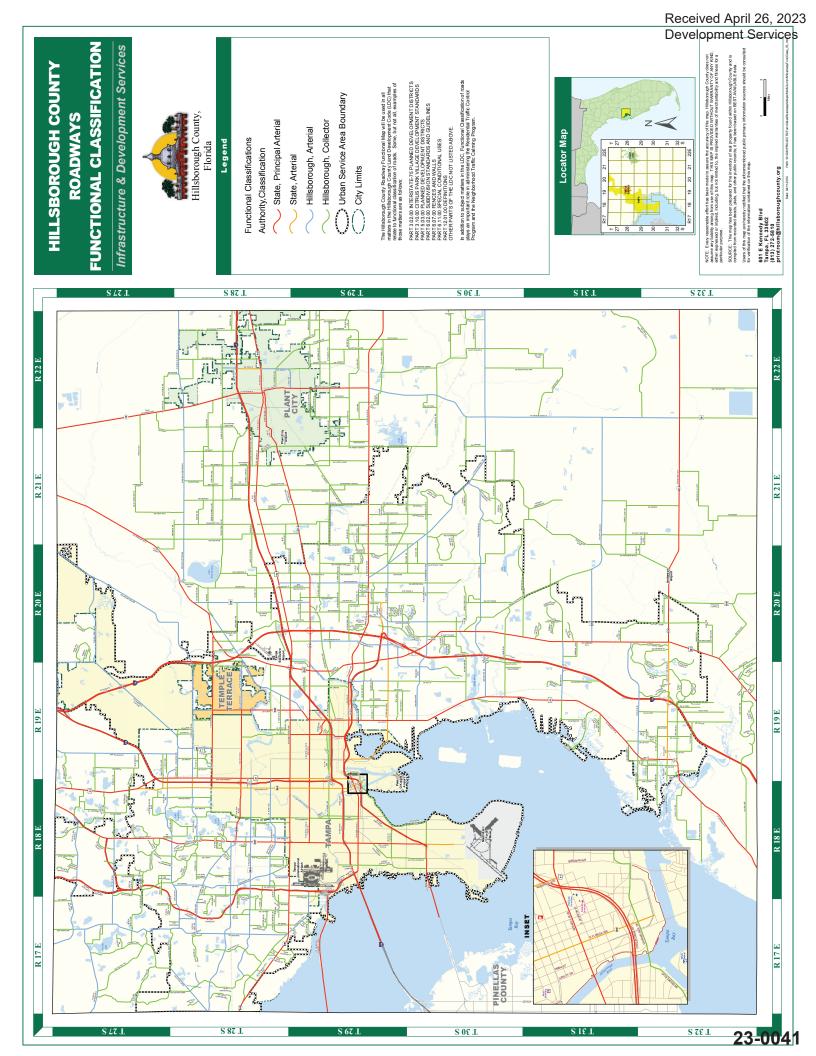


Received April 26, 2023 <u>Development</u> Services



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

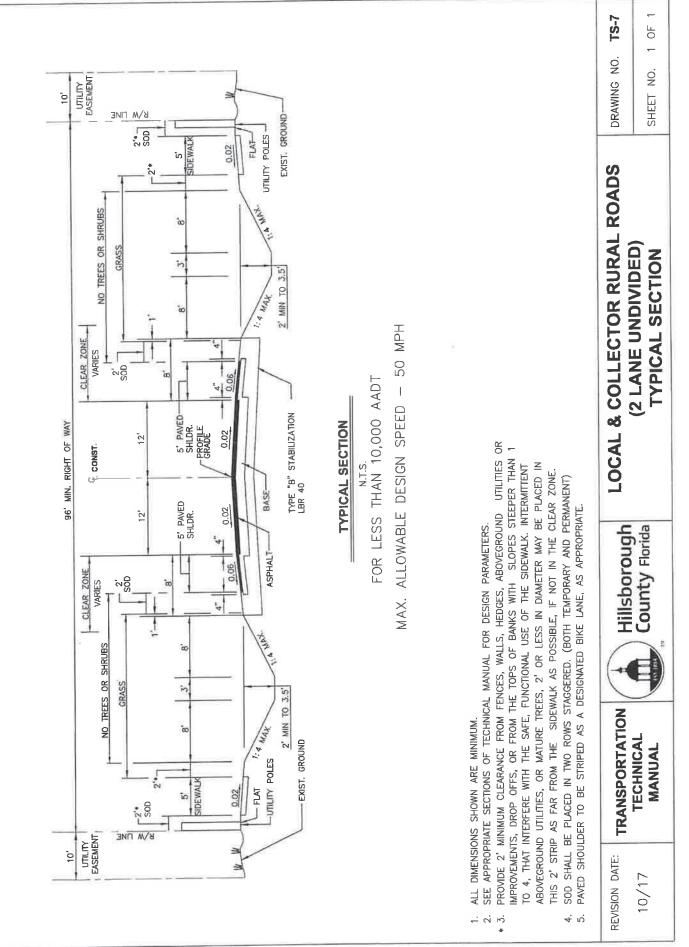






TS-7





23-0041

FDOT DESIGN MANUAL



Topic #625-000-002 January 1, 2020

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 <u>MUTCD</u> 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-feet wide may be used where there is limited R/W.
- Short 8-feet 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 <u>Shared Use Path Level of Service Calculator</u> 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.

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224.5 Cross Slopes

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

224-Shared Use Paths

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ESSENTIAL ELEMENTS ASSESSMENT



23-0041

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

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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



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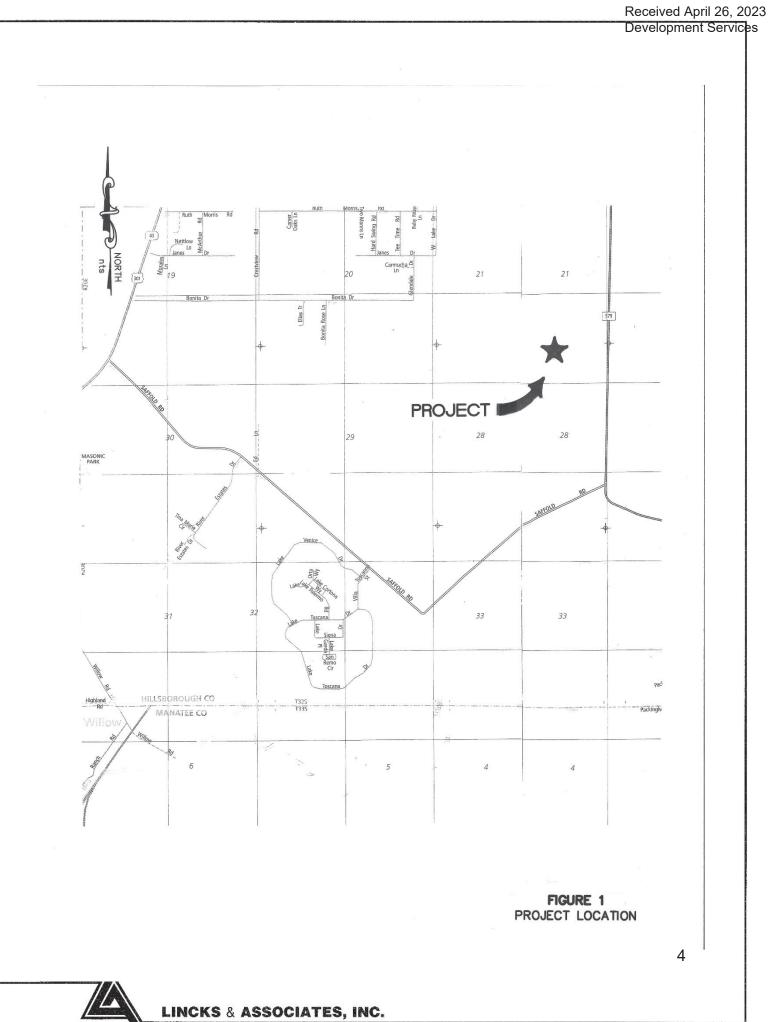
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roadway is 35 MPH. Therefore, according to the FDOT FDM, a 14 foot clear recovery area would be required. Based on a field review, it appears the clear recovery distance is provided.

- 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.





23-0041





LINCKS & ASSOCIATES, INC.

HILLSBOROUGH COUNTY LDC



LINCKS & ASSOCIATES, INC.

- b. The Neighborhoods shall include through roadways at least every 1,320 feet. Where possible, through roads sho to 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 Gounty 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:
- 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.
 - Alleys. Notwithstanding anything in the LDC to the contrary, Alleys when utilized may be publicly maintained or, if private, shall be publicly accessible. Additionally:
 - 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(Exb. 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;
- 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
 - 4. 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 <u>Section 6.02.08</u> or <u>6.03.02</u> of this Code, such sidewalk shall be physically located in accordance with the applicable TTM Typical Section, to the greatest extent possible.

 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 <u>6.02.08</u> or <u>6.03.02</u> 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
 - 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:
 - 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



LINCKS & ASSOCIATES, INC.

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.8T vcc	169+30	c/+c	_	18	çç	169+30	GT+G	_
	5+75	0+00	F F	14'	45	5+15 100,000	0+00	F F
Speed Limit (mph) Clear Zone	End Station	Begin Station	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)	Clear Zone	Speed Limit (mph)	End Station	Begin Station	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)
-	Lanes	Right L				nes	Left Lanes	
			Hillsborough County Pasco County	ugh County	X Hillsboro	tances □ FDOT	ar Zone Dis	Speed Limits and Clear Zone Distances Road Jurisdiction:
der widths and slopes. Iral roads without bike es, guardrails and	existing should commercial ru Some mailbox	Page for e lanes for e ir Zone. S	 A normal shoulder. Most traffic signs are 8' to 10' from EOP and are breakaway. ADT is 800. Requirement for shoulder is 8'. FDOT greenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes. CR 579 classified as Major on Hillsborough County Map and Minor Collector RURAL on FDOT map. 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 shoulder widths 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 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. 	llows a max. or Collector F elopment Pro hs ty Poles, an vey.	akaway. greenbook allov Aap and Minor (and Site Develo ing lane widths ht Poles, Utility See Field Surve	^o and are brea r is 8'. FDOT ugh County N Subdivision a Page for exist evices. All Ligl Clear Zone. 5	10° from EOF nt for shoulde or on Hillsboro on Manual for ee Summary I col Poles or de are within the (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 Su 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 requlanes 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 drainage culvert headwalls are within the Clear Zone. See Field Survey.
j traffic. Slopes down nd Average Lane Width uired shoulder is used	ates opposing , Maximum al minimum requ	hat separ Minimum e and the	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.	crown, invel slopes up a pavement, ir eparation be	tvement line, are negative, nt to edge of no discrete s	ty from the pa ling features a le of pavemer when there is	measured awa of those divid tt Width is edg ut shoulders houlders are v	Notes: 1. Left and right slopes are measured away from the pavement line, crown, invert crown, ce 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 an values are lane widths without shoulders 3. Nominal dimensions for shoulders are when there is no discrete separation between sho as a nominal shoulder.
Swales: swales both sides, most of the segment	th sides, most	swales bo	Swales: :		c	, some erosio	Good to poor	Shoulder cond.: Good to poor, some erosion
pq	Pav't cond.: Fair to good to very good	=air to go	Pav't cond.: I			wn, aspalt	Two lane, cro	Type of Road: Two lane, crown, aspalt
ey: 11-05-22 By: WLR & DZS	By:					to CR 674	ey for Substanda Saffold Road to CR 674	Limits of Survey:
	Date of Survey: 11-05-22	õ	<u>-/9</u>	<u>CR 5/9</u> Road Assessment		nebuetar	(Special Field Survev for Substandard

23-0041

Page 1

Received April 26, 2023 Development Services

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

ent Width and Slopes	
Right Slope	é

Average values calculated from trimmed mean values (without outliers)

LEFT Side Slopes

	Front Slope Fi		Front Slope	ront Slope Front Slope Front Slope 2 Bottom	Bottom	Back Slope	Back Slope Back Slope Back Slope Back Slope	Back Slope	Back Slope
	1 Width	1 Slope	2 Width	Slope	Width	1 Width	1 Slope	2 Width	2 Slope
Minimum:	4	2%	.2	5%	-0	4	10%	ł	3%
breakaway.	11'	37%	۲'	25%	ō	12'	100%	ł	10%
Average:	.2	16.7%	۲.	15.0%	ō	ō	43.6%	١	6.5%
		~ - Slong continues havond limite of eurovav	d limite of en	1010					

= Slope continues beyond limits of survey

	Back	2 V	
	Back Slope	1 Slope	
es	Back Slope	1 Width 1 Slope	
RIGHT Side Slopes	Bottom	Width	
RIGH ⁻	lope Front Slope Front Slope Front Slope 2 Bottom Back Slope Back Slope Back	Slope	
	Front Slope	2 Width	
	Front Slope	1 Slope	
	lope	lth	

	Front Slope Front 1 Width 1 SI		Front Slope 2 Width	Slope Front Slope Front Slope 2 Bottom	Bottom Width	Back Slope Back Slope Back Slope Back Slope Slope 1 Width 1 Slope 2 Slope 2 Slope 2 Slope 2 Slope 2 Slope 3 <t< th=""><th>Back Slope 1 Slope</th><th>ack Slope Back Slope 1 Slope 2 Width</th><th>Back Slope 2 Slope</th></t<>	Back Slope 1 Slope	ack Slope Back Slope 1 Slope 2 Width	Back Slope 2 Slope
	4	6%		-	5	1-	2%	ō	10%
Ë	14'	30%			10'	15'	160%	14'	13%
Average:	7'	19.0%			δ	10'	40.5%	11'	11.5%
] (~ = Slope continues	ntinues beyon	beyond limits of survey	ivey					

	lope	Q II
e Maximums	Back slope	Incide
LEFT Slope Maximums	slope	Outside
	Front slope	Incide

	Inside	Outside	Inside	Outside
	Clear Zone	Clear Zone	Clear Zone Clear Zone Clear Zone Clear Zone	Clear Zone
Maximum Allowed:	25%	33%	33%	50%
Number of Sections:	14	14	14	14
Sections Exceeding:	1	0	с	3
Percent Exceeding:	7.1%	0.0%	21.4%	21.4%

slope	Outs
Back	Inside
slope	Outside
Front	Inside
	Front slope Back slope

Maximum Allowed: Number of Sections: Sections Exceeding:		Outside Clear Zone 33% 14 0	Inside Outside Inside Outside Clear Zone Clear Zone Clear Zone Clear Zone 25% 33% 33% 50% 14 14 14 14 0 0 2 2	Outside Clear Zone 50% 14 2
Percent Exceeding:	0.0%	0.0%	14.3%	14.3%

Field Survey

Station Midth's loope (Midth's loope) Midth's loope (Midth's l		Left Slo	Left Slopes and Swales	Swales	Left Shoulder	Lan	Lane Pavement	lent	Right Shoulder	Right S	Right Slopes and Swales	d Swales
11/12641-396 0 4/-6% *8/0/-16% 32.0% 22.7 -3.4% *8/0/-14% 4/-14% 4 11/12641-396 0 4/-14% *8/0/-12% -3.0% 22.7 -3.4% *8/0/-15% 4/-14% 4 e8 0-00 set at centerine intersection with Safiols Road 5/-12% 8/0/-12% 3.0% 20.0 -2.7% 8/0/-15% 5/-12% 0 11/14 BMC 28 UT 5 5/-12% 5/0/-13% 3.8% 20.0 -2.7% 4/00% 0 11/14 BMC 38 CM 7 5/-12% 5/0/-13% 3.8% 20.0 -2.7% 4/00% 6//-25% 6'/-25%	Station	Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/ Slope	Left Slope	Width	Right Slope	Total/Paved/ Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)
1.14 BWL 59'LT, 5+15 45 mph South 7.1 Trees 20 FT. 5+75 85 mph North, FT site shoulder erosion, 3+23 72' CMP culvert, HDW 16 LT, 16' FT 86 105 9st at correntine intersection with Safet shoulder erosion, 3+23 72' CMP culvert, HDW 16 LT, 16' FT 86 105 9st at correntine intersection with Safet shoulder erosion, 3+23 72' CMP culvert, HDW 16 LT, 16' FT 86 107 03 48' CMP Culvert, HDW 18' LT, 20' RT 81 40%-710% 7 91 40%-710% 7 91 40%-710% 7 91 40%-710% 7 91 40%-710% 7 91 40%-710% 7 91 40%-710% 7 91 40%-710% 7 91 40%-710% 7 91 40% 7 91 40% 7 91 40% 7 91 40% 7 91 40% 7 91 40% 81/10% 91 40% 81/11% 91 11 81/11% 91 11 11 91 11 11 91 11 11 91 11 11 91 11 11 91 11 11 91 11 11	00+	11'/12%,~/-3%	-0	4'/-6%	*8'/0'/-6%	-3.2%	22.7'	-3.4%	*8'/0'/-14%	4'/-14%	4'	7'/22%
TiTrees 20 RT, 5+75 55 mph North, RT side shoulder erosion, 3+23 72° CMP culvert, HDW 16′ LT, 16′ RT 5/-155% 0 e8 -00 Set at centerline intersection with Saffols Road -3.0% 20.0° -2.7% *8/0//15% 5/-15% 0 CT 7 BWF 28' LT -3.0% 20.0° -2.7% *8/0//15% 5/-15% 0 S10+70 348° CMP Culvert, HDW 18/ LT, 20' RT -3.0% 20.0° -2.6% 4/00'/0% 6/-25% 6' A100%, -10% 7 5/-37% 5/0/-13% -3.8% 20.0° -2.7% 4/00'/0% 6'/-25% 6'/ CT HM.B: 6 's 17 7 5/-37% 5/0/-13% -3.8% 20.0° -2.7% 6//0/-9% 6//25% 6'/25% 6'/25% 6'/2 CT HM.B: 5 6'''' 7 5/-37% -3.8% 20.0° -2.7% 6//0/-9% 6//25% 6'/25% 6'/25% 6'/25% 6'/2% 6'/25% 6'/25% 6'/2% 6'/25% 6'/2% 6'/2% 6'/2% 6'/25% 6'/2% 6'/2% 6'/2% 6'/2% 6'/2% 6'/2% 6'/2% 6'/2% 6'/2% 6'/2%	LT	4' BWF 39' LT, 5+	-15 45 mp	h South							-	
es 0-40 set at centerine intersection with Saffols Road L14 BWF 28 LT T1 Ters 35 RT es 10+70 (3) 48 CMP Culvert, HDW 18. LT, 20' RT es 10+70 (3) 48 CMP Culvert, HDW 18. LT, 20' RT es 10+70 (3) 48 CMP Culvert, HDW 18. LT, 20' RT es 10+70 (3) 48 CMP Culvert, HDW 18. LT, 20' RT es 10+70 (3) 48 CMP Culvert, HDW 18. LT, 20' RT es 10+70 (3) 48 CMP Culvert, HDW 18. LT, 20' RT es 10+70 (3) 48 CMP Culvert, HDW 18. LT, 20' RT es 11/ RT es 17' RT es 11/ RT es 20' LT es 11/ RT es 20' RT es 11/ RT es 20' RT es 10' RT es 11/ RT es 20' RT es 10' RT es 10/ 10% RT (10% RT 11' RT 16' RT 16' RT 16' RT 16' RT 16' RT 11' RT 16' RT 16' RT 11' RT 16' RT 16' RT 10' RT 16' RT 16' RT 10' RT 16' RT 16' RT 10' RT 16' RT 16' RT 16' RT 10' RT 16' RT 10' RT 16' RT 16' RT 10' RT 16' RT 16' RT 10' RT 16' RT 10' RT 16' RT 16' RT 16' RT 10' RT 16' RT 16' RT 16' RT 16' RT 10' RT 16' RT	RT	Trees 20' RT, 5+7	75 55 mph	North, RT side s		3+23 72"	CMP cu	Ilvert, HD	W 16' LT, 16' RT			
IS138% 0' 5/-12% *8/0/-12% 3.0% 20.0' -2.7% *8/0/-15% 5/-15% 0' ITTERSS RT es 10+70 (3) 48° CMP Culvert, HDW 18 LT, 20° RT -3.0% 20.0' -2.6% 4/0/0% 6//25% 6'/25%	Notes	0+00 set at center	rline inters	section with Saffo	Is Road							
I 4 BWF 28' LT 31 Ar 0%, -1/0% 7 5//37% 5/0/-13% -3.8% 20.0 -2.6% 4/0/0% 6//25% 6' 31 Ar 0%, -1/0% 7 5//37% 5/0/-13% -3.8% 20.0 -2.6% 4/0/0% 6//25% 6' 31 Frees 17 RT 1 4/10%, -1/0% 5 8//25% *8/0//10% 6//25% 4' 31 Frees 20 LT 1 8/45% 5 8//10% 7//25% *8/0//10% -2.6% 8//25% 4' 4' 31 Frees 20 LT 1 8/45% 5 8//10% 8//25% 4' 4' 31 Frees 20 LT 1 8//25% 20.4' -3.0% 20.0' -1.3% 8//25% 6'/17% 0'/17% 31 Frees 20 LT 1	-00	15'18%	0	5'/-12%	*8'/0'/-12%	-3.0%	20.0'	-2.7%	*8'/0'/-15%	5'/-15%	- <u>o</u>	10'/16%
Ti Trees 35' RT esi 10+70 (3) 48' CMP Culvert, HDW 18' LT, 20' RT esi 10+70 (3) 48' CMP Culvert, HDW 18' LT, 20' RT esi 10+70 (3) 48' CMP Culvert, HDW 18' LT, 20' RT esi 10+70 (3) 48' CMP Culvert, HDW 18' LT, 20' RT a (11 Mis. 6'-8' El T, U.P. 20' LT esi 20' LT U.P. 21' LT esi 20' LT U.P. 21' LT esi 20' LT U.P. 24' L esi 25' RT Esi 26' R Esi 26' R Esi 26' R esi 26' L esi 27' L esi 25' RT Esi 26' R Esi 26' R esi 26' L esi 27' L esi 25' R Esi 26' R Esi 26' R esi 26' L esi 26' R Esi 26' R esi 26' L esi 26' R Esi 26' R esi 26' L esi 26' R esi 26'	L	4' BWF 28' LT										
es 10+70 (3) 48° CMP Culvert, HDW 18° LT, 20° RT 17 Trees 10° RT 17 Trees 17° RT 18 Se 6° RT U.P. 20° LT 18 Se 6° RT U.P. 20° LT 18 Se 6° RT U.P. 20° LT 19 Trees 20° RT 18 Se 7 10 Trees 20° LT U.P. 20° R8/J096 79 Se 70/J1096 -2.63% 20.6° -2.79% 67/J796 67/J796 77/J796 77	RT	Trees 35' RT										
4/40%/10% 7 5/37% 5/0/-13% -3.8% 20.0' -2.6% 4/0'0% 6'-25% 6' Thes 17 RT 8/126/8 5 8/1-10%, 7'-25% *8/0/-10% -2.6% 6'/0/-8% 6'/25% 6'/25% 6'/25% 4'/0'0% 6'/25% 4'/0'10% 6'/25% 4'/0'10% 6'/25% 4'/0'10% 6'/25% 4'/0'10% 4'/0'10% 6'/25% 4'/0'10% 4'/0'10% 6'/25% 4'/0'10% 5'/0'11% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10% 5'/0'10%	Notes	10+70 (3) 48" CM	P Culvert,	, HDW 18' LT, 20	' RT							
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RT Trees 17' RT Its 8'45% 5' 8'1/10%,7'/-25% *8'/0//-10% -2.6% 20.6' -2.7% 6'/0/-8% 8'/-25% 4' It Trees 18' RT 8'/45% 5' 8'/-10%,7'/-25% *8'/0/-10% -3.5% 20.6' -2.7% 6'/0/-8% 8'/-25% 4' RT Trees 18' RT 8'/20% 8'/0/-10% -3.5% 20.4' -3.0% *8'/0/-17% 6'/-17% 0' RT Rtees 18' RT 8'/20 8'/0/-10% -3.5% 20.4' -3.0% *8'/0/-17% 0' 0' RT RT 8'/24% 0' 8'/-13% 6'//17% 6'//17% 0' 0' RT Rtees 20' LT, UP. 24' LT 8'/-13% 6'//16% -2.3% 21.0' -1.3% 8'/0/-17% 0' 0' RT Trees 20' RT, 4' BWF 32 RT 8'/0/-16% -2.3% 21.0' -1.3% 8'/0/-17% 0' 0' 1'/17% 0' 1'/17% 0' 1'/17% 1'/17% 1'/17% 1'/17% 1'/17% 1'/17% 1'/17% 1'/17% 1'/17%<	LT	M.B.'s 6'-8' LT, U.	P. 20' LT							_		
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RT Trees 18' RT *8'/0'-10% *8'/0'-10% *8'/0'-17% 6'/-17% 0' In Trees 20' LT, U.P. 24' LT RT *8'/24% 0' *8'/0'-10% -3.5% 20.4' -3.0% *8'/0'-17% 6'/-17% 0' In Trees 20' LT, U.P. 24' LT RT RT *8'/15% 6'/0'-6% -2.3% 20.1.0' -1.3% 8'/0'-12% 0' 0' RT Trees 20' RT, U.P. 24'' RCP Culvert, HDW LT 15', RT 16' 0' 8'/0'/-12% 7'/-17% 0' 0' LT 12/16% 0' 8'/-15% 6'/0'/-6% -2.3% 21.0' -1.3% 8'/0'/-12% 0' 0' RT 17rees 20' RT 0' 8'/0'/-12% 21.0' -1.3% 8'/0'/-12% 0' 0' LT Trees 26' RT 56+70 (3) 36'' RCP culvert, HDW 20' LT 19' RT .2.3% 21.0' -1.8% 6'/0'/-12% 4' 1'/-15% 4' LT Trees 26' RT 56+70 (3) 36'' RCP culvert, HDW 20' L14% .3.7% 21.0' 1.1.8% 6'/0'/-15% 4' 1'/-15% 1'/-15% 4' 1'/-15% 1'/-115% 1'/-115% 1'/-116%	LT	Trees 20' LT										
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RT Trees 30' RT, 4' BWF 32' RT (es 45+27 24" RCP Culvert, HDW LT 15', RT 16' 12/16% 0' 8/5+27 24" RCP Culvert, HDW LT 15', RT 16' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 0' 12/116% 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10' 12/11 10'	Ľ	Trees 20' LT, U.P	. 24' LT									
tes 45+27 24" RCP Culvert, HDW LT 15', RT 16' 12/16% 0' 8'/-15% 6'/0'-6% -2.3% 21.0' -1.3% 8'/0/-12% 7'/-17% 0' T Trees 25' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ES 6'/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' LT Trees 26' LT RT Trees 26' RT 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT ES 6'/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 7'/0'/-16% 4' RT Trees 26' RT 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT RT Trees 26' RT 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT RT Trees 26' RT 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT RT Trees 26' RT 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT ES Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT RT Trees 26' RT 58' RT 68 93+60 to 94+74 8' RT ES 94+50 36" RCP Culvert, HDW 15' LT 17' RT ES 94+50 36" RCP Culvert, HDW 15' LT 17' RT	RT	Trees 30' RT, 4' E	3WF 32' R	T								
12/16% 0' 8'/-15% 6'/0'/-6% -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' LT Trees 25' LT LT Trees 25' LT .2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT .2.3% 21.0' -1.8% 8'/0'/-9% 14'/-15% 4' RT Trees 26' RT 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' LT Trees 26' LT RT Trees 20' RT RT Trees 20' RT	Notes	45+27 24" RCP C	ulvert, HD	DW LT 15', RT 16	-							
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RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT tes 6'/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4'	L	Trees 25' LT										
Ites 6'/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 4' LT Trees 26' LT RT Trees 20' RT -1.8% 6'/0'/-9% 14'/-15% 4' <td>RT</td> <td>Trees 26' RT, 56+</td> <td>70 (3) 36</td> <td>" RCP culvert, HE</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	RT	Trees 26' RT, 56+	70 (3) 36	" RCP culvert, HE								
6/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' LT Trees 26' LT 4' 4' 4' 4' 4' 4' 4' 4' 4' 4' 4' 4' 4' 4' 4' 4' 4' 4' 4'	Notes											
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RT Trees 20' RT tes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT T 7'/23% 4' 5'/-14% 6'/0'/-16% -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4' 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 tes 94+50.36" RCP Culvert. HDW 15' LT. 17' RT	LT	Trees 26' LT										
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7'/23% 4' 5'/-14% 6'/0'/-16% -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4' </td <td>Notes</td> <td>Pav't Good, 71+0</td> <td>0 24" RCF</td> <td>^o culvert, HDW 16</td> <td>3' LT, 20' RT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Notes	Pav't Good, 71+0	0 24" RCF	^o culvert, HDW 16	3' LT, 20' RT							
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RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Notes 94+50 36" RCP Culvert, HDW 15' I T, 17' RT	LT	U.P. 20' LT, GR 9	4+23 to 9	5+80 8' LT							-	
Notes[94+50 36" RCP Culvert, HDW 15'1 T, 17' RT	RT	Trees 25' RT, BW	F 34' RT,	GR 93+60 to 94-	+74 8' RT							
	Notes	94+50 36" RCP C	IIIVert HL	WV 15' LT 17' RT	L							

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	Left Slc	Left Slopes and Swales	Swales	Left Shoulder	Lan	Lane Pavement	ent	Right Shoulder	Right	Right Slopes and Swales	s and Swales
Station	Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/ 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%
	rees 24' LT, GR	LT 101+6	LT Trees 24' LT, GR LT 101+60 to 104+00 8' LT								
RTT	rees 25' RT, 6' (CLF 66' R ⁻	RT Trees 25' RT, 6' CLF 66' RT, GR RT 101+30 to 102+55 8' RT	to 102+55 8' R ⁻							
Notes 1(02+30 (2) 48" B	ox Culvert.	Notes 102+30 (2) 48" Box Culverts, HDW 16' LT, 12' RT	2' RT							
120+00	8'/100%	9	6'/25%	4'/0'/-8%	-2.1%	20.0'	-2.9%	6'/0'/-6%	7'/-27%	<u>9</u>	8'/15%
	LT Trees 24' LT	-			-					-	
RT											
Notes											
134+00	5/100%	5	9'/-25%	5'/0'/9%	-0.6%	21.0'	-2.1%	6'/0'/-5%	4'/-30%	10'	4'/30%
LTM	LT MB's 4' LT, U.P.	18' LT, Trees 20'	ses 20'								
RT											
Notes											
150+00	~/10%	.2	5'/-21%	4'/0'/-5%	-2.9%	20.1'	-2.3%	5'/0'/-6%	6'/-28%	9	15'/25%
	rees 16' LT, 163	3+12 Cente	LT Trees 16' LT, 163+12 Centerline Hillsborough	h St							
RT4'	RT 4' WF 32' RT										
Notes											
166+00			11'/-16%,~/-5%	*8'/0'/-16%	2.2%	22.0'	-4.3%	*8'/0'/-9%	%6-/.2	0	15'/2%
Ľ											
RTU	RT U.P. 28' RT, 5' WF 30' RT	'F 30' RT									
Notes											
172+00			~/-2%	*8'/0'/-2%	-2.6%	21.0'	-3.7%	5'/0'/-10%	12'/-14%	0,	12'/7%
LT											
RT5'	RT 5' WF 25' RT										
Notes											
-					-						
-				1/9+30	1/9+30 End of Segment at EOP	egment :		S.R. 6/4			
RT											
Notes											
L J											
RT											
Notes											
Ľ											
RT											

CR 579 Aerial & Stationing



500 1,000 2,000 ft 0 1,160 m 290 580 0

Stations in 1000 ft increments

SAFFOLD ROAD FIELD ASSESSMENT



LINCKS & ASSOCIATES, INC.

End Limit Curbed (TC), Auxiliary (A), B Station (mph) Clear Zone or Auxiliary Curbed (AC) S
Left Lanes Right Lanes Right Lanes
Speed Limits and Clear Zone Distances Road Jurisdiction: □ FDOT ⊠ Hillsborough County □ Pasco County
 Most traffic signs are 6' to 10' from EOP and are breakaway No traffic counts available. Using 6' shoulder. FDOT greenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes. Sheffold Road classified as a local road on Hillsborough County Map. 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 shoulder widths 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 There are no Traffic Control Poles or devices. All Light Poles, Utility Poles, and Trees are outside of the Clear Zone. Some Mailboxes are within the Clear Zone. Some Mailboxes are within the Clear Zone. See Field Survey.
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.
Shoulder cond.: Good to poor, some erosion
Pav
E9 Pavi
Pav

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

IEUT WIGTH AND SIOPES	
Right Slope	
4.6%	
1.6%	
-3.2%	

Average values calculated from trimmed mean values (without outliers)

LEFT Side Slopes

	Front Slope Fro	Front Slope	Front Slope	ont Slope Front Slope Front Slope 2	Bottom	Bottom Back Slope Back Slope Back Slope Back Slope	Back Slope	Back Slope	Back Slope
	1 Width	1 Slope	2 Width	Slope	Width	1 Width	1 Slope	2 Width	2 Slope
Minimum:	4'	%2			-0	Ω	5%	ł	14%
Maximum:	11'	22%			6'	12'	64%	١	14%
Average:	9	11.4%			1'	-8	27.1%	١	14.0%
-		ntining house	ince bowood limite of curvo						

~ = Slope continues beyond limits of survey

			•	RIGHT	RIGHT Side Slopes	les			
	Front Slope	Front Slope	Front Slope	Front Slope Front Slope Front Slope 2 Bottom	Bottom	Back Slope Back Slope Back Slope Back Slope	Back Slope	Back Slope	Back Slop
	1 Width	1 Slope 2 Width	2 Width	Slope	Width	1 Width	1 Width 1 Slope 2 Width 2 Slope	2 Width	2 Slope
Minimum:	2'	2%			0	7'	%9		
Maximum:	6'	20%			5'	14'	10%		
Average:	4'	9.3%			1'	11'	7.2%		
	~ = Slope con	ntinues beyon	tinues beyond limits of survey	rvey					
			I EET Clone Mavimume	Mavimime					PIGHT Clone

		LEFI Slope	LEFI Slope Maximums	
	Front slope	slope	Back slope	slope
	Inside	Outside	Inside	Outside
	Clear Zone	Clear Zone	Clear Zone Clear Zone Clear Zone Clear Zone	Clear Zone
Maximum Allowed:	25%	%EE	33%	50%
Number of Sections:	7	2	7	7
Sections Exceeding:	0	0	0	1

(0)	Back slope	Outs	Clear
e Maximums	Back	Inside	Clear Zone
RIGHT Slope Maximums	Front slope	Outside	Clear Zone Clear Zone Clear Zone Clear
	Front	Inside	Clear Zone

Maximum Allowed: Number of Sections: Sections Exceeding:	Inside Clear Zone 25% 7 0	InsideOutsideInsideOutsideClear ZoneClear ZoneClear ZoneClear Zone25%33%33%50%777700000	Inside Clear Zone 33% 7 0	Outside Clear Zon 50% 7 0
Percent Exceeding:	0.0%	0.0%	0.0%	0.0%

14.3%

0.0%

0.0%

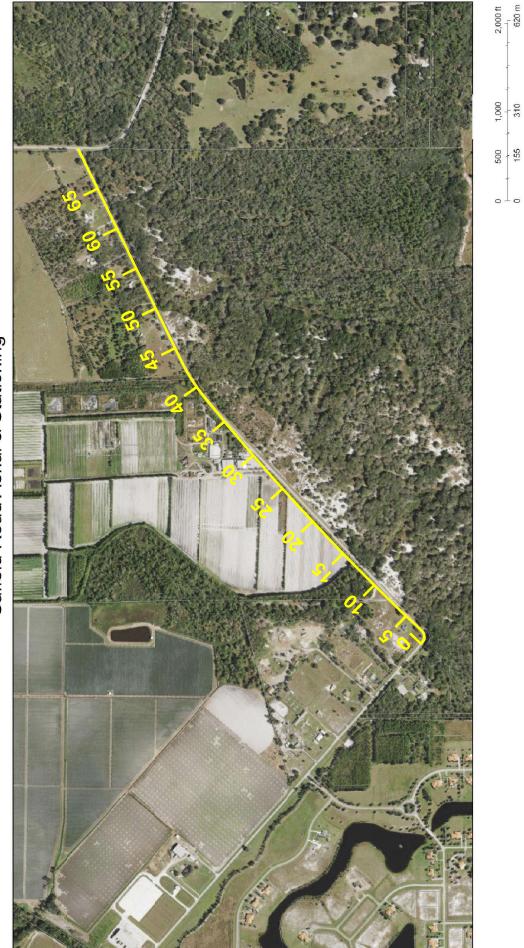
0.0%

Percent Exceeding:

Field Survey

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Stations in 500 ft increments

620 m

310

FDOT FDM



January 1, 2023

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 <u>Standard Plans</u>.

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

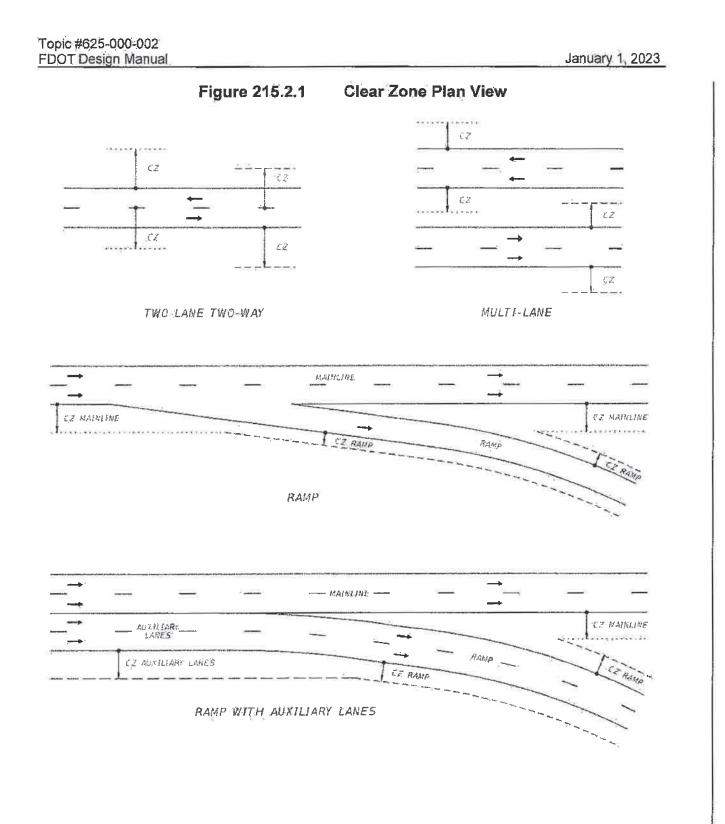
215.2.3 Clear Zone Concept

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*.

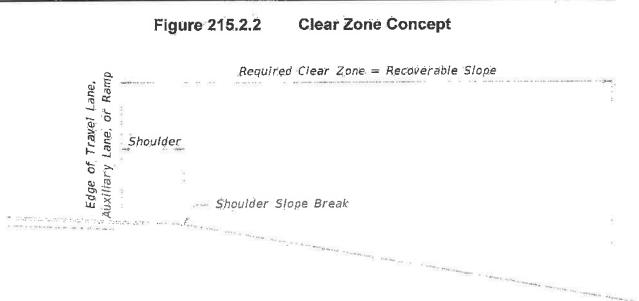
Traversable Back Slopes 1:3 or flatter may be located within the clear zone.

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*.



January 1, 2023

Topic #625-000-002 FDOT Design Manual



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.

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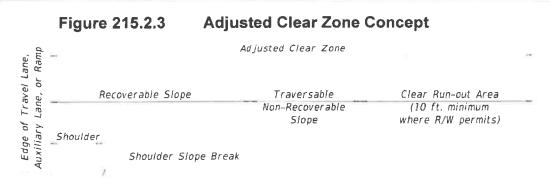


Table 215.2.1

Clear Zone Width Requirements

			D	esign Spee (mph)	ed		
	≤ 30	35	40	45	50	55	≥ 60
	Clear Zo	ne Width f	or New Co	nstruction	1		
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 Widt	h 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.

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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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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*.

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	Table 2	15.2.2	Minim	um Later	al Offset	Criteria		
			Curbed F	Roadways				
		New Con	struction	RI	RR	High Speed Curbed and		
Design	Element		Design	Speed		Flush Shoulder Roadway		
		25-35 mph	40-45 mph	25-35 mph	40-45 mph			
		Do not loo				ion with barriers that are justified FDM 215.2.9 .		
Light Poles	Conventional	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			Outs	ide Clear Z	one		
Signal Poles	and Controller	Do not lo	cate in Med	ians, excep	t for PHB in	accordance with FDM 215.2.9,		
	inets	1.5 feet	4.0 feet	1.5 feet	1.5 feet	Outside Clear Zone		
Traffic Infrac	tion Detectors	For pla		eering and (ons, refer to the State Traffic Office web page: / <u>traffic/</u>		
Pole & Other Do not locate in Medians, except in conjunction with barriers that are for other reasons. See FDM 215.2.9.								
Aboveground Fixed Objects		1.5 feet	4.0 feet	1.5 feet	4.0 feet	Outside Clear Zone		
ITS Poles and Related Items Equipment Shelters and Towers Do not locate within the limited access righ					access right of way,			
Towers Breakaway Objects		1.5 feet	4.0 feet	1.5 feet	4.0 feet	As Close to R/W As Possible		
	Single and Multi-Column		Local	te in accord	ance with <u>S</u>	tandard Plans.		
Traffic Control Signs	Overhead Sign Structures (Includes DMS)			Outs	ide Clear Z	one		
-	Where the diameter is or is expected to	1.5 feet	4.0 feet	1.5 feet	1.5 feet	Outside Clear Zone		
Trees	be > 4 inches measured 6 inches above the ground	RRR Proj		onstruction	criteria for r	new plantings.		

215 - Roadside Safety

1

8

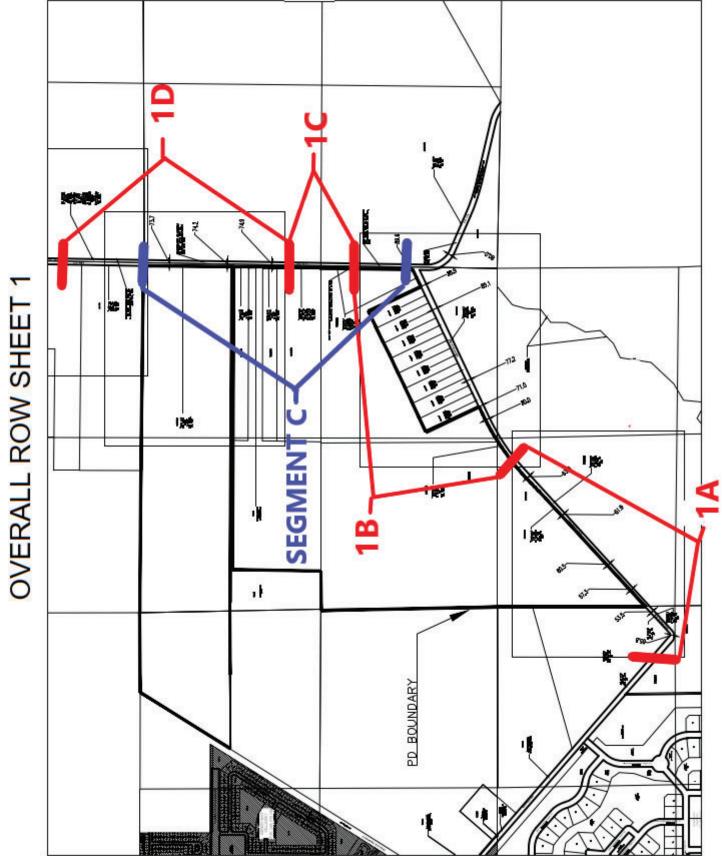
Topic #625-000-002 FDOT Design Manual

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	Table 215.2	.2 N	linimum	Lateral O	ffset Crit	eria (cont.)
			Curbed F	Roadways		
		New Con	struction	RF	R	High Speed Curbed and
Design	Element		Design	Speed		Flush Shoulder Roadway
		25-35 mph	40-45 mph	25-35 mph	40-45 mph	
	Existing Utilities	1.5 feet	4.0 feet	1.5 feet	4.0 feet	Outside Clear Zone
Aboveground Utilities	New or Relocated Utilities		4.0	feet		Outside Clear Zone
(See FDM 215.2.8)	applies: The edg addition	e of travele of an auxili	d way is bei	ing moved c		ed unless one of the following aboveground utility; e.g.,
Railroad Gra Traffic Con		L	ocate in acc		th <u>Standar</u> Index 509-	<u>d Plans</u> , Index 509-100 070
	Roadways Overpassing Railroads For Horizontal Clearances where roadways over refer to FDM 220.					
Canal and Dro	p-off Hazards	See FDM 215.3				
(See FDM 21! Protection crite	nd Abutments 5.4.5.4 for Pier ria and Figures a 260.6.4)	The greater of the following: Inside or Outside Travel Lane: 16 feet from Edge of Travel Lane Outside Auxiliary Lane: 4 feet from Face of Curb Outside Auxiliary Lane (Median): 6 feet from Edge of Auxiliary Lane Outside Clear Zone RRR Projects: 1.5 feet 4.0 feet				Outside Clear Zone
Drainage S (e.g., wingwa flared end	lis, endwalls,		R	lefer to the f	- -DOT Drair	hage Manual
Mailb	oxes	L	ocate in acc	cordance wi	th <u>Standar</u>	d Plans, Index 110-200
	s and Transit Iters		<i>Flo</i> Transit bus	orida Admir	nistrative C ust be locat	Chapter 14-20.003, Code (F.A.C.). ted in accordance with 032, F.A.C.
Pedestria	n Railing		4.0 fee	t		Outside Clear Zone

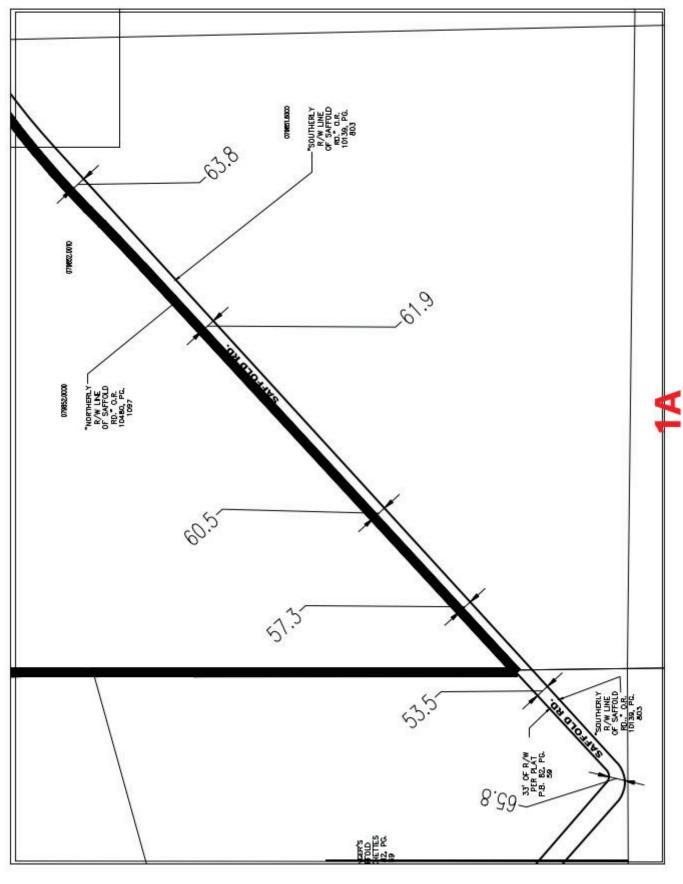
RIGHT OF WAY EXHIBIT

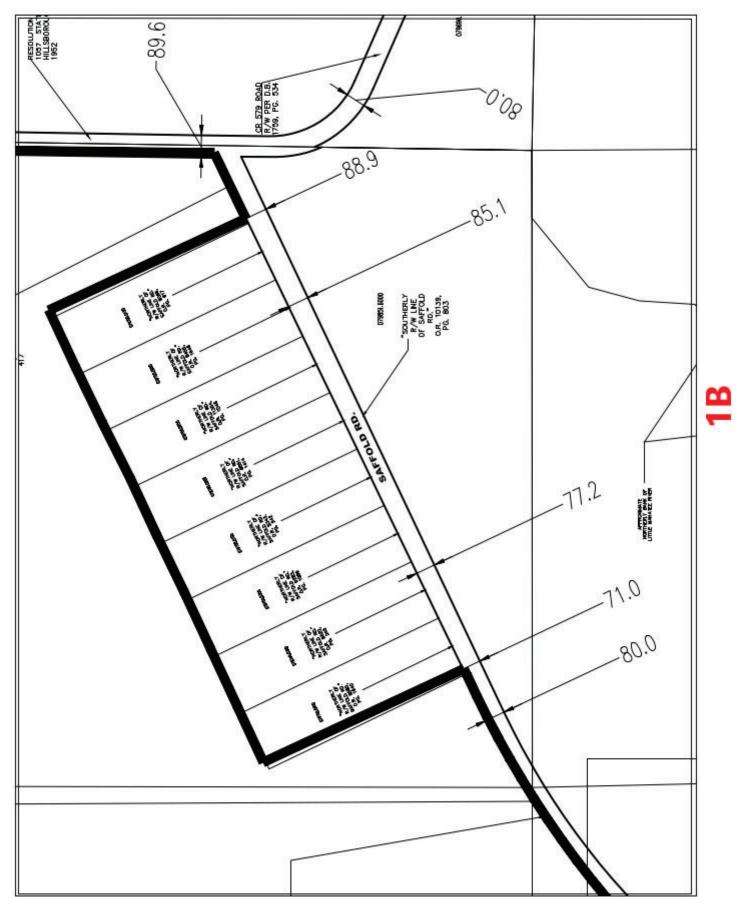


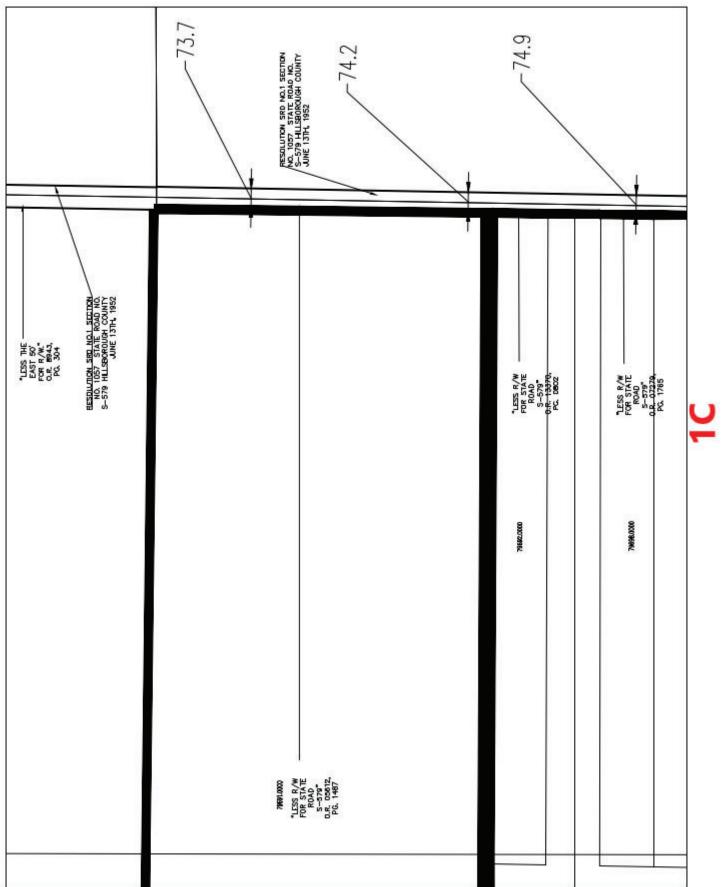


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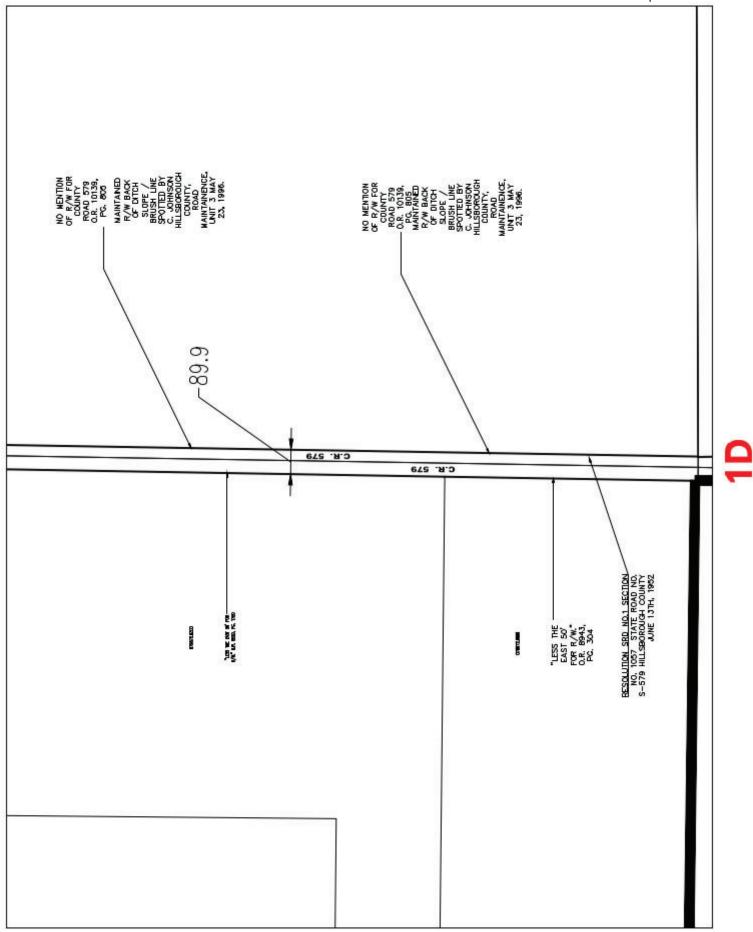
23-0041



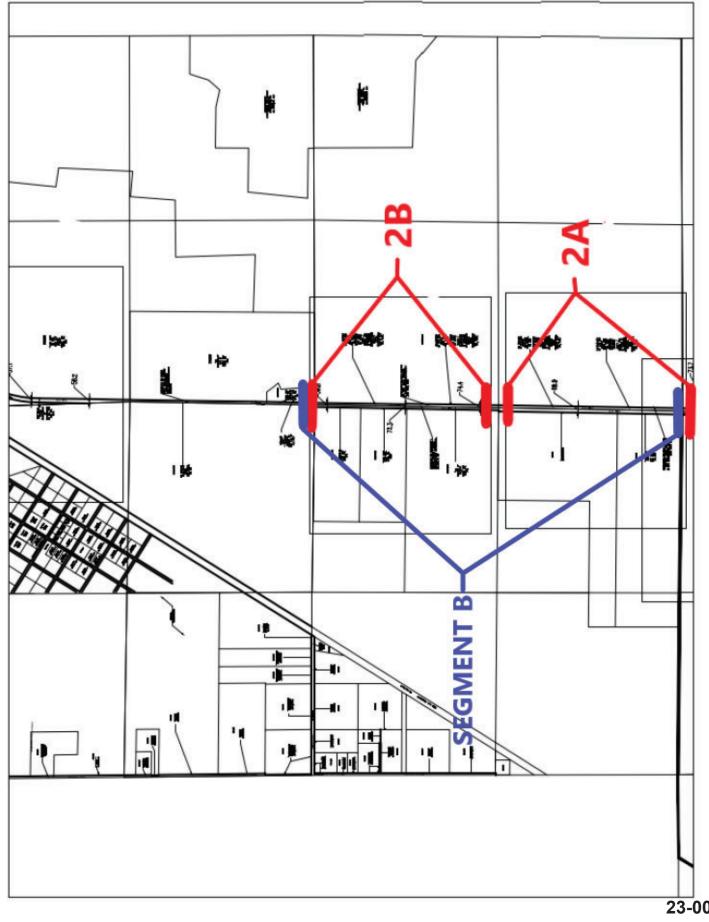


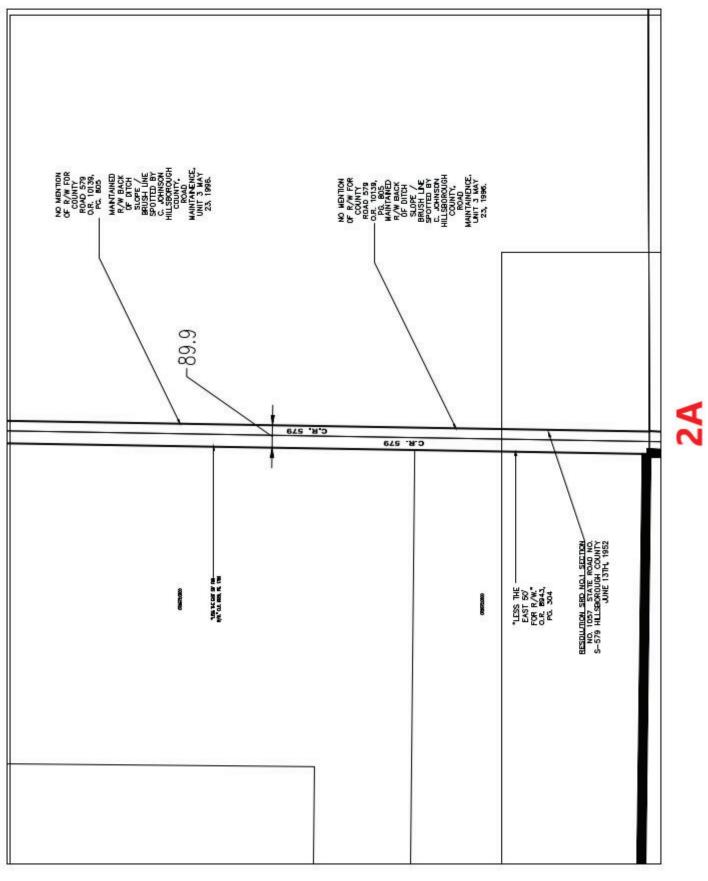


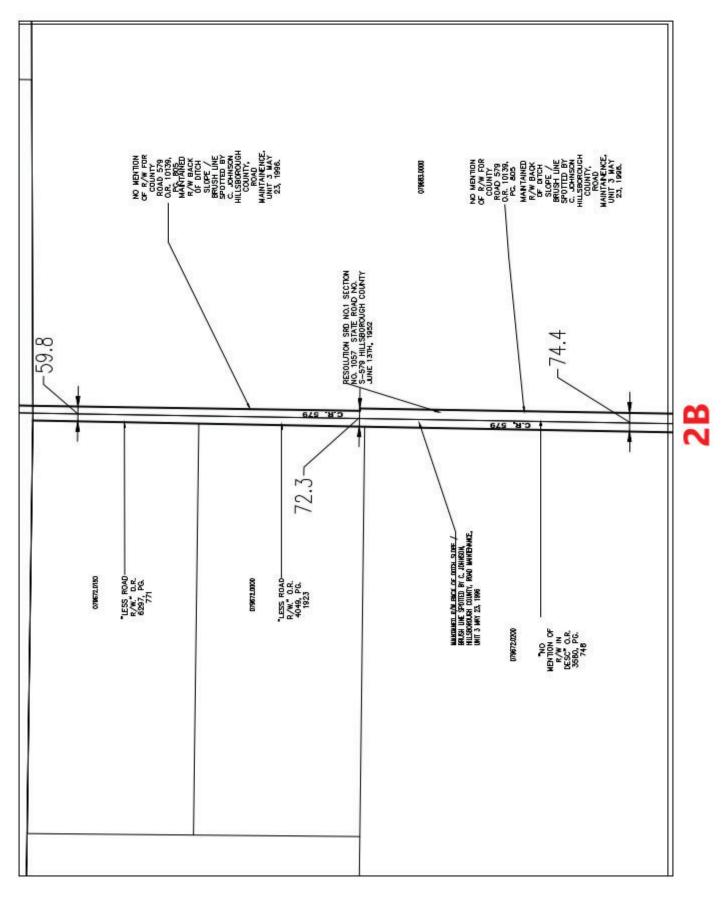
Received April 26, 2023 Development Services

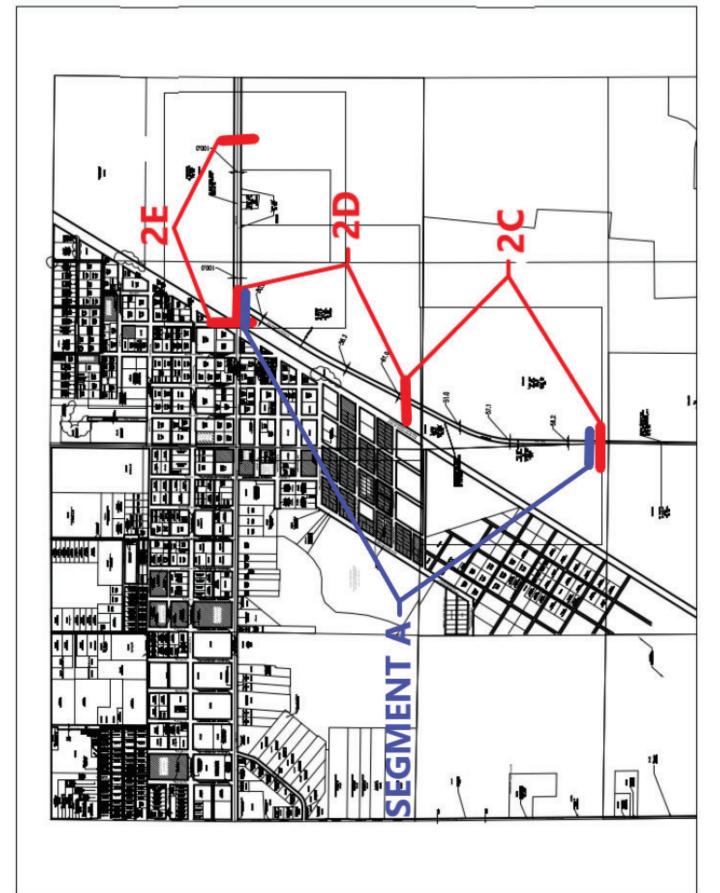


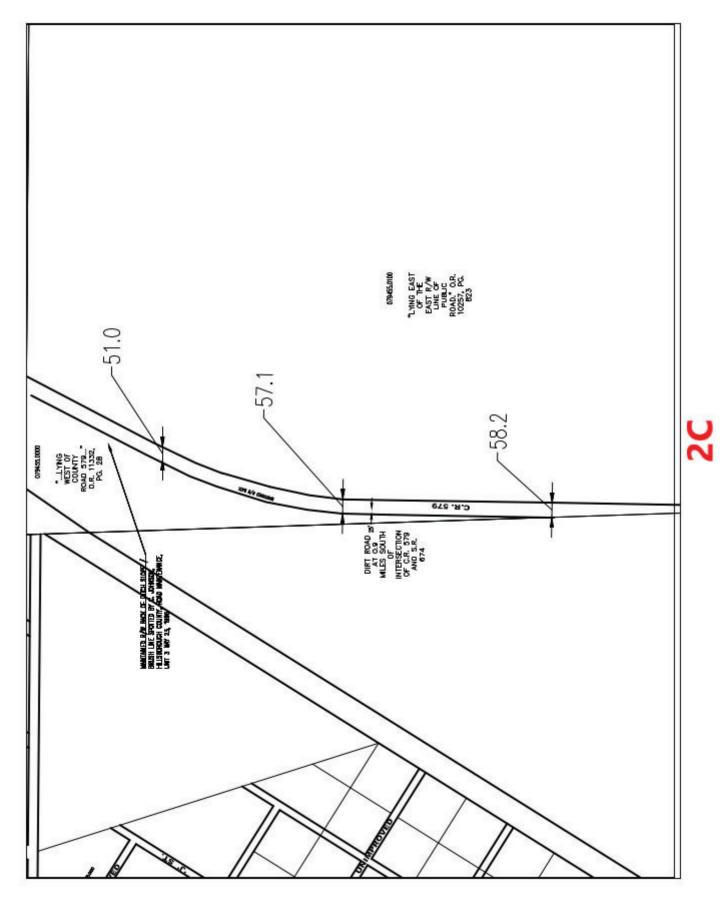
OVERALL ROW SHEET 2

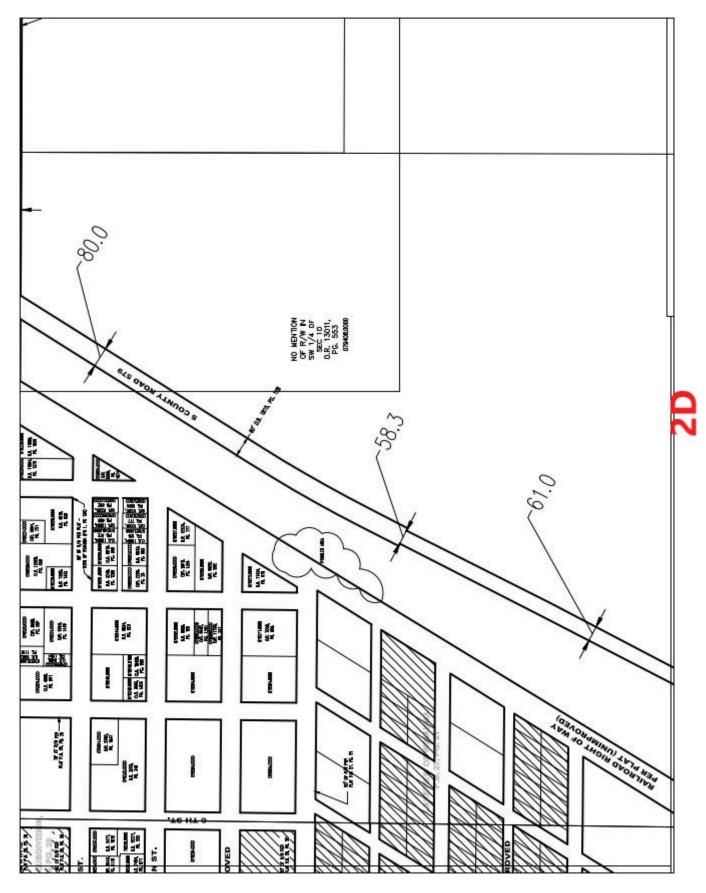


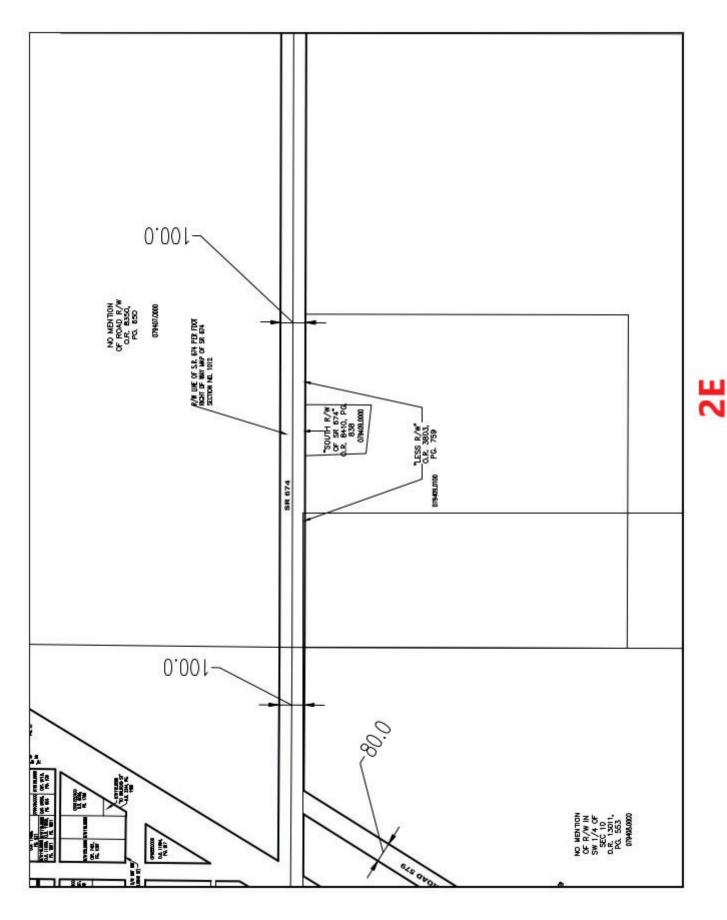












Adjoining Roadways (check if applicable)				
Road Name	Classification	Current Conditions	Select Future Improvements	
Berry Grove Blvd.	County Collector - Urban	2 Lanes □Substandard Road ⊠Sufficient ROW Width	 Corridor Preservation Plan Site Access Improvements - TBD Substandard Road Improvements Other – Voluntary Preservation for 4 Lanes West of Internal Roundabout 	
CR 579	County Collector - Rural	2 Lanes ⊠ Substandard Road ⊠ Sufficient ROW Width	 Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other – Tier 1-1 Trail Connection 	
Saffold Rd.	County Collector - Rural	2 Lanes ⊠ Substandard Road ⊠ Sufficient ROW Width	 Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other 	
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	 Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other 	

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

Project Trip Generation Not applicable for this request				
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips	
Existing	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 Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	Х	Vehicular & Pedestrian	None	Meets LDC
South	Х	Vehicular & Pedestrian	None	Meets LDC
East	Х	Vehicular & Pedestrian	None	Meets LDC
West	Х	Vehicular & Pedestrian	None	Meets LDC
Notes:		•		•

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

COUNTY OF HILLSBOROUGH

RECOMMENDATION OF THE LAND USE HEARING OFFICER

APPLICATION NUMBER:	RZ PD 23-0041
DATE OF HEARING:	June 20, 2023
APPLICANT:	301 Wimauma, LLC
PETITION REQUEST:	A request to rezone property from AR to PD to permit a maximum of 1,818 dwelling units, six Community Benefit sites which include a multi-use trail, park, affordable housing, public school, internal recreational and open space and a minimum of 22,881.6 square feet of on-site non-residential land uses limited to child care center, church/synagogue, flexible market space and/or government/public service facility located in three neighborhood centers
LOCATION:	Northwest corner of the intersection of Saffold Road and S. County Road 579 and also 5,000 feet south of the intersection of S. County Road 579 and Hillsborough Street
SIZE OF PROPERTY:	909.27 acres, m.o.l.
EXISTING ZONING DISTRICT:	AR
FUTURE LAND USE CATEGORY:	WVR-2
SERVICE AREA:	Rural
COMMUNITY PLAN:	Wimauma

DEVELOPMENT REVIEW STAFF REPORT

***Note**: Formatting issues prevented the entire Development Services Department staff report from being copied into the Hearing Master's Recommendation. Therefore, please refer to the Development Services Department web site for the complete staff report.

1.0 APPLICATION SUMMARY

Development Services Department



Applicant: 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.

Typical General	Single-Family		Single-Family
Use(s)	Residential/A	Agricultural	Residential
Density/Intensity	1 unit per 5 acres		erall 0.007 units per acre nits per acre– receiving
Mathematical Maximum*	181 residential units	1,818 residential units 2 residential units – se residential units - rece	ending area 1,816

*number represents a pre-development approximation

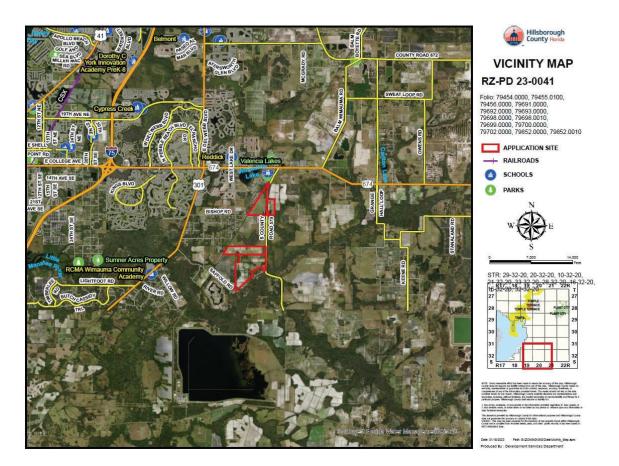
Additional Information:

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

Planning Commission Recommendation: Consistent

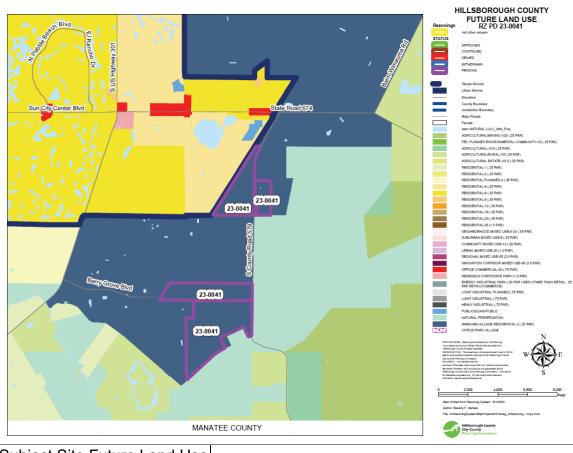
Development Services Recommendation: Approval, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA 2.1 Vicinity Map



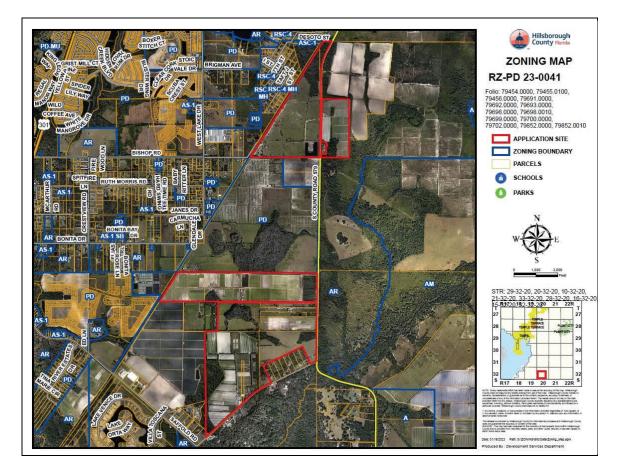
Context of Surrounding Area:

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.

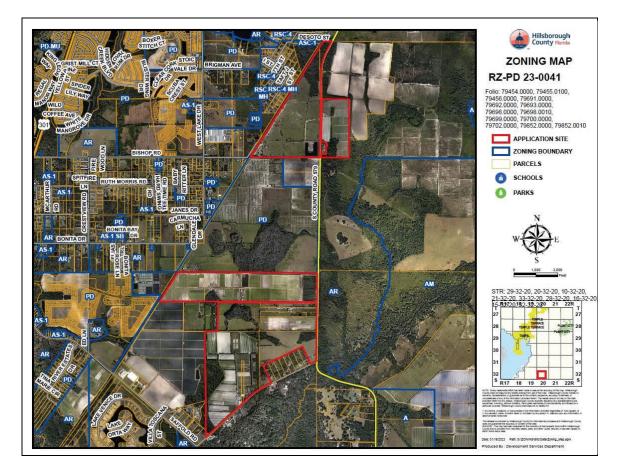


2.0 LAND USE MAP SET AND SUMMARY DATA 2.2 Future Land Use Map

Subject Site Future Land Use Category:	WVR-2
10/19 10 10 10 10 10 10 10 10	Consideration of densities up to 2 units per acre, otherwise 1 unit per 5 acres
	Agriculture, residential uses and residential support uses may be considered.



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

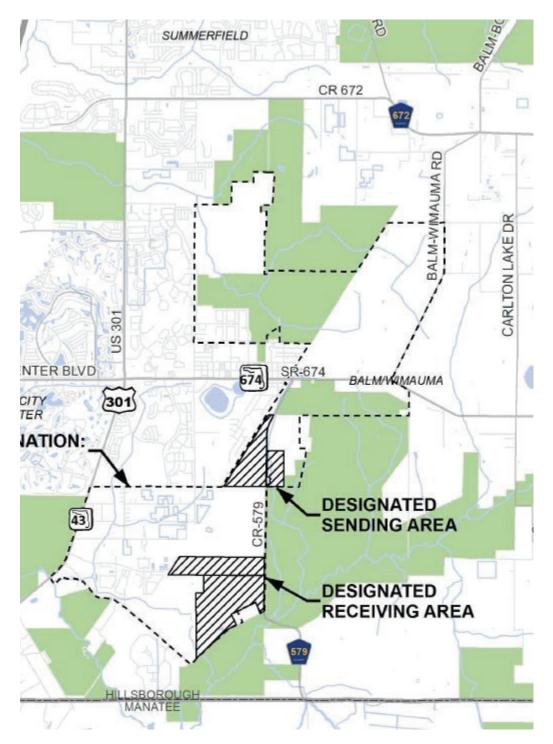


2.0 LAND USE MAP SET AND SUMMARY DATA 2.3 Immediate Area Map

2.0 LAND USE MAP SET AND SUMMARY DATA

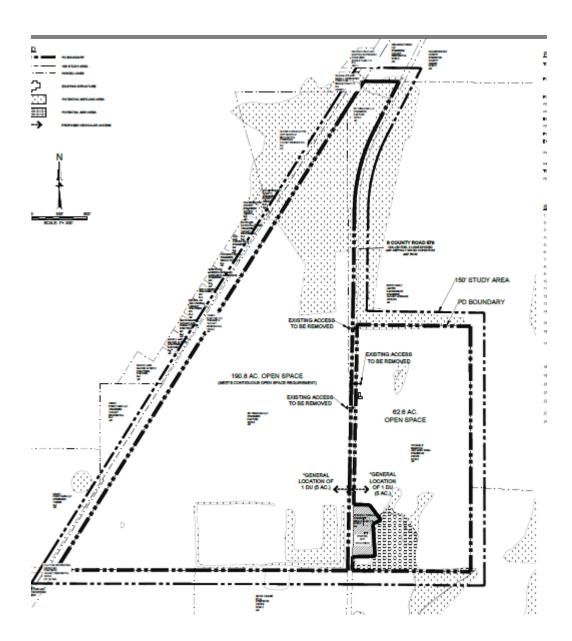
2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)

Sending Area



2.0 LAND USE MAP SET AND SUMMARY DATA

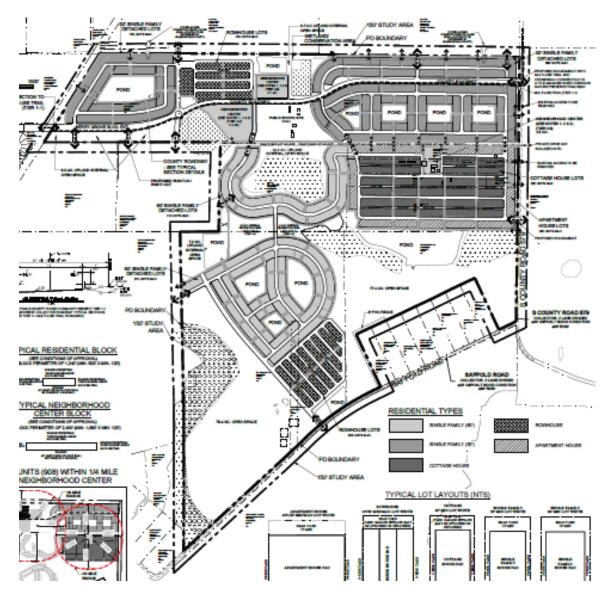
2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



Receiving 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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

Check if Applicable:

⊠ Wetlands/Other Surface Waters

Use of Environmentally Sensitive Land Credit

Wellhead Protection Area

□ Surface Water Resource Protection Area

□ Potable Water Wellfield Protection Area ⊠ Significant Wildlife Habitat

□ Coastal High Hazard Area

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

□ Other

Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation ⊠ Design Exc./Adm. Variance Requested ⊠ Off- site Improvements Provided	⊠ Yes ⊡ No	□ Yes ⊠No	⊠ Yes ⊡ No	
Service Area/ Water & Wastewater □Urban □ City of Tampa ⊠Rural □ City of Temple Terrace	⊠ Yes ⊡ No	□ Yes ⊠No	□ Yes ⊠No	Connections permitted at developers' expense, per FLU category
Hillsborough County School Board Adequate □ K-5 □6-8 □9-12 □N/A Inadequate ⊠ K-5 ⊠6-8 ⊠9- 12 □N/A	⊠ Yes ⊡ No	⊡ Yes ⊠No	□ Yes ⊠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				
 ☐ Meets Locational Criteria ☑ N/A □ Locational Criteria Waiver Requested □ Minimum Density Met ☑ N/A 	⊠ Yes □ No	□ Inconsistent ⊠ Consistent	⊠ Yes ⊡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 77 acres). Property to the west consists of agricultural uses and a TECO right-ofway (appox. 83 feet wide). Property to the southeast southwest 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.

Zoning conditions, which were presented Zoning Hearing Master hearing, were reviewed and are incorporated by reference as a part of the Zoning Hearing Master recommendation.

SUMMARY OF HEARING

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on June 20, 2023. Ms. Michelle Heinrich of the Hillsborough County Development Services Department introduced the petition.

Ms. Kami Corbett 101 East Kennedy Blvd. Suite 3700 testified on behalf of the applicant. She stated that the request is a big project that she has been working on for a long time and is a part of the Wimauma Community Plan updates and revised regulations.

Ms. Isabel Albert 1000 North Ashley Drive Suite 900 testified on behalf of the applicant regarding land use issues. Ms. Albert stated that she would be discussing the changes to the Wimauma plan and the subject development. She

showed graphics to discuss the location of the property within the Wimauma Community Plan and the WVR-2 land use designation. She stated that there are two areas that are requested for a transfer of development rights. There is a sending area to the north and a receiving area to the south for a total acreage of 909 acres. Overall, 539 units are being transferred from the north with two units remaining. Those units will be added to the permitted 1,200 plus units for a total of approximately 1,800 units. Ms. Albert stated that the subject property is between two existing Planned Developments. The Berry Bay development is located to the west and the subject project will connect to it and the Davis development to the north with connections made to it as well. Ms. Albert described the other surrounding uses and stated that community engagement meetings were held with the Wimauma CDC and surrounding neighbors. Additionally, a meeting with held with the Task Force of the CDC which included discussions regarding community benefits, housing types and transportation. Ms. Albert detailed the changes to the WVR-2 category which has resulted in the Code being very detail specific. She stated that if the project is over 100 aces, six different lot types are required. Additionally, community benefits are required which include a multi-use trail, park, school, open space, recreational space and non-residential uses which would be in the form of child care, churches, flexible market space and civic uses. Also, affordable housing is a benefit that was specifically identified in the Code. The subject project will provide 10 percent of the units as affordable housing. Ms. Albert described the six different lot types. She stated that there will be single-family homes with 60-foot lot widths to the south and 50 foot lot widths to the north. A pocket of cottage homes will be located on the south side to the east. Row houses, or townhomes, are proposed on both side of the development. There will be apartment houses around the cottage houses which creates a little community including the civic lots. Ms. Alberts concluded her comments by stating that the project has received all recommendations of approval from reviewing agencies. Both the Planning Commission and Development Services staff found the request consistent with the Land Development Code and Comprehensive Plan. Ms. Albert submitted letters of support into the record.

Hearing Master Finch asked Ms. Albert to confirm that a Community Residential Home and Live-Work units are not proposed to be provided in the project. Ms. Albert replied that was correct.

Ms. Albert testified that there was a clarification regarding zoning condition 17 pertaining to the open space acreage. She added that the change is to provide 36.37 acres of open space.

Mr. Steve Henry 5023 West Laurel testified on behalf of the applicant regarding transportation issues. Mr. Henry stated that the project has access to both 579 and Saffold Road. He showed graphics to discuss the fact that there is insufficient right-of-way to build improvements per the County's Transportation Technical Manual however the developer will improve three section of County

Road 579 from 674 to Saffold Road. The improvements include adding six-foot shoulders with a 5-foot paved area which increases safety and allows for a bike lane. Additionally, the developer will provide a 10-foot sidewalk on the west side of the road from 674 along Section A. Section B of the proposed improvement is essentially the same with the six-foot shoulder and 5-foot sidewalk however it will actually be a 10-foot sidewalk. The same will occur for Section C. For the section that the property owner does not control, a 5-foot sidewalk will be provided as there is not sufficient right-of-way to do additional improvements.

Hearing Master Finch asked Mr. Henry about zoning condition 21.f regarding the timing of the Berry Grove Blvd. extension. Mr. Henry replied that the developer could address the question. Mr. Steve Luce 201 South Armenia Avenue testified and responded that the intent of the condition is that the developer build the east/west road from its current terminus within Berry Bay all the way over to 579 with the first phase of development and the first construction plan approved. Hearing Master Finch asked Mr. Luce what was meant by the first construction plan. Mr. Luce replied that it would probably be the first pod at the western end of the property on the north side of the east/west road closest to Berry Bay. He added that as design and permitting and construction moves along on the first pod, the east/west road will be built. Hearing Master Finch asked Mr. Luce if he would be amenable to adding that to the zoning condition. Mr. Luce replied yes. Hearing Master Finch asked Development Services to assist with writing the revised condition. Mr. Grady of the Development Services Department stated that he would provide an update zoning condition.

Hearing Master Finch asked Mr. Henry about the breakdown of dwelling unit types shown in his traffic analysis which are not shown in the zoning conditions. Mr. Henry replied that he was provided the breakdown of units by the developer to calculate the traffic impacts.

Hearing Master Finch asked the developer about the mix of unit types. Mr. Luce replied that there are minimum requirements that he believed were 10 percent of each lot type which is to be provided in the community. Beyond those minimums, there is a site plan which shows each pod and range of units within the pods. He added that there is a table on the site plan to show the range of units within the pods. Hearing Master Finch asked Mr. Luce if the numbers that were provided to Mr. Henry were his best estimate of the unit counts. Mr. Luce replied yes.

Ms. Corbett testified that zoning condition 31 addresses the unit assumptions which resulted in the access management improvements and that the proposal had originally included a breakdown of unit types however the traffic study is an access management study. She stated that if there are changes at the site development stage, additional access management improvements could be required. She added that higher mobility fees will be paid under the Rural rate. Ms. Michelle Heinrich, Development Services Department testified regarding the County's staff report. Ms. Heinrich stated that the rezoning application will be heard at the July 18th Board of County Commissioners meeting. She added that the rezoning is subject to the newly adopted WVR-2 regulations and the property is about 909 acres in size. Ms. Heinrich described the proposed transfer of density from the 270 acre sending area which will provide 539 units to the two receiving areas which total 638 acres. The combined density will be 1,816 units which equates to a density of two units per acre. A conservation easement and two single-family homes will be provided on the sending area. The receiving area will feature multiple residential development areas, three neighborhood centers, recreational uses that include both passive and active areas and a K through 5th grade school. Ms. Heinrich testified that the WVR regulations require six different lot types which is provided by the applicant. They include detached homes, attached homes, and multi-family homes. The majority of the lots require rear access for vehicles to deemphasize the garages. The application meets the minimum acreage for neighborhood centers which will provide residential supports uses such as daycare, churches and municipal buildings. Commercial uses are not permitted in the neighborhood center so as to direct those uses to the downtown area. Regarding the Hearing Master's question regarding community residential homes and live/work units, staff asked the applicant about those uses and the applicant agreed to put the note on the site plan that those uses would not be provided. She added that the site plan states that both the residential and non-residential uses excluding the public school will occur in a required block development pattern to provide connectivity and clustering to preserve open space and recreational areas which are significant features in the WVR-2 area. Ms. Heinrich discussed how the proposed development meets or exceeds the Code requirements regarding open space and recreational space. She stated that the project is compatible with other projects in the area which are approved at a density of two units per acre. She concluded her remarks by stating that staff recommends approval subject to the proposed conditions. She added that a revised staff report was distributed which reflects the new BOCC date and corrections on page 8 and 9 regarding the sending and receiving areas. She detailed other corrections in the revised staff report.

Hearing Master Finch asked Ms. Heinrich about condition number 18.6 and why there is a range of dwelling units which triggers construction of the non-residential land uses. Ms. Heinrich replied that the condition reflects the percentage from 75 percent to 89 percent.

Ms. Andrea Papandrew of the Planning Commission staff testified that the property is within the Wimauma Village Residential-2 Future Land Use category and located in the Rural Service Area and the Wimauma Village Community Plan. She testified that the rezoning meets the intent of Objective 16 regarding compatibility and complementary uses as well as Policy 48.7 regarding the required six community benefits. Ms. Papandrew discussed the community benefits such as a park and public school and stated that the internal increase in

open space with the construction of the non-residential land uses meets the requirements. She listed numerous Comprehensive Plan policies that the project meets and testified that the rezoning request is consistent with the Future of Hillsborough Comprehensive Plan.

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

Mr. John Regan 5051 Sandy Brook Circle stated that he is a member of the Wimauma Community Plan Task Force and has been working with the developer of the rezoning request to achieve a win-win agreement. He asked that the County Commissioners direct more than 20 million in impact and mobility fees from the development to be set aside for Wimauma business owners and infrastructure improvements. Mr. Regan cited examples of road improvements needed on 674 as well as the need for water pressure improvements along 674 which should coincide with the development of the homes on the subject property. He concluded his comments by stating that he supports the rezoning and noted that there are still a few minor benefits that need to be worked out with the developmer.

Mr. Don Hampton 16692 Carleton Pond Street stated that he is also a member of the Wimauma Task Force and has been meeting with the developer. He asked about a moratorium on certain trees and whether there were trees that should not be planted as they have the potential to grow roots that would tear up the sidewalks and water and sewer lines. Mr. Hampton stated that he hoped that the developer would give priority to Wimauma residents for the planned affordable housing. Regarding roads, Mr. Hampton testified that for the last 30 years, subdivisions have been built without having the roads built first. He described the heavy traffic in the area and stated that while the developers have done their homework and the request is legal, doesn't mean it's the right thing to do.

Mr. Gil Martinez with the Wimauma Community Development Corporation testified that the County staffs have made sure that the citizen's voices were heard during the process. He acknowledged the developer and his representatives as being helpful and taking the time to meet with the community. Mr. Martinez discussed the meetings he had with the developer and stated that there are verbal commitments which equated to the support by the Wimauma CDC. It is his understanding that there will be two multi-use trails. He stated that he is concerned about the type of trees planted along the multi-use trails. He also discussed other amenities that he would like to see in the parks such as pickleball, tennis, as well as public parking and restrooms. Mr. Martinez stated that he supports the proposal to dedicate land to the School District as well as the increase in open space. He stated he is concerned about the maintenance of the open space areas. Mr. Martinez testified regarding the proposed child care center and affordable housing and stated that the developer made a commitment to provide 10 acres for a community urban farmland. He concluded his remarks by stating that the mobility fees generated by the project amount to upwards of

\$20 million and he requested that the fees be directed toward the safety and roadway improvements in the Wimauma area concurrent with the project's construction.

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

Mr. Michael Marka 10759 Standing Stone Drive testified and stated that he knows development is going to happen. He stated that the developer received exceptions from the County's Technical Manual and if they can't meet the plan, the County should not be approving the project. Mr. Marka discussed the Wimauma Community Plan and its desire to transition from less dense areas to denser as it approaches downtown Wimauma. He stated that the subject property is on the southeast edge of the WVR-2 zoning district where it should be less dense. He added that there will be 200 acres that will never be developed next to downtown Wimauma. Mr. Marka discussed the requirement to have an interconnected trail system internal to the PD and external to other projects. There are two parcels that are not connected to each other and compliance with the Plan Policy is not possible. Mr. Marka stated that he believed the project should be two separate PD's.

Mr. Brian Grady of the Development Services Department asked the Hearing Master if the change to condition 21.f would reference the site development approval process to clarify when the road would be built. Hearing Master Finch replied yes that the condition should be clarified regarding the timing of the construction of the road.

Ms. Corbett testified during the rebuttal period.

Mr. Henry testified on behalf of the applicant that when the County Transportation Technical Manual and the design exceptions were mentioned on 579, the Manual's standard is an 8-foot shoulder and 5-foot paved area. The applicant will provide a 6-foot shoulder and 5-foot paved area. There is a slight difference in what is built due to the constraints of the right-of-way. The Transportation Manual requires a 5-foot sidewalk on both sides of the street and the applicant will provide a 10-foot sidewalk on the west side of the street. The limited right-of-way results in the need to provide almost the Manual's standards and meet the safety standards. He added that the same improvements will also be made on Saffold Road.

Ms. Corbett testified that there is a letter of support in the record from Ms. Wanda Broton who is the President of the Wimauma Civic Association. Ms. Corbett stated that Ms. Broton is not happy with how the regulations ended up but that she does support the rezoning application. Staff has found that the project meets the Community Plan and the Land Development Regulations. She concluded her rebuttal testimony by stating that while there are practical applications of the regulations, the applicant has demonstrated full compliance with both the Community Plan and the LDC requirements.

The hearing was then closed.

EVIDENCE SUBMITTED

Ms. Heinrich submitted a revised staff report into the record.

Mr. Regan submitted a written copy of his comments into the record. Ms. Albert submitted a proposed change to Zoning Condition # 17 into the record

Mr. Martinez submitted a letter from the Wimauma Community Development Corporation into the record.

A letter from Mr. Theodore Canty was submitted into the record.

PREFACE

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

FINDINGS OF FACT

- 1. The subject site is 909.27 acres in size and is zoned Agricultural Rural (AR). The property is designated Wimauma Village Residential-2 (WVR-2) by the Comprehensive Plan and located in the Rural Service Area as well as the Wimauma Community Planning Area.
- 2. The request to rezone from AR to Planned Development (PD) is for the purpose of developing a maximum of 1,818 residential units, six Community Benefit areas and three Neighborhood Centers under the Land Development Code's newly adopted WVR-2 regulations.
- 3. The project includes one 270 acre sending area of which 539 units will be transferred to the two receiving areas that total 638 acres. The combined number of dwelling units for the receiving area is 1,816 units which equates to a density of two units per acre. A conservation easement and two single-family homes will remain on the sending area site. The receiving area will feature multiple residential development areas (in accordance with the required six different lot types) including detached homes, attached homes, and multi-family homes. A minimum of 181 units (10%) will be affordable housing dwelling units. The majority of the lots require rear access for vehicles to deemphasize the garages. Three neighborhood centers will limited to land uses such as daycare, churches, flexible market space and municipal buildings. Commercial uses are not permitted in the neighborhood center so as to direct those uses to the downtown area. Recreational uses

which include both passive and active parks as well as a multi-use trail and a K through 5th grade school will also be developed in accordance with the WVR-2 regulations.

- 4. The Planning Commission staff stated that the rezoning meets the intent of Objective 16 regarding compatibility and complementary uses. The Planning Commission found that the request meets the community benefits standards as stated in Policy 48.7 as a park and public school and other requirements are provided. Staff stated that the internal increase in open space with the construction of the non-residential land uses meets the Wimauma standards. The Planning Commission determined that the request is consistent with the Comprehensive Plan with the proposed zoning conditions.
- 5. Testimony in support was provided at the Zoning Hearing Master hearing. Two people that are members of the Wimauma Community Plan Task Force testified in support and stated that they were appreciative of being involved in the process with the subject property developer. They cited improvements that are needed in the Wimauma area and requested that Wimauma residents be given priority for the proposed affordable housing. The Director of the Wimauma Community Development Corporation also testified and stated that he appreciated the interactions with the developer and County staff. He discussed the community benefits of the project and stated that impact and mobility fees should be used in the Wimauma area to improve the area.
- 6. One person testified in opposition at the Zoning Hearing Master hearing. Concerns were expressed regarding the developer's requested transportation design exceptions and the concentration of density away from downtown Wimauma. Other concerns pertained to the regulations requirement for interconnectivity and the subject separate parcels that cannot achieve that result.
- 7. The area surrounding the receiving area where the majority of the project will be built consists of property to the north zoned PD and approved for a maximum of 1,065 units at a density of 2 units per acre. Cross access between the subject parcel and the parcel to the north will be required. Parcels to the south and east consist of agricultural and conservation land uses. TECO right-of-way and agricultural land uses are located to the west.

8. The County's Transportation Review Section does not object to the request subject to the proposed zoning conditions. The developer has committed to the extension of Berry Grove Blvd which is the east/west roadway within the northern receiving area between US 301 and CR 579.

In response to the Hearing Master's question regarding the timing of the construction of Berry Bay Blvd, the developer and County staff revised the zoning condition to state that the roadway will be completed prior to or concurrently with the first vertical development within the northern receiving area for which plat/construction plan approval has been obtained.

The developer will also make transportation improvements to CR 579 and Saffold Road including paved shoulders and a 10-foot wide multi-purpose pathway.

The required access management improvements are based upon the maximum trip generation cited by the developer's transportation engineer. The developer is conditioned to provide a listing of existing and approved uses including the associated trip generation calculations throughout the development of the project such that additional access management improvements may be required in the future if the impacts exceed what was approved at the time of the rezoning.

- 9. It is emphasized that the rezoning application does not include any PD variations or waivers thereby ensuring compliance with the specific WVR-2 requirements.
- 10. Approval of the Planned Development zoning with the conditions proposed by the Development Services Department serves to provide a compatible land use in the area.

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

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

CONCLUSIONS OF LAW

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

SUMMARY

The request is to rezone 909.27 acres from AR to PD to develop a maximum of 1,818 dwelling units and associated uses under the newly adopted WVR-2 requirements found in the Land Development Code. The project includes one 270 acre sending area of which 539 units will be transferred to the two receiving areas that total 638 acres. The combined number of dwelling units for the receiving area is 1,816 units which equates to a density of two units per acre. A conservation easement and two single-family homes will remain on the sending area site. The receiving area will feature multiple residential development areas (in accordance with the required six different lot types) including detached homes, attached homes, and multi-family homes. A minimum of 181 units (10%) will be affordable housing dwelling units. The majority of the lots require rear access for vehicles to deemphasize the garages. Three neighborhood centers will provide residential support uses such as daycare, churches, flexible market space and municipal buildings. Commercial uses are not permitted in the neighborhood center so as to direct those uses to the downtown area. Recreational uses which include both passive and active parks as well as a multiuse trail and a K through 5th grade school will also be developed in accordance with the WVR-2 regulations.

The Planning Commission staff found that the rezoning request is compatible with the surrounding area and consistent with the Comprehensive Plan.

Testimony in support was provided at the Zoning Hearing Master hearing. Two people that are members of the Wimauma Community Plan Task Force testified in support and stated that they were appreciative of being involved in the process with the subject property developer. They cited improvements that are needed in the Wimauma area and requested that Wimauma residents be given priority for the proposed affordable housing. The Director of the Wimauma Community Development Corporation also testified and stated that he appreciated with interactions with the developer and County staff. He discussed the community benefits of the project and stated that impact and mobility fees should be used in the Wimauma area to improve the area. One person testified in opposition at the Zoning Hearing Master hearings. Concerns were expressed regarding the developer's requested transportation design exceptions and the concentration of density away from downtown Wimauma. Other concerns pertained to the regulations requirement for interconnectivity and the subject separate parcels that cannot achieve that result.

The County's Transportation Review Section does not object to the request subject to the proposed zoning conditions. The developer has committed to the extension of Berry Grove Blvd which is the east/west roadway within the northern receiving area between US 301 and CR 579.

In response to the Hearing Master's question regarding the timing of the construction of Berry Bay Blvd, the developer and County staff revised the zoning condition to state that the roadway will be completed prior to or concurrently with the first vertical development within the northern receiving area for which plat/construction plan approval has been obtained. The developer will also make transportation improvements to CR 579 and Saffold Road including paved shoulders and a 10-foot wide multi-purpose pathway. The required access management improvements are based upon the maximum trip generation cited by the developer's transportation engineer. The developer is conditioned to provide a listing of existing and approved uses including the associated trip generation calculations such that additional access management improvements may be required in the future if the impacts exceed what was approved at the time of the rezoning.

It is emphasized that the rezoning application does not include any PD variations or waivers thereby ensuring compliance with the specific WVR-2 requirements. Approval of the Planned Development zoning with the conditions proposed by the Development Services Department serves to provide a compatible land use in the area.

RECOMMENDATION

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

Som M. Finl

Susan M. Finch, AICP Land Use Hearing Officer

July 10, 2023

Date

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Hillsborough County City-County Planning Commission

Unincorporated Hillsborough County Rezoning				
Hearing Date: June 20, 2023	Petition: PD 23-0041			
Report Prepared:	2675 South 579 Highway, 1689 579 Highway			
June 8, 2023	West and east of 579 Highway and south of State Road 674			
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			



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

<u>Context</u>

- 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

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.

At least one benefit shall be offered for developments less than 25 acres.

At least two benefits shall be offered for developments less than 50 acres but equal to or greater than 25.

At least three benefits shall be offered for developments less than 100 acres but equal to or greater than 50,

At least four benefits shall be offered for developments less than 160 acres but equal to or greater than 100,

At least five benefits shall be offered for developments less than 320 acres but equal to or greater than 160,

At least six benefits shall be offered for developments greater than 320 acres.

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. 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 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.*
- 2 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 **
- 3 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.*
- 4 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. ****

Tier 2

5	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.	
6	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 **	

-	
7	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.**
8	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.*
	*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.
	**Compliance with these community benefits shall be demonstrated on the general site
	plan of the rezoning application.
	***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.
	****Benefit may be used more than once if offering multiple benefits satisfying or furthering
	multiple Community goals.

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 planningbased 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 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 nonresidential 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.

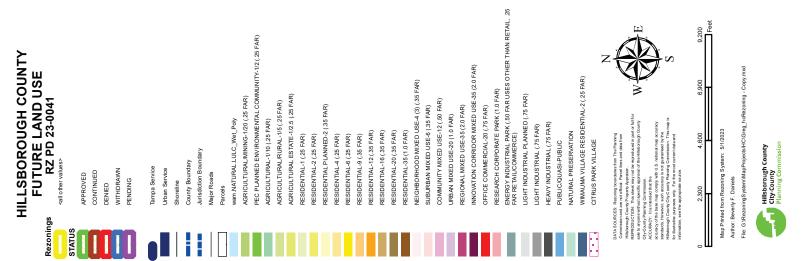
Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC) discuss how new development shall be compatible with the established character of the surrounding area. The development pattern and character of this area mainly contains agricultural uses, vacant land, and single family residential,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

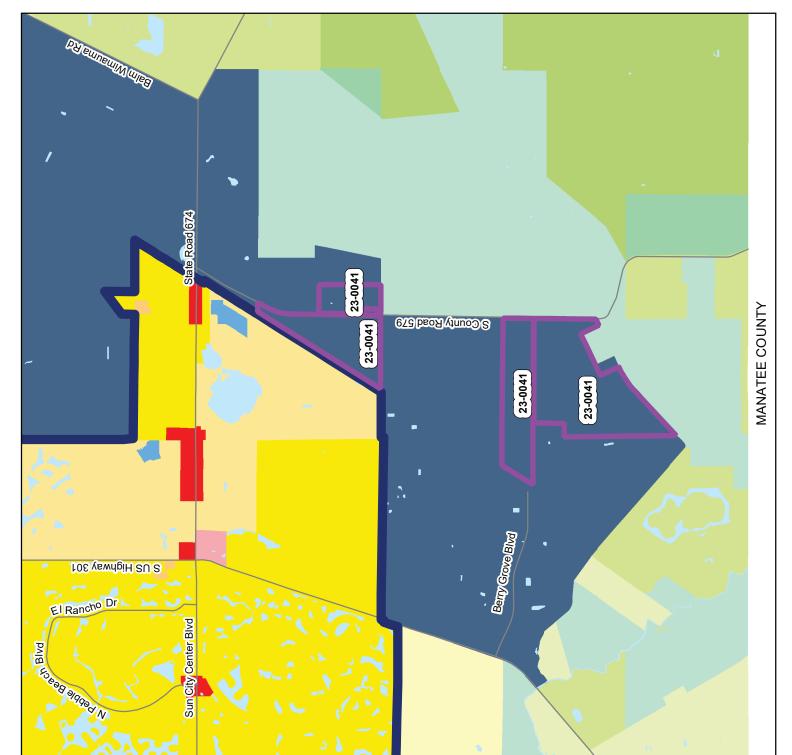
The proposal is consistent with the vision outlined in the Wimauma Village Community Plan. As previously mentioned, there are a number of community benefits being proposed that directly or indirectly contribute to furthering a goal in the Community Plan. The improvements that are being proposed support 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.





GENERAL SITE PLAN FOR CERTIFICATION

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

HILLSBOROUGH COUNTY DEVELOPMENT SERVICES DEPARTMENT

GENERAL SITE PLAN REVIEW/CERTIFICATION

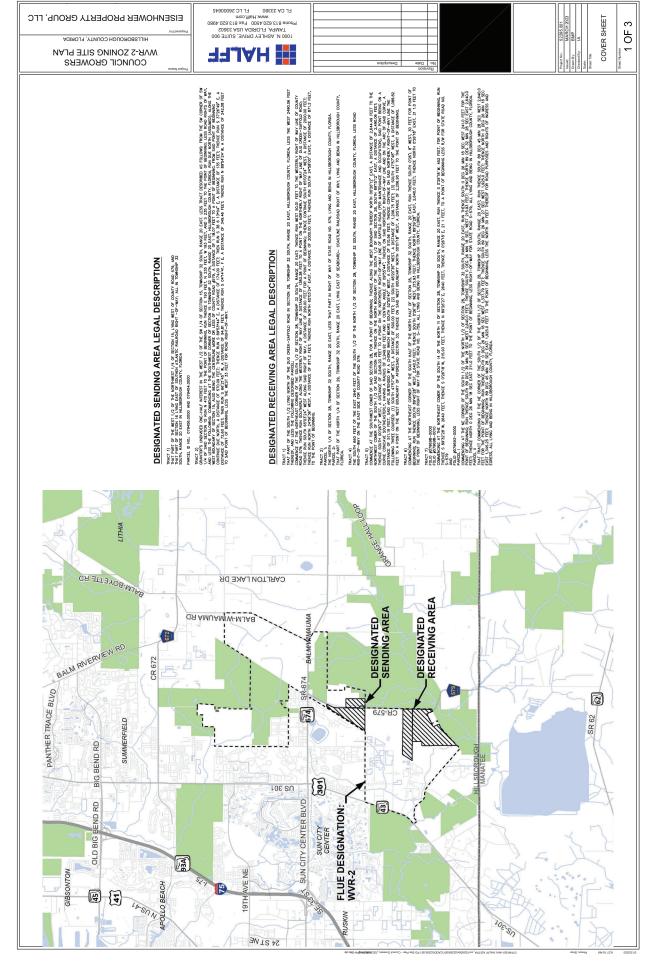
BOARD OF COUNTY COMMISSIONERS

Harry Cohen Ken Hagan Pat Kemp Gwendolyn "Gwen" Myers Michael Owen Donna Cameron Cepeda Joshua Wostal **COUNTY ADMINISTRATOR** Bonnie M. Wise **COUNTY ATTORNEY** Christine M. Beck **INTERNAL AUDITOR** Peggy Caskey

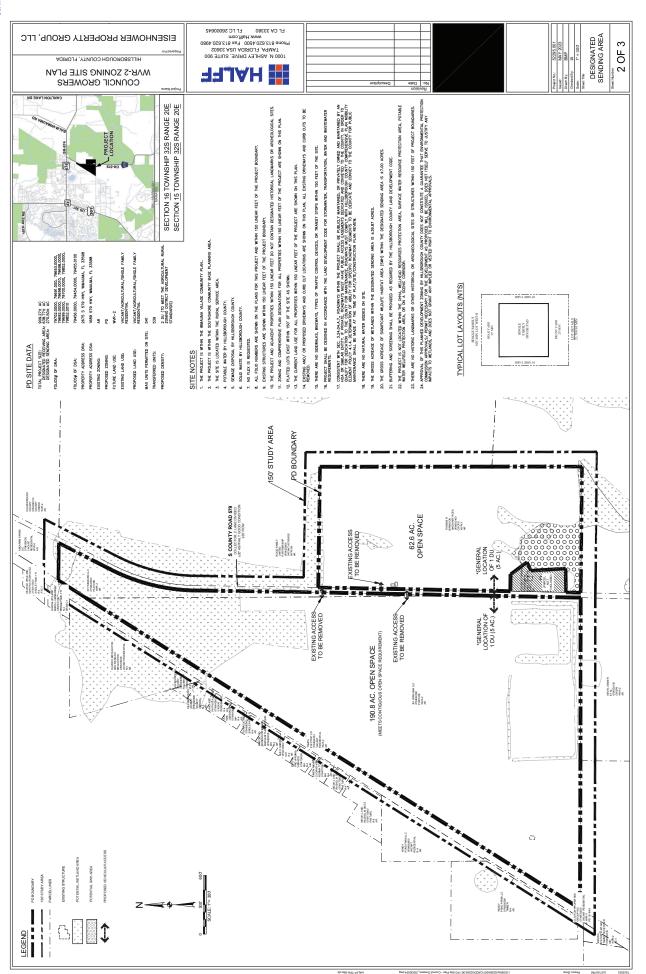
DEPUTY COUNTY ADMINISTRATOR Gregory S. Horwedel

Project Name: Council Growe	ers		
Zoning File: RZ-PD (23-0041)	Modification: None		
Atlas Page: None	Submitted: 07/07/23		
To Planner for Review: 07/07/23	Date Due: ASAP		
Contact Person:	Phone: 813-331-0976/ialbert@halff.com		
Right-Of-Way or Land Required for I	Dedication: Yes No		
The Development Services Departm	ent HAS NO OBJECTION to this General Site Plan.		
The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:			
Reviewed by: Michelle Heinrie	ch _{Date:} 7/11/23		
Date Agent/Owner notified of Disapp	roval:		

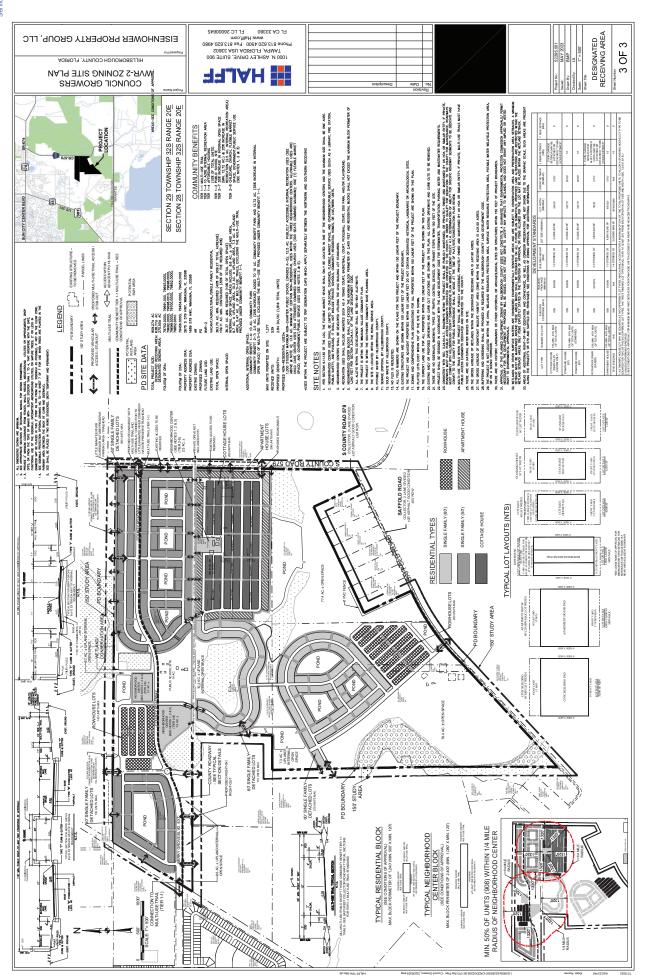








Received July 07, 2023 D1evelopment Services



AGENCY COMMENTS

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AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services DepartmentDATE: 6/12/2023REVIEWER: James Ratliff, AICP, PTP, Principal PlannerAGENCY/DEPT: TransportationPLANNING AREA/SECTOR: WM/ SouthPETITION NO: RZ 23-0041

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

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-ofway 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-ofway 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-ofway 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 of 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:

- 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.
- 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 queuing 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 (Read 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)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".
 - 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- Total Peak Hour Trips		Hour Trips	
	Way Volume	AM	PM	
181 Single-Family Detached Dwelling Units (ITE LUC 210)	1,742	128	174	

	24 Hour Two- Total Peak Hour Trips		Hour Trips
Land Use/Size	Way Volume	AM	PM
2 Single-Family Detached Dwelling Units within the Sending Area (LUC 210)	17	2	2
Sending Area Subtotal:	17	2	2
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
Northern Receiving Area Subtotal:	10,163	1,384	1,064
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
Southern Receiving Area Subtotal:	9,106	620	845
Project Totals:	19,286	2,006	1,911

Proposed Zoning:

.

Trip Generation Difference:

Land Use/Size	24 Hour Two-	Total Net Pea	ak Hour Trips
	Way Volume	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

<u>Generally</u>

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 anther 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

<u>Generally</u>

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.):

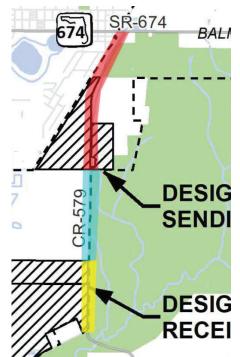
- a. The developer will be permitted to maintain the 10-foot-wide existing lanes in lieu of the 12-foot-wide lanes required pursuant to the Typical Section – 7 (TS-7) of the Transportation Technical Manual (TTM);
- b. The developer will be permitted to construct 6-foot-wide stabilized shoulders along 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 referced 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.

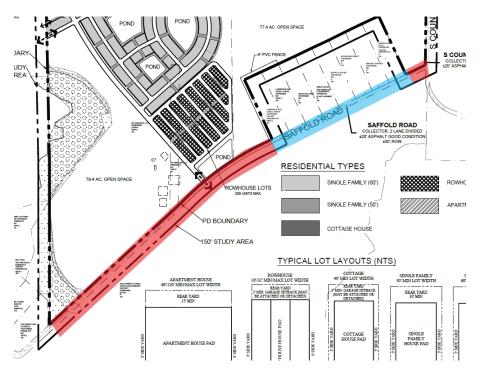
As Saffold Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated April 24, 2023) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the 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 refericed 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	То	LOS Standard	Peak Hour Directional LOS
US 301	Manatee County Line	SR 674	D	С
CR 579	Manatee County Line	SR 674	С	В

Source: Hillsborough County 2020 Level of Service Report.

Ratliff, James

From:	Williams, Michael
Sent:	Tuesday, May 30, 2023 8:16 AM
То:	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 (<u>DeLeonE@hillsboroughcounty.org</u> 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 <u>PW-CEIntake@hillsboroughcounty.org</u>

Mike

Michael J. Williams, P.E.

Director, Development Review County Engineer Development Services Department

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

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.



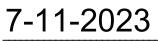
Additional / Revised Information Sheet

		Office Use Only		
Application Number: 23-	0041	Received Date:	Received By:	
The following form is require must be submitted providing	ed when submitted c g a summary of the must list any new fol	changes and/or addition io number(s) added. Ac	ion that was previously submitted. A c mal information provided. If there is a Iditionally, the second page of this for with this form.	change in
Application Number: 23	-0041	Applicant's Name:	Isabelle Albert, A	ICP
			07/11/20	
Application Type:	D) 🔲 Minor Modifi	cation/Personal Appeara	ance (PRS) 🔲 Standard Rezoning (RZ)	
Uariance (VAR)	Development	of Regional Impact (DR	I) 🔲 Major Modification (MN	1)
Special Use (SU)		• •	Other	
Current Hearing Date (if app	licable): 07/1	8/2023		
Important Project Size C	Change Information	on	be subject to the established cut-off da	ites.
Will this revision add land to If "Yes" is checked on the abo				
Will this revision remove lan If "Yes" is checked on the abo				
Email this form	-	nittal items indicated gIntake-DSD@hcflgov	on the next page in pdf form to: .net	
-	nts. All items should	be submitted in one er	n item should be submitted as a sepa nail with application number (including	
For additional help and s	ubmittal questions, p	olease call (813) 277-16	33 or email ZoningIntake-DSD@hcflgov	ı.ne <u>t</u> .
I certify that changes describ	ed above are the on	ly changes that have be	een made to the submission. Any furthe	er chanaes

will require an additional submission and certification.

Chubelle albert

Signature







Identification of Sensitive/Protected Information and Acknowledgement of Public Records

23-0041

Pursuant to <u>Chapter 119 Florida Statutes</u>, all information submitted to Development Services is considered public record and open to inspection by the public. Certain information may be considered sensitive or protected information which may be excluded from this provision. Sensitive/protected information may include, but is not limited to, documents such as medical records, income tax returns, death certificates, bank statements, and documents containing social security numbers.

While all efforts will be taken to ensure the security of protected information, certain specified information, such as addresses of exempt parcels, may need to be disclosed as part of the public hearing process for select applications. If your application requires a public hearing and contains sensitive/protected information, please contact <u>Hillsborough County</u> <u>Development Services</u> to determine what information will need to be disclosed as part of the public hearing process.

Additionally, parcels exempt under <u>Florida Statutes §119.071(4)</u> will need to contact <u>Hillsborough County Development</u> <u>Services</u> to obtain a release of exempt parcel information.

Are you seeking an exemption from public disclosure of selected information submitted with your application pursuant to Chapter 119 FS? Yes No

I hereby confirm that the material submitted with application

Includes sensitive and/or protected information.

Type of information included and location_____

Does not include sensitive and/or protected information.

Please note: Sensitive/protected information will not be accepted/requested unless it is required for the processing of the application.

If an exemption is being sought, the request will be reviewed to determine if the applicant can be processed with the data being held from public view. Also, by signing this form I acknowledge that any and all information in the submittal will become public information if not required by law to be protected.

Chubelle albert

(Must be signed by applicant or authorized representative)

Intake Staff Signature: _____

Signature:

 \mathbf{X}

Date: _____



Additional / Revised Information Sheet

Please indicate below which revised/additional items are being submitted with this form.

	cluded	Submittal Item
1		Cover Letter*+ If adding or removing land from the project site, the final list of folios must be included
2		Revised Application Form*+
3		Copy of Current Deed* Must be provided for any new folio(s) being added
4		Affidavit to Authorize Agent* (If Applicable) Must be provided for any new folio(s) being added
5		Sunbiz Form* (If Applicable) Must be provided for any new folio(s) being added
6		Property Information Sheet*+
7		Legal Description of the Subject Site*+
8		Close Proximity Property Owners List*+
9		Site Plan*+ All changes on the site plan must be listed in detail in the Cover Letter.
10		Survey
11		Wet Zone Survey
12		General Development Plan
13		Project Description/Written Statement
14		Design Exception and Administrative Variance requests/approvals
15		Variance Criteria Response
16		Copy of Code Enforcement or Building Violation
17		Transportation Analysis
18		Sign-off form
19	\mathbf{X}	Other Documents (please describe):
		Revised Access Design Exception 579 signed 7.6.23.

*Revised documents required when adding land to the project site. Other revised documents may be requested by the planner reviewing the application.

*Required documents required when removing land from the project site. Other revised documents may be requested by the planner reviewing the application.



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:

- 1,818 residential units. The Sending Area shall be limited to a maximum of 2 singlefamily detached residential units. The Receiving Areas shall be limited to a maximum of 1,816 residential units, unless otherwise restricted in accordance with the PD 23-0041 zoning conditions. Units within the Receiving Areas consist of a mixture of Standard House Lots, Cottage House Lots, Rowhouse Lots and Apartment House Lots (multi-family units) as required pursuant to the 23-0041 zoning conditions.
- 2. Three Neighborhood Centers, totaling+/- 13.6 acres, with a maximum Floor Area Ratio (FAR) in each Neighborhood Center shall be 0.25. Only the following uses shall be permitted in a Neighborhood Center:
 - a. Childcare (maximum of 300 children in total in one or more childcare facilities);
 - b. Church/synagogue (maximum of 300 seats in total in one or more churches/synagogues);
 - c. Flexible market space (in compliance with LDC Section 6.11.130); and,

5023 West Laurel Street Tampa, FL 33607 813 289 0039 Telephone 8133 287 0674 Telefax www.Lincks.com Website Mr. Mike Williams April 25, 2023* Page 2

- d. Government/public service uses (excluding public or private schools and in compliance with any applicable sections of Land Development Code Part 6.11.00).
- 3. A 12.5 acre publicly accessible park.
- 4. A 1,000-student maximum non-charter public elementary school.

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.
- 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 multiuse 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

Mr. Mike Williams April 25, 2023* Page 3

the section proposed along the segment of the roadway.

- 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.

Mr. Mike Williams April 25, 2023* Page 4

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.

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

information. Best Regards, Steven J Her President Lincks & Associates, Inc. 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, <u>TiradoS@hillsboroughcounty.org</u>.

Date _____

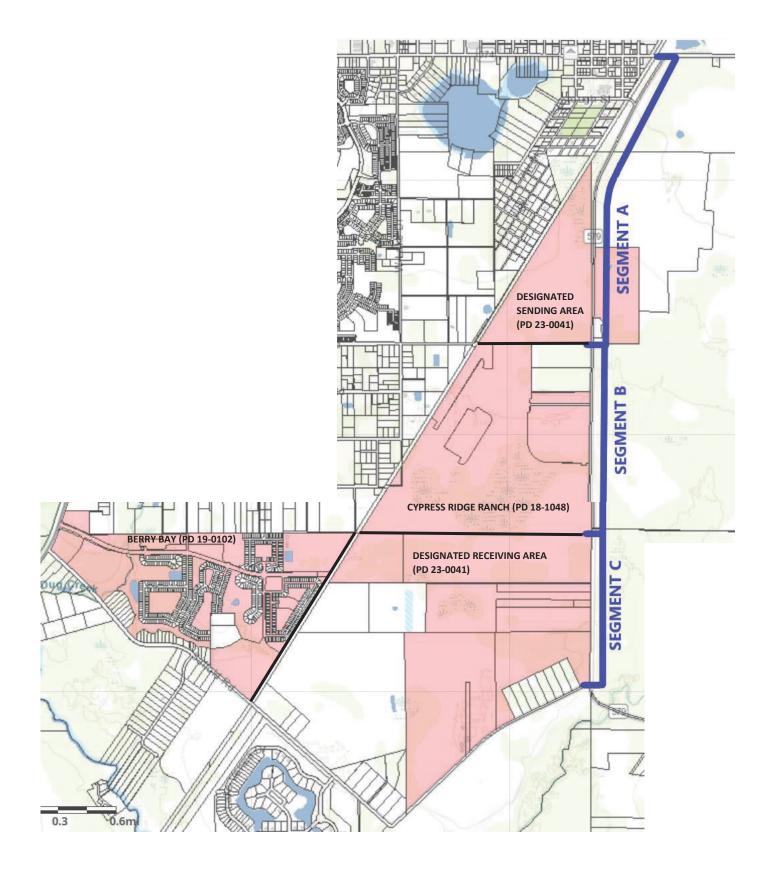
Sincerely,

Michael J. Williams

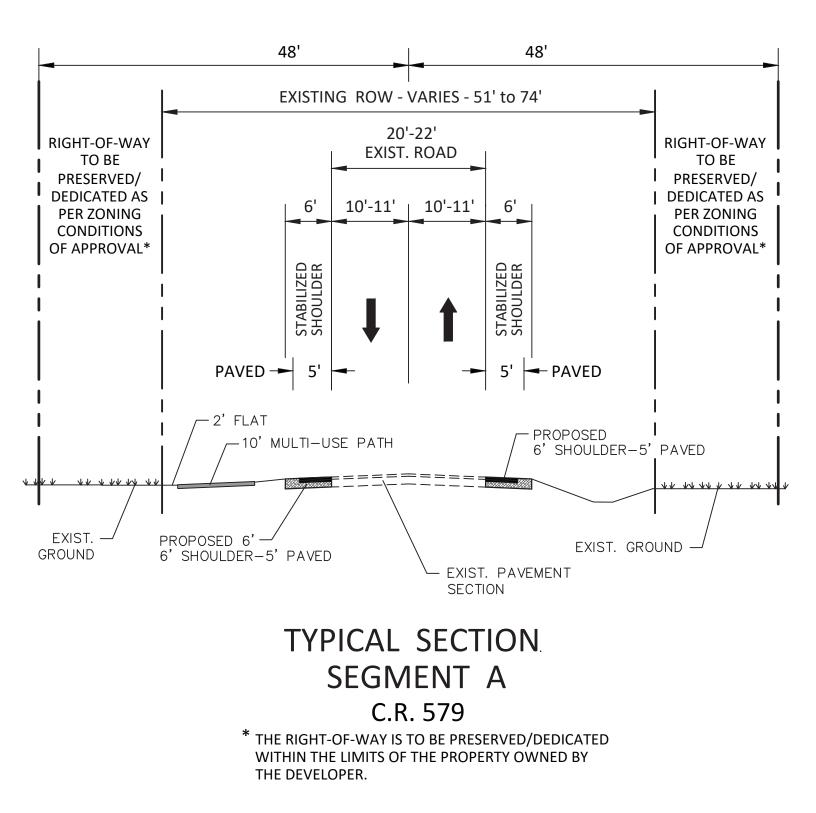
Hillsborough County Engineer

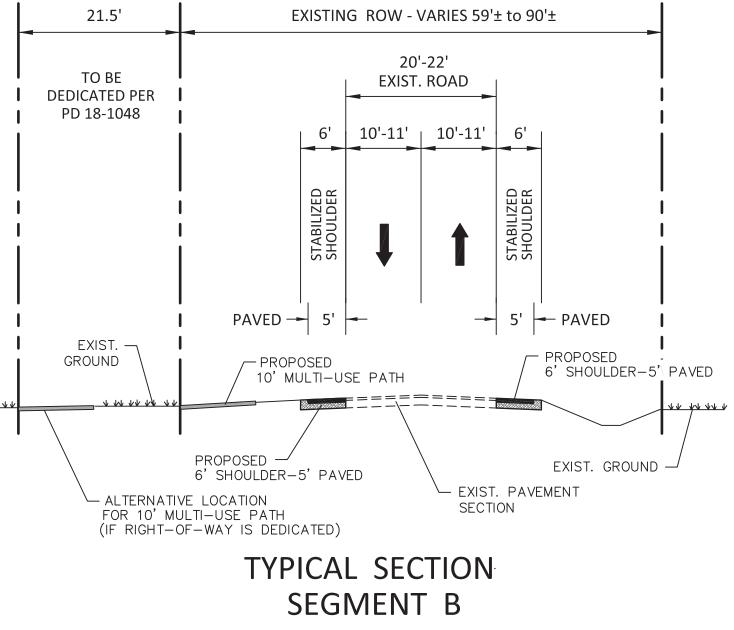
*Revised prior to certification on 7/6/23

SEGMENTS GRAPHIC

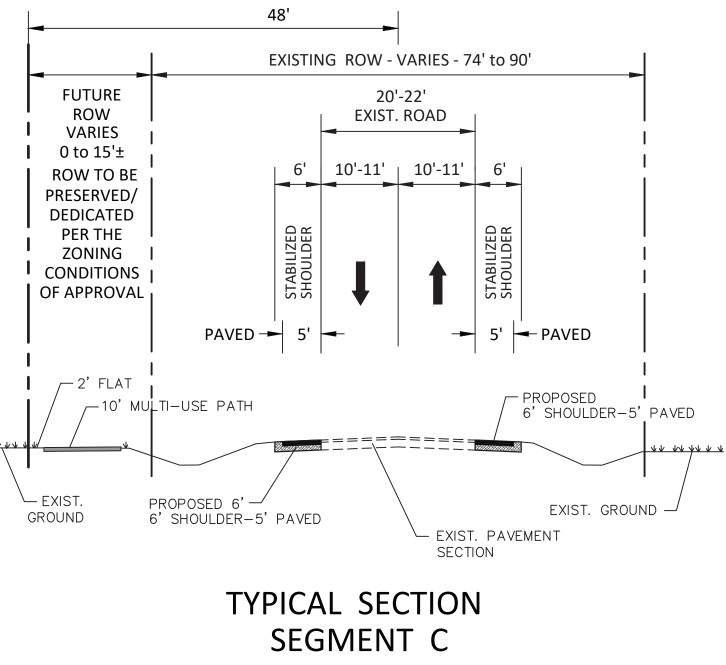








C.R. 579



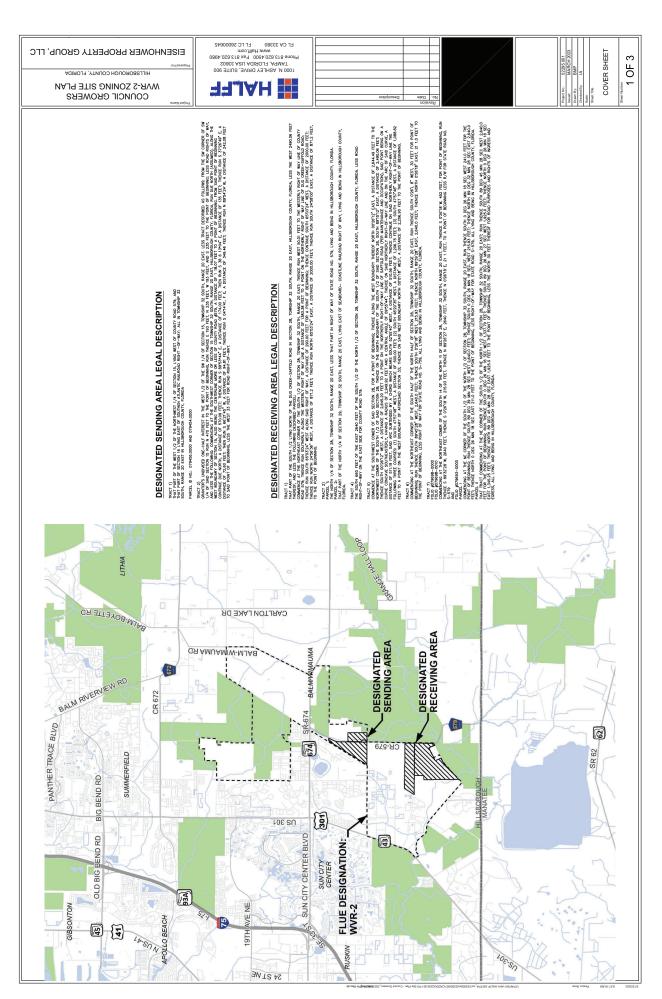
C.R. 579

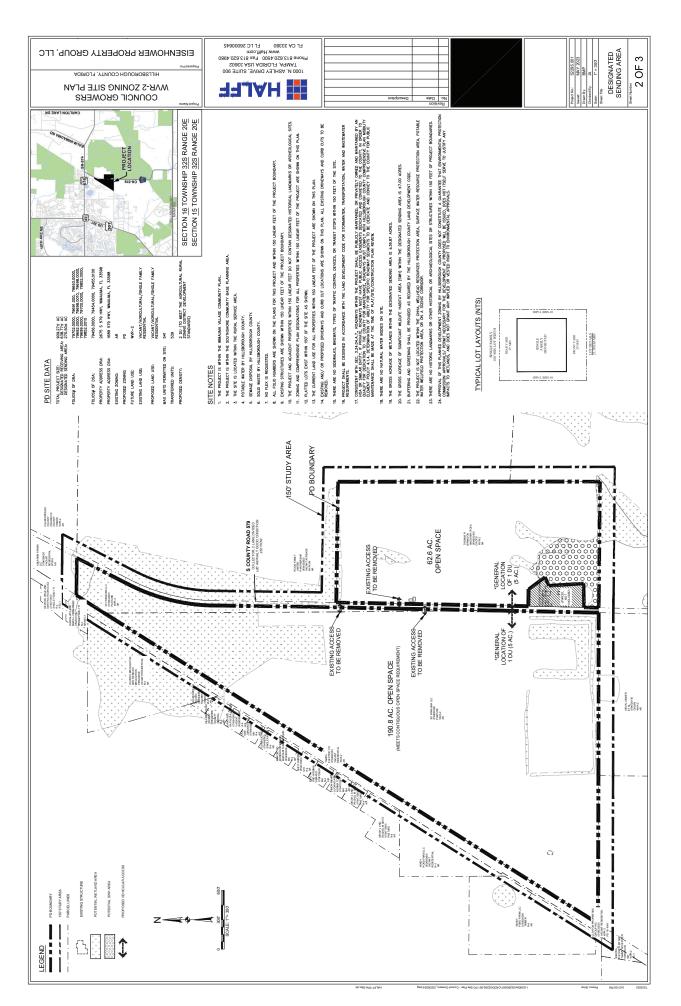
APPENDIX

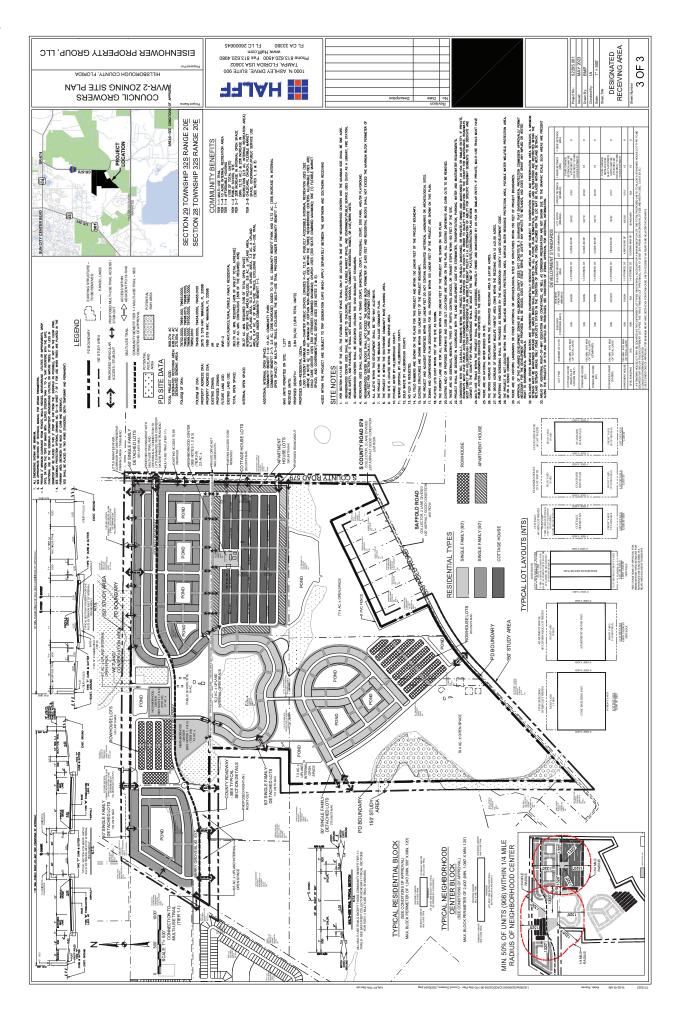


PD PLAN



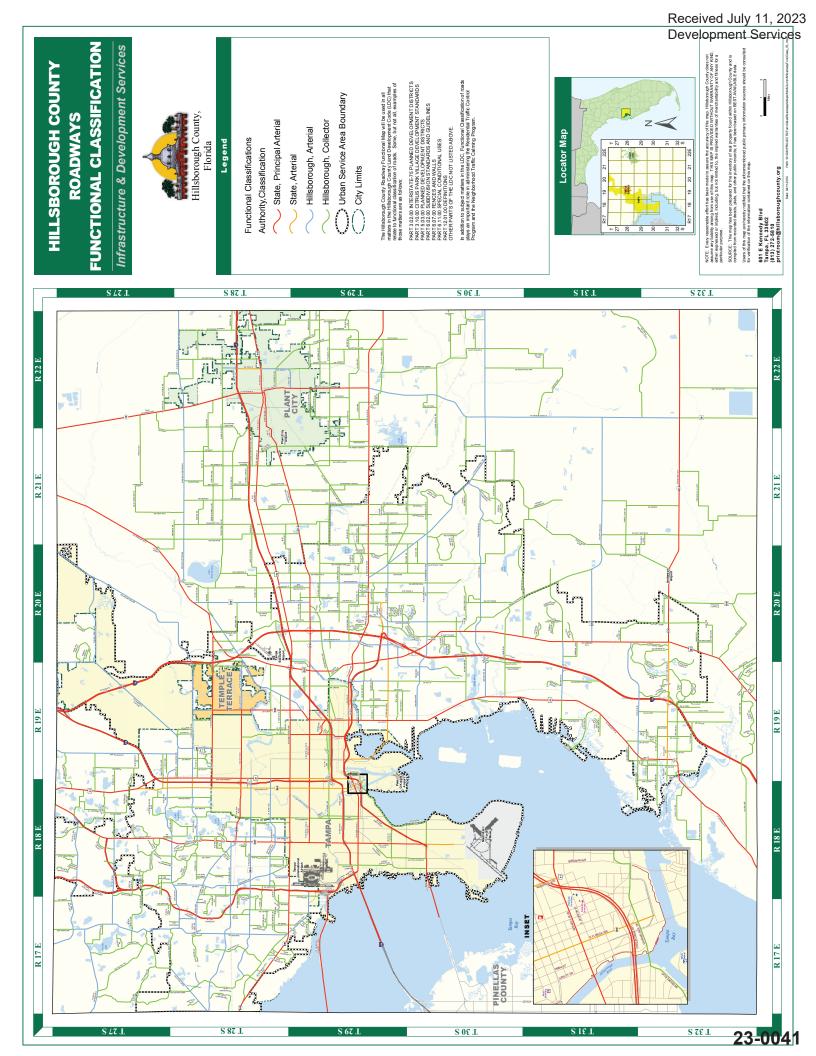






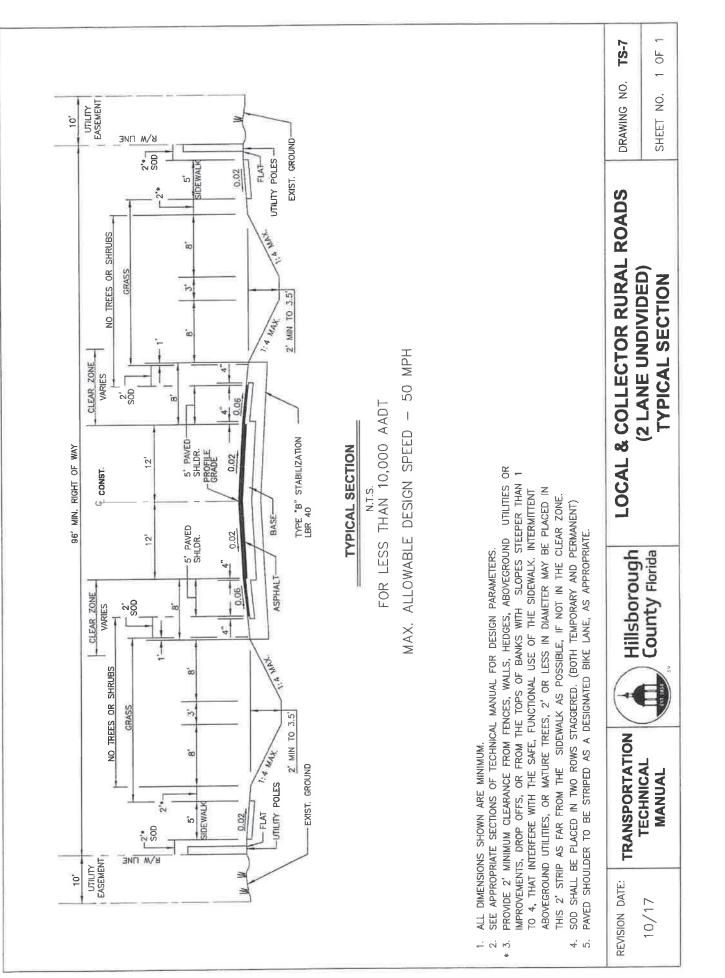
HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION





TS-7





FDOT DESIGN MANUAL



Topic #625-000-002 FDOT Design Manual

January 1, 2023

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-feet wide may be used where there is limited R/W.
- (2) Short 8-feet 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 <u>Shared Use Path Level of Service Calculator</u> 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

1



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.

- 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



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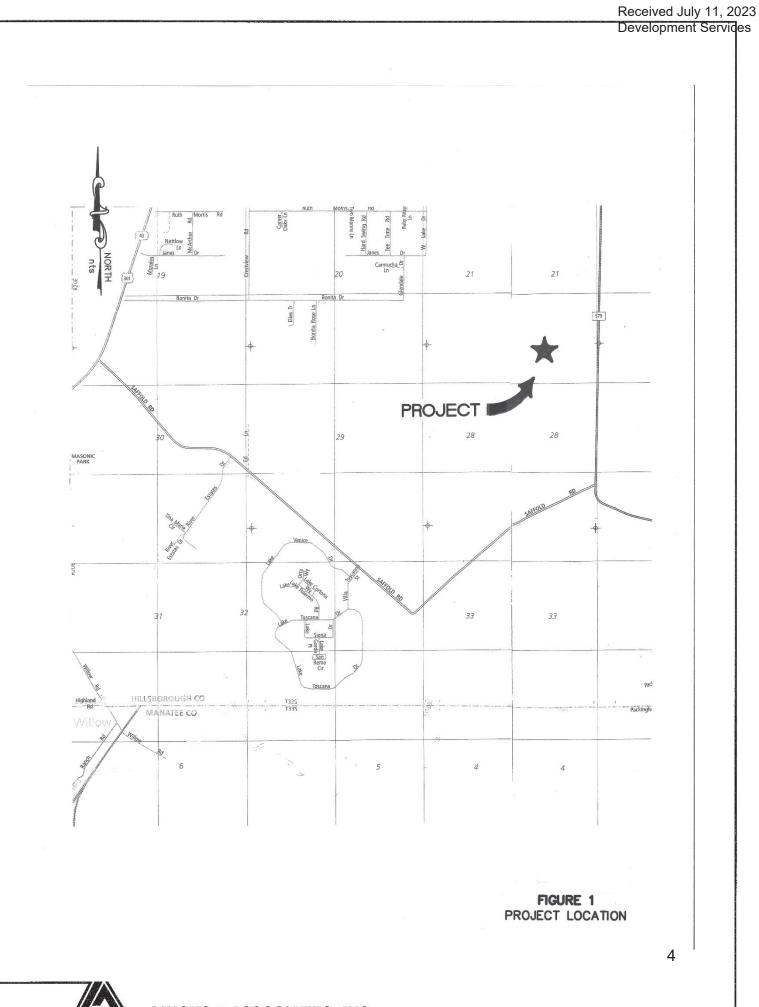
2

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.





LINCKS & ASSOCIATES, INC.

23-0041

APPENDIX



HILLSBOROUGH COUNTY LDC



- b. The Neighborhoods shall include through roadways at least every 1,320 feet. Where possible, through roads sho to 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 <u>Section 5.04.04</u> of this Code.
- 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 <u>Section 6.02.08</u> or <u>6.03.02</u> 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 <u>6.02.08</u> or <u>6.03.02</u> 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
 - 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



LINCKS & ASSOCIATES, INC.

_								
55* 18'	169+30	5+75	L	18'	55	169+30	5+15	F
	5+75	00+0	ь	14'	45	5+15	00+0	F
d t Clea	End Station	Begin Station	Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)	Clear Zone	Speed Limit (mph)	End Station	Begin Station	Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)
	nes	Right Lanes				nes	Left Lanes	
			Hillsborough County⊟ Pasco County	ugh County	⊠ Hillsboro		ar Zone Dis	Speed Limits and Clear Zone Distances Road Jurisdiction:
er widtns and slopes. al roads without bike s, guardrails and	asting shoulde	Page for ex lanes for co tr Zone. So	 AND 1 is 800. Requirement for shoulder is 8. FDO1 greenbook allows a max. of 12% slope. See Summary Page for existing shoulder withs and slopes. CR 579 classified as Major on Hillsborough County Map and Minor Collector RURAL on FDOT map. 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 without bike lanes or paved shoulders. See Summary Page for existing lane widths There are no Traffic Control Poles or devices. All Light Poles, und Trees are outside of the Clear Zone. Some mailboxes, guardrails and drainage culvert headwalls are within the Clear Zone. See Field Survey. 	llows a max. or Collector F elopment Prc hs ty Poles, and vey.	greenbook allov fap and Minor (ind Site Develo ing lane widths nt Poles, Utility see Field Surve	r Is 8'. FDU I ugh County M Subdivision a Page for exist evices. All Ligh clear Zone. S	int for shoulde or on Hillsboro on Manual for ee Summary rol Poles or de are within the	 AAD I IS 800. Requirement for shoulder IS 8'. FDO I greenbook allows a max. of 12% slope. See Su CR 579 classified as Major on Hillsborough County Map and Minor Collector RURAL on FDOT map. Hillsborough Transportation Manual for Subdivision and Site Development Projects Section 3.1 requlanes or paved shoulders. See Summary Page for existing lane widths There are no Traffic Control Poles or devices. All Light Poles, Utility Poles, and Trees are outside of drainage culvert headwalls are within the Clear Zone. See Field Survey.
traffic. Slopes down d Average Lane Width red shoulder is used	tes opposing Maximum an	hat separa Minimum, e and the n	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.	crown, inver slopes up aı pavement, ir eparation be	vement line, are negative, it to edge of no discrete s	ay from the pa ling features a le of pavemer when there is i	measured awa of those divio it Width is edg out shoulders houlders are v	Notes: 1. Left and right slopes are measured away from the pavement line, crown, invert crown, ce 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 ar values are lane widths without shoulders 3. Nominal dimensions for shoulders are when there is no discrete separation between sho as a nominal shoulder.
Swales: swales both sides, most of the segment	n sides, most	swales both	Swales: :		c	, some erosio	Good to poor	Shoulder cond.: Good to poor, some erosion
	Pav't cond.: Fair to good to very good	Fair to goo	Pav't cond.: I			wn, aspalt	Two lane, cro	Type of Road: Two lane, crown, aspalt
ey: 11-05-22 By: WLR & DZS	Date of Survey: 11-05-22 By: WLR & D	Dat	ent	Road Assessment		ostandard to CR 674	ey for Substanda Saffold Road to CR 674	Special Field Survey for Substandard Limits of Survey: Saffold Road to CR 674
I			579					
CR 579 Field_Survey			(<u>CR 579</u>				

Page 1

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

-ane Pavement Width and Slopes	and Slopes		S	Shoulders Width and Slopes	dth and Slop	es
			Left	Left	Right	Right
Width Right Slope	Right Slope		Width	Slope	Width	Slope
20.0' -4.3%	-4.3%	Minimum:	4.0'	2.0%	4.0'	0.0%
22.7' -1.3%	-1.3%	Maximum:	8.0'	16.0%	8.0'	17.0%
20.5' -2.6%	-2.6%	Average:	6.7'	10.2%	6.5'	9.5%

Average values calculated from trimmed mean values (without outliers)

LEFT Side Slopes

	Front Slope Fi		Front Slope	ront Slope Front Slope Front Slope 2 Bottom	Bottom	Back Slope Back Slope Back Slope Back Slope	Back Slope	Back Slope	Back Slope
	1 Width	1 Slope	2 Width	Slope	Width	1 Width	1 Slope	2 Width	2 Slope
Minimum:	4'	2%	.2	5%	0	4	10%	ł	3%
breakaway.	11'	37%	.2	25%	ō	12'	100%	ł	10%
Average:	7'	16.7%	۲'	15.0%	ω	ō	43.6%	ł	6.5%
		Clana continuac boyond limite of curavo	d limite of e						

~ = Slope continues beyond limits of survey

Back Slope Back Slope Back Slope Back Slope	1 Slope 2 Width 2 Slope	2% 8' 10%	160% 14' 13%	40.5% 11' 11.5%	
 Back Slope Bac	1 Width 1	1	15' 1	10' 4	
Bottom	Width	-0	10'	ω	
 slope Front Slope Front Slope 2	Slope				rvey
Front Slope	2 Width				beyond limits of survey
Front Slope	1 Slope	9%6	30%	19.0%	
Front Slope Front S	1 Width	4	14'	7'	~ = Slope continues
		Minimum:	Maximum:	Average:	1,

e continues beyond limits of survey	LEFT Slope Maximums
e continues	

		-		
	Front slope	slope	Back slope	lope
	Inside	Outside	Inside	Outside
	Clear Zone	Clear Zone Clear Zone	Clear Zone Clear Zone	Clear Zone
Maximum Allowed:	25%	33%	33%	%09
Number of Sections:	14	14	14	7 4
Sections Exceeding:	1	0	3	8
Percent Exceeding:	7.1%	%0'0	21.4%	21.4%

(0	Back slope	Outs
e Maximums	Back	Inside
RIGHT Slope Maximums	Front slope	Outside
	Front	Inside

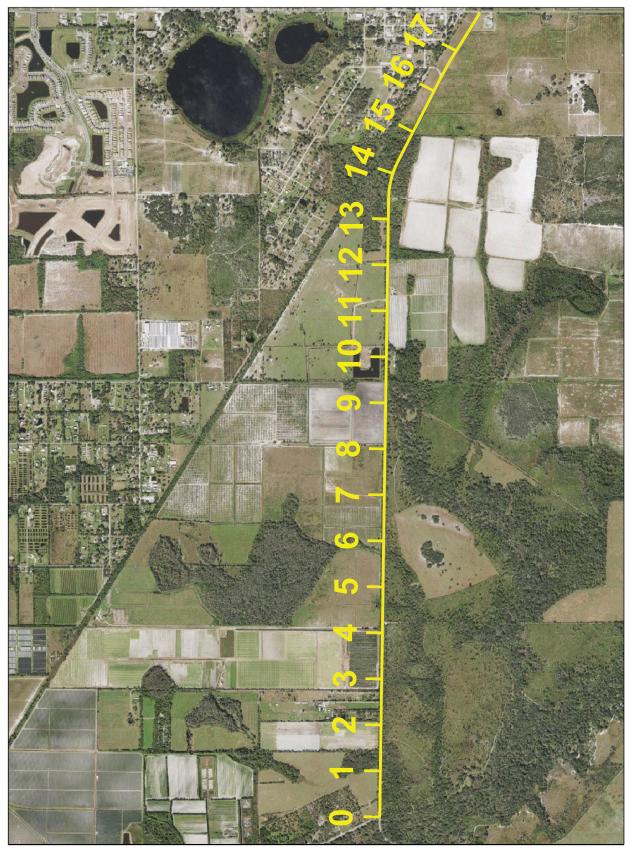
Outside	Clear Zone Clear Zone Clear Zone Clear Zone	50%	14	2	14.3%	
Inside	Clear Zone	33%	14	2	14.3%	
Outside	Clear Zone	33%	14	0	%0'0	
Inside	Clear Zone	25%	14	0	%0'0	
		Maximum Allowed:	Number of Sections:	Sections Exceeding:	Percent Exceeding:	_

Field Survey

cd/ Left Right Total/Paved/ Front Slope Bottom 6 -3.2% 22.7 -3.4% *8/0/-14% 4/1-14% 4/ 6ion. 3+23<72* CMP *8/0/-14% 4/1-14% 4/ 6ion. 3+23<72* CMP *8/0/-15% 5/1-15% 4/ 6ion. 3+23<72* CMP *8/0/-15% 5/1-15% 0' 7 -3.0% 20.0* -2.5% 4/0/0% 6/1-25% 6' 6 -3.8% 20.0* -2.6% 4/0/0% 6/1-25% 4' 6 -3.8% 20.0* -2.6% 4/0/0% 6/1/-17% 0' 6 -3.5% 20.0* -2.6% 8/0/-12% 6/1/-17% 0' 6 -3.5% 20.4* -3.0% 8/0/-12% 6/1/-17% 0' 7 -3.5% 20.4* -3.0% 8/0/-12% 7/-17% 0' 6 -3.5% 20.4* -1.3% 8/0/-12% 7/-17% 0' 6 <th>Back Slope</th> <th></th> <th>Leil Siupes alla Swales</th> <th>Lett Shoulder</th> <th>Lan</th> <th>Lane Pavement</th> <th>ent</th> <th>Right Shoulder</th> <th>Right S</th> <th>Right Slopes and Swales</th> <th>l Swales</th>	Back Slope		Leil Siupes alla Swales	Lett Shoulder	Lan	Lane Pavement	ent	Right Shoulder	Right S	Right Slopes and Swales	l Swales
/-6% -3.2% 22.7' -3.4% *8'/0/'-14% 4'/-14% 4' erosion. 3+23<72'' CMP culvert, HDW 16' LT, 16' RT 6'/-15% 0' -12% -3.0% 20.0' -2.7% *8'/0/'-15% 5'/-15% 0' -13% -3.0% 20.0' -2.7% #'/0'/0% 6'/-25% 4' -13% -3.8% 20.0' -2.6% 4'/0'/0% 6'/-25% 4' -10% -3.5% 20.4' -3.0% 8'/0'/-17% 6'/-17% 4' -10% -2.6% 20.4' -3.0% 8'/0'/-17% 6'/-17% 4' -10% -2.5% 20.4' -3.0% 8'/0'/-12% 6'/-17% 4' -10% -3.5% 20.4' -3.0% 8'/0'/-12% 6'/-17% 4' -10% -3.5% 20.4' -3.0% 8'/0'/-12% 6'/-17% 4' -10% -3.5% 20.4' -1.8% 8'/0'/-12% 6'/-17% 6'/-17% -14% -3.7% 21.0' -1.8% 6'/0'/-12% 7'/-17% 4' -14% -3.7% 21.0' -1.8% 6'/0'/-12% 7'/-17% 6'/-14% -14% -3.7% 20.4' -1.8% 6'/0'	וטניוטון	Bottom (width)	Front Slope (width/slope)	Total/Paved/ Slope	Left Slope	Width	Right Slope	Total/Paved/ Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)
erosion. 3+23 72" CMP culvert, HDW 16' LT, 16' RT -12% -3.0% 20.0' -2.7% *8'/0'/-15% 5'/-15% 0' -13% -3.8% 20.0' -2.6% 4'/0'/0% 6'/-25% 6' -13% -3.8% 20.6' -2.7% 6'/0'/-8% 8'/-25% 6' -10% -2.6% 2.0.6' -2.7% 6'/0/-8% 8'/-25% 6' -10% -2.6% 20.6' -2.7% 6'/0/-8% 8'/-25% 6' -10% -2.3% 20.4' -3.0% 8'/0'/-17% 6'/-17% 0' -10% -3.5% 20.4' -3.0% 8'/0'/-12% 7'/-17% 0' -14% -3.7% 21.0' -1.8% 8'/0'/-12% 14'/-15% 4' -14% -3.7% 21.0' -1.8% 8'/0'/-10% 8'/0/-9% 14'/-15% 4' -16% 3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4'	12%,~/-3%	0,	4'/-6%	*8'/0'/-6%	-3.2%	22.7'	-3.4%	*8'/0'/-14%	4'/-14%	4	7'/22%
erosion, 3+23 72" CMP culvert, HDW 16' LT, 16' RT -12% -3.0% 20.0' -2.7% *8'/0/-15% 5'/-15% 0' -13% -3.8% 20.0' -2.6% 4'/0'/0% 6'/-25% 6' -10% -3.5% 20.6' -2.7% 6'/0'-8% 8'/-25% 4' -10% -3.5% 20.6' -2.7% 6'/0'-8% 7'/-17% 6'/-17% 0' -10% -3.5% 20.4' -3.0% *8'/0/-17% 6'/-17% 0' -1.3% 20.4' -3.0% 8'/0/-12% 7'/-17% 6'/-17% 0' -14% -3.7% 21.0' -1.8% 6'/0'-9% 14'/-15% 4' -14% -3.7% 21.0' -1.8% 8'/0/-10% 8'/-14% 4' -16% -3.2% 20.4' -1.6% 7'/0'-10% 8'/-14% 4' -16% -3.2% 20.4' -1.6% 7'/0'-10% 7'/-10% 7'/-17% 6'/-16% 4' -16% -3.2% 20.4' -1.6% 7'/0'-10% 7'/-10% 7'/-10% 7'/-10% 7'/-16% 7'/-16% 7'/-10% 7'/-10% 7'/-10% 7'/-16	NF 39' LT, 5+	15 45 mp	oh South							-	
-12% -3.0% 20.0' -2.7% *8'/0'-15% 5'-15% 0' -13% -3.8% 20.0' -2.6% 4/0'0% 6'/-25% 6' -10% -3.8% 20.0' -2.6% 4/0'1% 6'/-25% 6' -10% -2.6% 20.6' -2.7% 6'/0'-8% 8'/-25% 4' -10% -3.5% 20.6' -2.7% 6'/0'-17% 8'/-25% 4' -10% -3.5% 20.4' -3.0% 8'/0'-17% 8'/-17% 0' -10% -3.5% 20.4' -3.0% 8'/0'-12% 7'/-17% 0' -10% -3.5% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' -14% -3.7% 21.0' -1.8% 8'/0'/-12% 14'/-15% 4' -14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' -16% -3.2% 20.4' -1.6% 7'/0'/-9% 14'/-15% 4'	is 20' RT, 5+7	5 55 mph	North, RT side s	choulder erosion,	3+23 72"	CMP cu	Ilvert, HD	W 16' LT, 16' RT			
100 20.0' -2.7% *8'0'-15% 5'-15% 0' 100 -3.8% 20.0' -2.6% 4'0'0% 6'-25% 6' 100 -3.8% 20.0' -2.6% 4'0'0% 6'/25% 6' 100 -3.5% 20.6' -2.7% 6'/0'-8% 8'/-25% 4' 100 -3.5% 20.4' -3.0% *8'0'-17% 6'/-17% 0' 100 -3.5% 20.4' -3.0% *8'/0'-17% 6'/-17% 0' 101 -3.5% 20.4' -3.0% *8'/0'-12% 7'/-17% 0' 101 -3.5% 20.4' -3.0% 8'/0'-12% 6'/-17% 0' 101 -3.5% 20.4' -1.8% 8'/0'-12% 7'/-17% 0' 101 -3.7% 21.0' -1.8% 8'/0'/-12% 7'/-17% 0' 101 -3.7% 21.0' -1.8% 8'/0'/-12% 14'/-15% 4' 101 -3.7% 20.4' -1.6% 8'/0'/-16% 4' 4'	0 set at center	line inters	section with Saffo	Is Road							
	15'18%	ō	5'/-12%	*8'/0'/-12%	-3.0%	20.0'	-2.7%	*8'/0'/-15%	5'/-15%	-o	10'/16%
6 -3.8% 20.0' -2.6% 4'0'10% 6'-25% 6' % -2.6% 20.6' -2.7% 6'0'-8% 8'/-25% 4' % -2.6% 20.6' -2.7% 6'0'-8% 8'/-25% 4' % -3.5% 20.4' -3.0% *8'0'/-17% 6'/-17% 0' % -3.5% 20.4' -3.0% *8'0'/-12% 6'/-17% 0' % -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' % -3.5% 20.4' -3.0% *8'/0'/-12% 6'/-17% 0' % -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' % -2.3% 21.0' 1.8% 6'/0'/-12% 7'/-17% 0' % -3.7% 21.0' 1.8% 6'/0'/-9% 1.4'/-15% 4' % -3.2% 20.4' -1.6% 7'/0'/-9% 1.4'/-15% 4'	WF 28' LT	-					-			-	
6 -3.8% 20.0' -2.6% 4'/0'/0% 6'/25% 6' % -2.6% 20.6' -2.7% 6'/0/-8% 8'/25% 4' % -2.6% 20.6' -2.7% 6'/0/-8% 8'/25% 4' % -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' % -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' % -2.3% 20.4' -3.0% *8'/0'/-12% 7'/-17% 0' % -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' % -2.3% 21.0' -1.8% 8'/0'/-12% 7'/-17% 0' % -3.7% 21.0' -1.8% 8'/0'/-12% 4'	es 35' RT										
6 $-3.8%$ $20.0'$ $-2.6%$ $4'0'0%$ $6''-25%$ $6''$ $6''$ $-2.6%$ $20.6'$ $-2.7%$ $6''0'-8%$ $8''-25%$ $4''$ $6''$ $-2.6%$ $20.6'$ $-2.7%$ $6''0'-8%$ $8''-25%$ $4''$ $6''$ $-3.5%$ $20.4'$ $-3.0%$ $*8'0'-17%$ $8''-25%$ $4''$ $6''$ $-3.5%$ $20.4'$ $-3.0%$ $*8'0'-17%$ $6''-17%$ $0''$ $6''$ $-3.5%$ $20.4'$ $-3.0%$ $8''0'-17%$ $0''$ $0''$ $6''$ $-3.5%$ $21.0'$ $-1.3%$ $8''0'-12%$ $7'-17%$ $0''$ $9'' RT$ $-2.3%$ $21.0'$ $-1.8%$ $8''0'-12%$ $7'-17%$ $0'''''$ $6''''''''''''''''''''''''''''''''''''$	-70 (3) 48" CM	P Culvert,	, HDW 18' LT, 20	' RT							
1 -2.6% 20.6' -2.7% 6'/0'-8% 8'/-25% 4' 1 -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' 1 -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' 1 -2.3% 20.4' -3.0% *8'/0'/-12% 6'/-17% 0' 1 -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' 1 -2.3% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 1 -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 1 -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4'	'/40%,~/10%	7	5/-37%	5'/0'/-13%	-3.8%	20.0'	-2.6%	4'/0'/0%	6'/-25%	-9	1'/160%
% -2.6% 20.6' -2.7% 6'/0'-8% 8'/-25% 4' % -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' % -3.5% 20.4' -3.0% *8'/0'/-12% 7'/-17% 0' % -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' 9' RT -2.37% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' % -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4'	3.'s 6'-8' LT, U.	P. 20' LT	-								
% -2.6% 20.6' -2.7% 6'/0'-8% 8'/-25% 4' % -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' % -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' % -2.3% 20.4' -3.0% *8'/0'/-12% 7'/-17% 0' % -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' % -2.3% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' % -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' % -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4'	RT Trees 17' RT										
% -2:6% 20.6' -2.7% 6'/0'-8% 8'/-25% 4' % -3:5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' % -3:5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' % -3:5% 20.4' -3.0% *8'/0'/-12% 7'/-17% 0' % -2:3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' % -2:3% 21.0' -1.8% 8'/0'/-12% 7'/-15% 4' % -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' % -3.7% 20.4' -1.6% 7//0'/-10% 8'/-14% 4'											
% -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' % -3.5% 20.4' -3.0% 8'/0'/-12% 0' % -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' % -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' % -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' % -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4'	8'/45%		8'/-10%,7'/-25%	*8'/0'/-10%	-2.6%	20.6'	-2.7%	6'/0'/-8%	8'/-25%	4	5'/130%
% -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' % -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' 9' RT -2.3% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 6 -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 6 -3.7% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4'	LTTTrees 20' LT										
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06 -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' 0 -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' 9' RT -2.3% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 6 -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 6 -3.7% 21.0' -1.6% 7'/0'/-10% 8'/-14% 4'											
0 -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' 9' RT -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 6 -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 6 -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4'	8'/24%	-0	8'/-10%	*8'/0'/-10%	-3.5%	20.4'	-3.0%	*8'/0'/-17%	6'/-17%	-0	10'/22%,8'/-13%
0 -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' 9' RT -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 6 -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 6 -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4'	es 20' LT, U.P	. 24' LT	-							-	
0 -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' 9' RT -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 6 -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 6 -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4'	es 30' RT, 4' E	WF 32' R	T								
0 -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' 9' RT -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 6 -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 6 -3.7% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4'	+27 24" RCP C	ulvert, HD									
9' RT 63.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4' 6 -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4'	12'/16%	-O	8'/-15%	6'/0'/-6%	-2.3%	21.0'	-1.3%	8'/0'/-12%	7'/-17%		11'/20%,14'/-10%
9' RT 6 -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 6 -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4'	es 25' LT	-								-	
6 -3.7% 21.0' -1.8% 6'/0'-9% 14'/-15% 4' 6 -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4'	es 26' RT, 56+	70 (3) 36	" RCP culvert, HD		F						
8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' ''LT, 20'RT 6'/0'/-16% -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4' .74 8'RT											
6 -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4'	6'/100%	ō	10'/-25%	8'/0'/-14%	-3.7%	21.0'	-1.8%	6'/0/-9%	14'/-15%	4	5/100%
6 -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4'	es 26' LT										
· 6 -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4'	es 20' RT										
6'/0'/-16% -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4' 7'/ 7' 8'/-14% 7'/ 7'/ 8'/-14% 7'/ 7'/ 8'/-14% 7'/ 7'/ 7'/ 7'/ 7'/ 7'/ 7'/ 7'/ 7'/ 7'/	v't Good, 71+0	3 24" RCF	^o culvert, HDW 19	9' LT, 20' RT							
2. 20' LT, GR 94+23 to 95+80 8' LT es 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT	7'/23%	4	5'/-14%	6'/0'/-16%	-3.2%	20.4'	-1.6%	7'/0'/-10%	8'/-14%	4	15'/10%
es 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT	0. 20' LT, GR 9	4+23 to 9	15+80 8' LT			-	-				
	es 25' RT, BW	F 34' RT,	GR 93+60 to 94-	+74 8' RT							
Notes!94+50 36" RCP Culvert. HDW 15' LT. 17' RT	+50 36" RCP C	ulvert. HC	<u>0W 15' LT. 17' RT</u>								

Station Back Stope Multisope, Multisope, Station Form Stope Stope Multisope, Station Total Parent Station Left Multisope, Station Right Multisope, Station Total Parent Station Total Parent Parent Station Total Parent Station 131-00 5'100% 6'10/15% 7'10% 2.1% 2.1% 2.1% 2.1% 4'10/15% 10'12% 10'12% 10'12% 10'12% 10'12% 10'12% 10'12% 10'12% 10'12% 10'12% 10'12% 10'12%		Left Slc	Left Slopes and Swales	Swales	Left Shoulder	Lan	Lane Pavement	lent	Right Shoulder	Right :	Right Slopes and Swales	s and Swales
J07/10% 0 5//.19% - 8/0//.12% 7/.16% 7/.16% 0 Trees 24 LT, GCLE 601 A04-00 81-55 81 Trees 24 LT, GCLE 601 A04-00 81-56 81 Trees 24 LT, GCLE 601 A04-00 81-56 81 7/.27% 6/0/.5% 7/.27% 6/ 500-300 (2) 46 FGK 15 RT, ORT 101-301 012-55 81 3/.100% 6 7/.27% 7/.27% 6 710056 5 9/.25% 5/0/.9% 2.0.0 2.9% 6/0/.5% 4/.30% 6 71 7127% 2.0.3% 5/0/.9% 2.0.4 -2.1% 6/0/.5% 4/.30% 6 71 71 7 5 2.1.0 2.1.0 2.1.4 6/0/.5% 10 6 71 7 5 5 5 7/.2.3% 5 6 7 <	Station	Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/ Slope	Left Slope	Width	Right Slope	Total/Paved/ Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)
Trees 24 LT. GR. LT J01+60 I0 24-56 S RT Trees 24 LT. Trees 24 LT. Trees 24 LT. 8'100% 6'' 12''T. 8'100% 6'' 9''25% 1''T. 8'100% 6'' 9''25% 1''T. 8'100% 6'' 9''25% 1''T. 8'100% 7''7'% 1''7'7'% 6''7'7'% 8''100% 7''7'8% 2''7'9% 1''7'7'% 9''100% 7''7'8% 1''7'7'% 1''7'7'% 9''100% 7''7'8% 2''7'9% 1''7'7'% 9''100% 7''2% 2''7'1'8% 1''7'7'8% 10''11''10'' 7''7'7'% 1''7'7'8% 1''7'7'8% 11''10'' 7''7'7'8% 2''7'7'8% 1''7'7'8% 11''10'' 7''7'7'8% 2''7'7'8% 1''7'7'8% 11''10'' 7''7'7'8% 2''7'7'8% 1''7'7'8% 11''10'' 7''7'7'8% 2''7'8% 7''9'9% 11''10''5'8 7''10''8' 7''7'8'8'7'7 1''7'8'8'7'7'7'8'8'7'7'7'7'8'8'7'7'7'8'8'7'7'7'8'8'7'7'7'8'8'7'7'7'8'8'7'7'7'7'8'8'7'7'7'8'8'7'7'7'8'8'7'7'7'8'8'7'7'7'8'8'7'7'7'8'8'7'7'7'7'8'8'7'7'7'7'8'8'7'7'7'7'7'8'8'7'7'7'7'8'8'7'7'7'7'8'8'7'7'7'7'7'8'8'7'7'7'7'8'8'7'7'7'7'8'	00+00	10'/10%	0	5'/-16%	*8'/0'/-16%	-1.6%	20.4'	-1.4%	6'/0'/-12%	7'/-16%	-0	13'/8%
Trees 25 RT, 6: CLF 66 RT, GR T1 01+30 to 102+55 8' RT 6: 024-30 (2) 48' Box Culverts, HDW 16. LT, 12 RT 8: 10.0% 6' 16'/25% 1/9'/48% -2.13% 20.0' -2.9% 6'/0'-6% 7/-27% 6' 1 8: 10.0% 6' 6'/25% 1/9'/48% -2.13% 20.0' -2.9% 6'/0'-6% 7/-27% 6' 1 8: 10.0% 7' 9'/25% 5'/0/9% -0.6% 21.0' -2.1% 5//0' 9'/-27% 4'/-30% 10' 1 1 18' LT, UP. 18' LT, UP. 18' LT, Trees 20' -/10% 2.10' -2.3% 5//0'-9% 6'/0'-9% 6'/-2% 6'/-2% 1 -/10% 7' 5'/0'-9% 2.0'/ -2.3% 5//0'-9% 6'/-2% 6'/-2% 1 -/10% 7'-2% '8'/0'-5% 2.2% 2.2% 2.3% 5//0'-10% 6'/-2% 6'/-2% 1 11/-16% 7'-2% '8'/0'-5% 2.2% 2.2% 2.2% 1.4.3% 5//0'-10% 0'/-2% 0'/-2% 1 11/-16% 7'-2% '8'/0'-5% 2.2% 2.2% 2.2%		Frees 24' LT, GR	LT 101+6	0 to 104+00 8' L							-	
s 102 - 30 (2) 48° Box Culverts. HDW 16, LT, 12, RT 71 Trees 24' LT 17 Trees 24' LT 18 LT, 19 LT, 17 E, 19 LT, 17 E, 19 LT, 19	RT ⁻	Frees 25' RT, 6' (CLF 66' R ⁻	T, GR RT 101+30) to 102+55 8' R ⁻							
81/100% 6' 6'/0'-6% 7'/2'% 6' 7'/2'% 6' 6' 1	Notes.	102+30 (2) 48" B	ox Culvert.	s, HDW 16' LT, 1	2' RT							
Trees 24: LT 1 10' 10' 10' S: 1/100% 2 9'/25% 5'/0'/9% -0.6% 21.0' -2.1% 4//30% 10' MISs 4: LT, U.P. 18: LT, Trees 20 7 5'/21% 4//30% 10' 10' Trees 12' 7 5'/21% 4//0/5% 2.29% 20.1' -2.3% 5//0'/9% 6'/28% 6' 1 Trees 12' 111//16%, -/-5% *8//0'/16% 2.29% 20.1' -2.3% 5//0'/9% 6'/28% 6' 10' 10' 10' 1 111//16%, -/-5% *8//0'/16% 2.20% 22.0' -4.3% *8//0'/9% 7//9% 0' 0' 10' 1 111//16%, -/-5% *8//0//2% 2.20% 2.10' -3.7% 5//0/-10% 0' 0' 10' 1 111//16%, -/-5% *8//0//2% 2.20% 2.10' -3.7% 5//0/-10% 0' 0' 10' 10' 10' 10' 1 111//16%, -/-5% *8//0//2% 2.20% 2.10' -3.7% 5//0/-10% 0' 10' <td< td=""><td>00+00</td><td>8'/100%</td><td>9</td><td>6'/25%</td><td>4'/0'/-8%</td><td>-2.1%</td><td>20.0'</td><td>-2.9%</td><td>6'/0'/-6%</td><td>7'1-27%</td><td>.9</td><td>8'/15%</td></td<>	00+00	8'/100%	9	6'/25%	4'/0'/-8%	-2.1%	20.0'	-2.9%	6'/0'/-6%	7'1-27%	.9	8'/15%
1 17 5/100% 2 9/25% 5/0/9% 4/30% 10' 1 MS-s 4 LT, U.P. J.B' LT, Trees 20 5/0/9% 20.0' 5% 8/0/15% 4/30% 10' 1 MS-s 4 LT, U.P. J.B' LT, Trees 20 7 5/0/16% 6/28% 6' 1 Hest 20 11/16% 2.29% 20.1' 2.3% 5/0/16% 6/28% 6' 1 Trees J6 11/16% 1.29% 2.29% 20.1' -2.3% 5/0/16% 6' 9' 1 4'WE 32 RT 11/16% 1.29% 2.29% 2.2.0' 4.3% 9'/19% 0' 9' 1 11/16% -59% 2.20% 2.2.0' 3.7% 5'0/10% 0' 9' 1 1.1/16% -1/2% *8'0/12% 2.2% 2.10' -3.7% 5'0/10% 0' 9' 1 1.1/16% -1/2% *8'0/12% 2.2% 2.10' -3.7% 5'0/10% 0' 1 1 1.1/16% 1.1/16% 1.1/14% 1.1/14% 0' 1 1 1 <t< td=""><td></td><td>Frees 24' LT</td><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td></t<>		Frees 24' LT	-								-	
S 5/100% 2 9/-25% 5/0/9% 0.6% 2.1% 6/0/-5% 4/-30% 10' T TMBS 4' LT, U.P. 18' LT, Trees 20' 7 5/0/-6% 6/0/-5% 4/-30% 6' T -/10% 7 5/21% 2.9% 20.1' -2.3% 5/0/-6% 6'/-28% 7'/-38% 6'/-28% 7'/-38% 7'/-38% 7'/-38% 7'/-38% 7'/-38% 7'/-38% 7'/-38% 7'/-38% 7'/-38% 7'/-38% 7'/-38% 7'/-38%	RT											
Si/100% 2' 9!/25% S'0/9% -0.6% 21.0' -2.1% 6!/0/5% 4'/30% 10' MB'S 4'L1, U.P. 18 L1, Trees 20' -/10% 7 5'/21% 4'/0/5% 6'/28% 6'/	Notes											
Teess 20' 10% 1'' 5/07/-6% 5/07/-6% 6''-29% 5/07/-6% 6''-28% 6' 1 -/10% 7' 5/721% 4'/07/-5% 5/07/-6% 6''-28% 6'' 6''-28% 6'' 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td>4+00</td> <td>5'/100%</td> <td>2</td> <td>9'/-25%</td> <td>5'/0'/9%</td> <td>-0.6%</td> <td>21.0'</td> <td>-2.1%</td> <td>6'/0'/-5%</td> <td>4'/-30%</td> <td>10'</td> <td>4'/30%</td>	4+00	5'/100%	2	9'/-25%	5'/0'/9%	-0.6%	21.0'	-2.1%	6'/0'/-5%	4'/-30%	10'	4'/30%
Trees 16 -/10% 7 5/-21% 4/0/-5% 6'/-28% 6' 6' Trees 16 L1, 163+12 Centerline Hillsborough St -/10% 7/19% 6'/-28% 6' 0' 14 WF 32'RT 111/-16%, -/-5% *8'0/-16% 2.2% 2.2% 73% *8'0/-9% 0' 0' 1 11/-16%, -/-5% *8'0/-16% 2.2% 2.2% 2.2% 10/-9% 0' 0' 0' 1 11/-16%, -/-5% *8'0/-16% 2.2% 2.2% 2.1% 10/-9% 0' 0' 0' 1 111/-16%, -/-5% *8'0/-2% *8'0/-9% 2.2% 10/-9% 10/-9% 0'		MB'S 4' LT, U.P.	18' LT, Tre	ses 20'								
6 -/10% 7 5/21% 4/0/-5% 2.9% 20.1 -2.3% 5/0/-6% 6/-28% 6 14 WF 52' RT 11/-16%/-5% *8/0/-16% 2.2% 22.0° -4.3% *8/0/-9% 7/-9% 0 0 14 WF 32' RT 11/-16%/-5% *8/0/-16% 2.2% 22.0° -4.3% *8/0/-9% 7/-9% 0 0 0 17 U.P. 28' RT, 5' WF 30' RT -/-2% *8/0/-16% 2.2% 21.0° -3.7% 5/0/-10% 12/-14% 0'<	RT											
→10% 7 5/21% 4/0/-5% 2.3% 20.1' 2.3% 5/0/-6% 6' 6' 1 11/-16%, -/-5% *8/0/-16% 2.2.9% 20.1' 2.3% 5/0/-6% 6'/28% 6' 1 11/-16%, -/-5% *8/0/-16% 2.2% 2.2% 2.2% 7/-9% 7/-9% 0' 1 11/-16%, -/-5% *8/0/-16% 2.2% 2.2% 2.10' -4.3% 7/-9% 0' 1 11/-16%, -/-5% *8/0/-2% 2.2% 2.2% 2.10' 0' 0' 1 - - - - - 0' 0' 1 - - - - 0' 0' 1 - - - - 0' 0' 1 - - - - 0' 0' 1 - - - - 0' 0' 1 - - - - 0' 0' 1 - - - - 0' 0' 1 - - - 179+30 5'0'/-10% 0' 1 - - - - - <t< td=""><td>Notes</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Notes											
Trees 16' LT, 163+12 Centerline Hillsborough St 14 WF 32' RT 17 WF 32' RT 17 WF 32' RT 17 WF 32' RT 17 WF 32' RT 18 19 111/16%, -/-5% 10.P. 28' RT, 5' WF 30' RT 111/16%, -/-5% 111/16%, -/-5% 111/16%, -/-5% 111/16%, -/-5% 111/16%, -/-5% 111/16%, -/-5% 111/16%, -/-5% 111/16%, -/-5% 111/16%, -/-5% 111/16%, -/-5% 111/16%, -/-5% 111/16% 111/16%, -/-5% 111/16%, -/-5% 111/16% 111/16% 111/16%, -/-5% 111/16% 111/16% 111/16% 111/16% 111/16% 111/16% 111/16% 111/16% 111/16% 111/16% 111/16% 111/16% 111/16% 111/16% 111/16% 111/16% 111/16% <tr< td=""><td>00+0</td><td>~/10%</td><td>.2</td><td>5'/-21%</td><td>4'/0'/-5%</td><td>-2.9%</td><td>20.1'</td><td>-2.3%</td><td>5/0/-6%</td><td>6'/-28%</td><td>.9</td><td>15'/25%</td></tr<>	00+0	~/10%	.2	5'/-21%	4'/0'/-5%	-2.9%	20.1'	-2.3%	5/0/-6%	6'/-28%	.9	15'/25%
1 4' WE 32' RT 5 111/-16%, -/-5% *8/0/-16% 22.0' -4.3% *8/0/-9% 0' 1 1 111/-16%, -/-5% *8/0/-16% 22.0' -4.3% *8/0/-9% 0' 1 1 -/-2% *8/0/-2% 22.0' -4.3% *8/0/-9% 0' 1 1 -/-2% *8/0/-2% 2.6% 21.0' -3.7% 0' 0' 1 -/-2% *8/0/-2% -2.6% 21.0' -3.7% 5/0/-10% 0' 0' 1 -/-2% *8/0/-2% -2.6% 21.0' -3.7% 5/0/-10% 0' 0' 1 -/-2% *8/0/-2% 10/-2% 10/-10% 12'/-14% 0' 0' 1 -/-2% *8/0/-2% 8/0/-10% 11/9+30 0' 0' 0' 0' 0' 1 - 1	L	Frees 16' LT, 163	3+12 Cente	erline Hillsboroug	h St						-	
S 111/-16%, -/-5% *8'/0/-16% 2.2% 2.2.0' -4.3% *8'/0/-9% 7'-9% 0' T U.P. 28' RT, 5' WF 30' RT -/-2% 2.0' -3.7% 5'/0/-10% 12'/-14% 0' T -/-2% *8'/0/-2% 2.6% 21.0' -3.7% 5'/0/-10% 12'/-14% 0' T -/-2% *8'/0/-2% 2.6% 21.0' -3.7% 5'/0/-10% 12'/-14% 0' T -/-2% *8'/0/-2% 179+30 End of Segment at EOP S.R. 674 12'/-14% 0' 1 T 179+30 End of Segment at EOP S.R. 674 12'/-14% 1 1 1 1 T 179+30 End of Segment at EOP S.R. 674 1	RT ⁴	4' WF 32' RT										
1 11/1-16%/-5% *8/0/1-16% 2.2% 22.0° -4.3% *8/0/1-9% 0' 1 10.P. 28 RT, 5' WF 30'RT 7/9% 8/0/1-16% 2.2% 21.0° -4.3% *8/0/1-9% 0' 1 -/-2% *8/0/1-2% -2.6% 21.0° -3.7% 5/0/10% 12/1-14% 0' 1 -/-2% *8/0/1-2% -2.6% 21.0° -3.7% 5/0/10% 12/1-14% 0' 1 -/-2% *8/0/1-2% -2.6% 21.0° -3.7% 5/0/10% 12/1-14% 0' 1 -/-2% *8/0/1-2% 179430 End of Segment at EOP S.R. 674 12/1-14% 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Notes											
T -/-2% *8/0//2% -2.6% 21.0' -3.7% 5/0//10% 12//14% 0' T -/-2% *8/0//2% -2.6% 21.0' -3.7% 5/0//10% 12//14% 0' T -/-2% *8/0//2% 179+30 End of Segment at EOP S.R. 674 1 1 T 179+30 End of Segment at EOP S.R. 674 1 1 1 1 T 179+30 End of Segment at EOP S.R. 674 1 1 1 1 T 179+30 End of Segment at EOP S.R. 674 1 1 1 1 T 179+30 End of Segment at EOP S.R. 674 1 1 1 1 T 1 1 1 1 1 1 1 T 1	9+00			11'/-16%,~/-5%	*8'/0'/-16%	2.2%	22.0'	-4.3%	*8'/0'/-9%	%6-/.2	.0	15'/2%
TU-P. 28' RT, 5' WE 30' RT -/-2% *8'/0/-2% 21.0' -3.7% 5//0/-10% 12'/-14% 0' T -/-2% *8'/0/-2% -2.6% 21.0' -3.7% 5//0/-10% 12'/-14% 0' T -/-2% *8'/0/-2% -2.6% 21.0' -3.7% 5//0/-10% 12'/-14% 0' T -/-2% *8'/0/-2% -2.6% 21.0' -3.7% 5//0/-10% 12'/-14% 0' T -/-2% *8'/0/-2% 179+30 End of Segment at EOP S.R. 674 -/<	L		-								-	
Image: Sector	RTI	J.P. 28' RT, 5' W	'F 30' RT									
T -/-2% *8'/0'-2% 2.6% 21.0° 5/0'+10% 12'+14% 0' T T 17 17 17 17 17 17 Si WF 25' RT 175 WF 25' RT 175 WF 25' RT 17 17 17 17 Si WF 25' RT 175 WF 25' RT 175 NF 26' RT 17 17 17 17 Si WF 25' RT 175 NF 26' RT 175 NF 26' RT 17 17 17 17 Si WF 25' RT 179 NG RD AG Segment at EOP S.R. 674 17 17 17 17 Si WF 25' RT 179 NG RD AG Segment at EOP S.R. 674 17 17 17 17 Si WF 25' RT 170 NG RD AG Segment at EOP S.R. 674 17 17 17 17 Si WF 25' RT 17 17 17 17 17 17 17 17 17 Si WF 25' RT 17	Notes											
5' WF 25' RT 179+30 End of Segment at EOP S.R. 179+30 End of Segment at EOP S.R.	2+00			~/-2%	*8'/0'/-2%	-2.6%	21.0'	-3.7%	5'/0'/-10%	12'/-14%	0,	12'/7%
5' WF 25' RT	LT											
179+30 End of Segment at EOP S.R.	RT	5' WF 25' RT										
179+30 End of Segment at EOP S.R.	Notes											
179+30 End of Segment at EOP S.R. 179+10 End of Segment at EOP S.R.												
RT Notes Notes LT LT Notes RT Notes LT Notes RT Notes RT Notes Notes LT Notes Notes Notes Notes	LT				179+30) End of S	egment		S.R. 674			
Notes LT Image: Second Se	RT											
LTT LTT Notes Note	Notes											
RT Notes Notes <t< td=""><td>LT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	LT											
Notes Image: Contract of the second sec	RT											
LT LT Notes	Notes											
LT RT Notes												
RT Notes	LT											
Notes	RT											
	Notes											

CR 579 Aerial & Stationing



0	500 1,000	2,000 ft		
0	290	580		1,160 m

Stations in 1000 ft increments

SAFFOLD ROAD FIELD ASSESSMENT



LINCKS & ASSOCIATES, INC.

				Saffold Road	Road				
Special Field Survey for Substandard Limits of Survey: 4400 Saffold Road to CR 7	ey for Sub 4400 Saffold	y for Substandard R 4400 Saffold Road to CR 759	പ	Road Assessment	u	Date	Date of Survey: 11-05-22 By: WLR & D	ey: 11-05-22 By: WLR & DZS	
Type of Roac	Type of Road: Two lane, crown, aspalt	wn, aspalt			Pav't cond.: Fair to poor	Fair to poor			
Shoulder cond.	Shoulder cond.: Good to poor, some erosion	, some erosioi	c		Swales:	swales both	Swales: swales both sides, most of the segment	of the segn	nent
Notes: 1. Left and right slopes are measured away from the pavement line, crown, invert crown, contropied 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 arvalues are lane widths without shoulders 3. Nominal dimensions for shoulders are when there is no discrete separation between sho as a nominal shoulder. 4. Most traffic signs are 6' to 10' from EOP and are breakaway	measured awa y of those divid nt Width is edgi out shoulders shoulders are w o 10° from EOP	y from the paving features an e of pavement then there is n and are breal	/ement line, c re negative, s t to edge of p o discrete se kaway	srown, invert	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 6' to 10' from EOP and are breakaway	that separat Minimum, ¹ e and the m	as opposing Aaximum an nimum requ	traffic. Slo d Average L ired shoulds	Slopes down ge Lane Width ulder is used
 Sheffold Road classified as a local road on Hillsborough County Map. Hillsborough Transportation Manual for Subdivision and Site Developilanes or paved shoulders. See Summary Page for existing lane widths There are no Traffic Control Poles or devices. All Light Poles, Utility P Zone. See Field Survey. 	as a local road ion Manual for See Summary F trol Poles or de	on Hillsborou Subdivision ar age for existi vices. All Ligh	gh County M nd Site Devel ng lane width t Poles, Utilit	ap. ap. lopment Proje s y Poles, and ⁻	6. Sheffold Road classified as a local road on Hillsborough County 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 are within the Clear Zone. See Field Survey.	lanes for co	mmercial rur me Mailboxe	al roads with s are within	hout bike the Clear
Speed Limits and Clear Zone Distances	ar Zone Dis	F							
Koad Jurisalction:	I – I – I – I – I – I – I – I – I – I –			 	A Hillsborougn County L Pasco County	Right Lanes	seu		
Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)	Ë B	End	Speed Limit (mnh)	Clear Zone	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A), or Auxiliary Curbed (AC)	Begin	End	Speed Limit (mnh)	Clear Zone
	00+0	69+63	35	Q	Т ,	00+0	69+63	35	6

Lincks & Associates, Inc.

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Received July 11, 2023 Development Services

23-0041

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

ent Width and Slopes	d Slopes			S	noulders Wig	Shoulders Width and Slopes	S
				Left	Left	Right	Right
Width Right Slope	Right Slope	-		Width	Slope	Width	Slope
20.0' -4.6%	-4.6%		Minimum:	6 <u>.</u> 0'	4.0%	6 <u>.</u> 0'	2.0%
21.0' -1.6%	-1.6%		Maximum:	11.0	13.0%	7.0	13.0%
20.4 -3.2%	-3.2%		Average:	6.7	9.4%	6.1	6.6%

Average values calculated from trimmed mean values (without outliers)

LEFT Side Slopes

	Front Slope Fro	Front Slope	Front Slope	ont Slope Front Slope Front Slope 2	Bottom	Bottom Back Slope Back Slope Back Slope Back Slope	Back Slope	Back Slope	Back Slope
	1 Width	1 Slope	2 Width	Slope	Width	1 Width	1 Slope	2 Width	2 Slope
Minimum:	4	%2			-0	2 [.]	5%	ł	14%
Maximum:	11'	22%			6'	12'	64%	١	14%
Average:	9	11.4%			1'	-8	27.1%	١	14.0%
-		ntining howon	the boycord limite of curves						

~ = Slope continues beyond limits of survey

	Back Slope	2 Slope					
	Back Slope	2 Width 2 Slope					
	Back Slope	1 Slope	5%	10%	7.2%		
es	Back Slope	1 Width	.2	14'	.TT		
RIGHT Side Slopes	Bottom	Width	0'	5'	1'		
RIGH ⁻	-ront Slope Front Slope Front Slope 2 Bottom Back Slope Back Slope Back Slope Back Slope	Slope				irvey	Movimina
	Front Slope	2 Width				inues beyond limits of survey	I FFT Close Mevimume
	Front Slope	1 Slope	2%	20%	%E'6	ntinues beyor	
	Front Slope	1 Width	2'	6'	4'	~ = Slope conti	
			Minimum:	Maximum:	Average:		

LEFT Slope Maximums

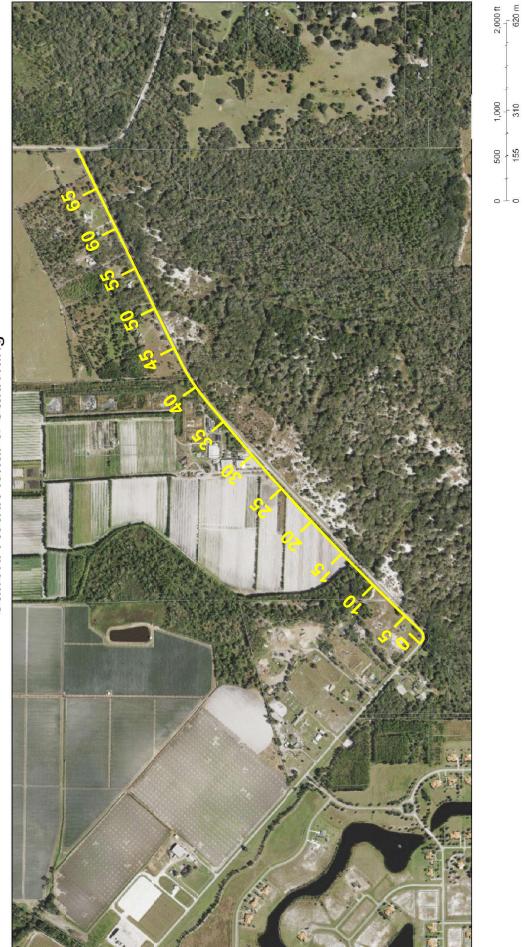
	Front slope	slope	Back slope	slope
	Inside	Outside	Inside	Outside
	Clear Zone	Clear Zone	Clear Zone Clear Zone Clear Zone Clear Zone	Clear Zone
Maximum Allowed:	25%	33%	33%	%05
Number of Sections:	7	7	7	2
Sections Exceeding:	0	0	0	1
Percent Exceeding:	0.0%	0.0%	0.0%	14.3%

Front slope Back slope	RIGHT Slope Maximums		e Maximums Back	Slope	Front
	ont slope Back slo	Outsig	nside	Outside	Inside

	Inside	Outside	Inside	Outside
	Clear Zone	Clear Zone Clear Zone Clear Zone Clear Zone	Clear Zone	Clear Zone
Maximum Allowed:	%92	33%	33%	50%
Number of Sections:	2	7	7	7
Sections Exceeding:	0	0	0	0
Percent Exceeding:	%0'0	0.0%	0.0%	0.0%

Field Survey

ales	Back Slope (width/slope)	7'/7%				8'/8%				12'/6%				13'/10%								14'/5%								Dev	
Right Slopes and Swales	Bottom B. (width) (w	,0	-		o tight.	ىآ				-0				,0								-0									
Right SI	Front Slope (width/slope)	6'/-10%			atches. Curve too tight.	L L L				6'/-7%				4'/-6%				~/-2%				4'/-20%				~/-7%					
Right Shoulder	Total/Paved/ Slope	*6'/0'/-5%	-		shoulders in curve in poor condition with erosion and patches.	*6'/0'/-13%	_			*6'/0'/-7%				*6'/0'/-6%				*6'/0'/-2%				7'/0'/-6%				*6'/0'/-7%					
	Right Slope	-3.1%			ondition W	-3.6%				-2.8%				-3.3%				-1.6%	-			-3.3%				-4.6%	_				
Lane Pavement	Width	21.0'			in poor c	20.0'			racks)	20.2'				20.4				20.5'				20.4				20.6'					
Lane	Left Slope	0.5%			in curve	-2.5%			& trav. CI	-5.8%				-4.2%				-3.9%				-5.0%				-2.5%					
Left Shoulder	Total/Paved/ Slope	11'/0'/-4%					-		, asph. Fair (long. & trav. Cracks)	%6-/.0/.9 _*				×6'/0/-9%				*6'/0'/-10%				*6'/0'/-10%				*6'/0'/-13%	-				
wales	Front Slope (width/slope)	11'/-7%			ve to the left, par	5'/-22%			W LT 7', RT 10',	4'/-9%				9/6//9				4'/-10%	ees 16' LT			4'/-10%				5'/-13%					Ì
Left Slopes and Swales	Bottom (width)	9			ing of cui	õ		WF 21' R	llvert, HD	0				-0	20' LT			0	14' LT, Trees 16'			0				-0					
Left Slop	Back Slope (Width/slope)	7'/64%,~/-14%	LT Woods 35' LT	RTU.P. 24' RT	Notes 0+00 set at beginning of curve to the left, pav't and	9'/27%	LTM.B. 8' LT	RT 24" oak 19' RT, 4' WF 21' RT	Notes 10+66 72" CMP culvert, HDW LT 7', RT 10'	~/8%				8'/42%	LT U.P. 18' LT, Trees 20' LT	RT 4' BWF 23' RT		5'/30%	LTMBs4'LT,UP1	RT 4' BWF 22' RT		7'/14%				12'/5%	LT 6' Wood Fence 23' LT	RT 4' BWF 25' RT			
	Station	00+0		RTL	Notes (4+00		RT	Notes j	12+00	L	RT	Notes	20+00		RT 2	Notes	28+00	LT	RT ²	Notes	44+00	ГТ	RT	Notes	00+09		RT ²	Notes		 -



Saffold Road Aerial & Stationing

620 m

310

Stations in 500 ft increments

FDOT FDM



January 1, 2023

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 <u>Standard Plans</u>.

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**.

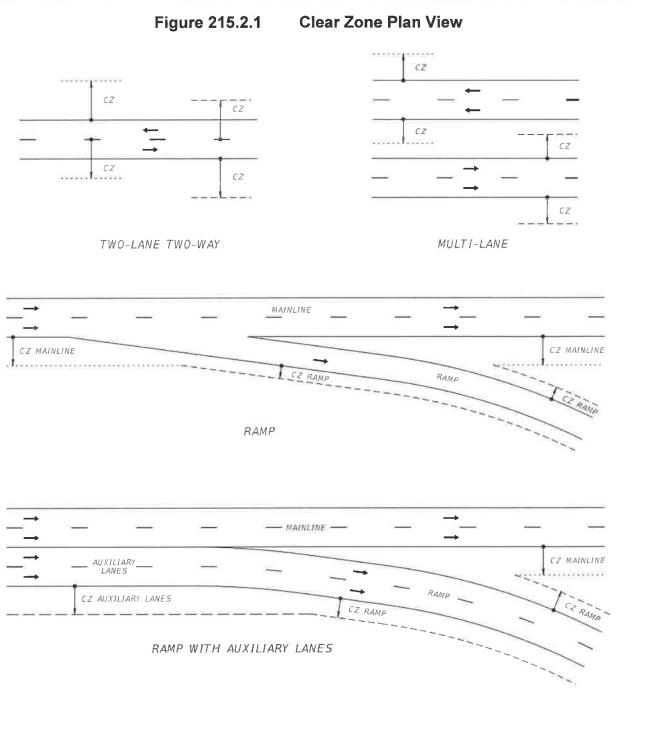
Providing a sufficient amount of Recoverable Slope adjacent to the roadway provides an opportunity for an errant vehicle to safely recover. The amount of recoverable area provided beyond the traveled way is defined as the clear zone and includes shoulders and bike lanes. The clear zone must be free of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



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Edge of Travel Lave Edge of Travel Lave Have Degree State Have Degree State Shoulder Shoulder Slope Break

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.

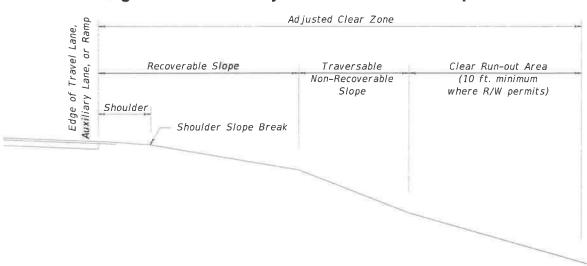


Figure 215.2.3 Adjusted Clear Zone Concept

Table 215.2.1

Clear Zone Width Requirements

			D	esign Spe (mph)	ed		
	≤ 30	35	40	45	50	55	≥ 60
	Clear Zo	ne Width f	or New Co	onstruction	ו		0
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 Widt	h 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 <u>Standard Plans</u>, 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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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*.

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	Table 2	15.2.2	Minim	um Latera	al Offset	Criteria		
			Curbed R	Roadways				
		New Con	struction	RI	R	High Speed Curbed and		
Design	Element		Design	Speed		Flush Shoulder Roadway		
		25-35 mph	40-45 mph	25-35 mph	40-45 mph			
			ate in Media	ans, except	in conjunct	ion with barriers that are justified FDM 215.2.9 .		
Light Poles	Conventional	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			Outs	ide Clear Z	one		
Signal Poles	and Controller	Do not lo	cate in Med	ians, excep	t for PHB in	accordance with <i>FDM 215.2.9</i> .		
	inets	1.5 feet	4.0 feet	1.5 feet	1.5 feet	Outside Clear Zone		
Traffic Infrac	tion Detectors	For pla		eering and (ons, refer to the State Traffic Office web page: / <u>traffic/</u>		
	Pole & Other	Do not loc				ion with barriers that are justified FDM 215.2.9 .		
	Aboveground Fixed Objects	1.5 feet	4.0 feet	Outside Clear Zone				
ITS Poles and Related Items	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		
	Single and Multi-Column		Locat	te in accord	ance with S	itandard Plans.		
Traffic Control Signs	Overhead Sign Structures (Includes DMS)			Outs	ide Clear Z	one		
_	Where the diameter is or is expected to	1.5 feet	4.0 feet	1.5 feet	1.5 feet	Outside Clear Zone		
Trees	be > 4 inches measured 6 inches above the ground	RRR Proj (1) N		onstruction	criteria for r	new plantings.		

215 - Roadside Safety

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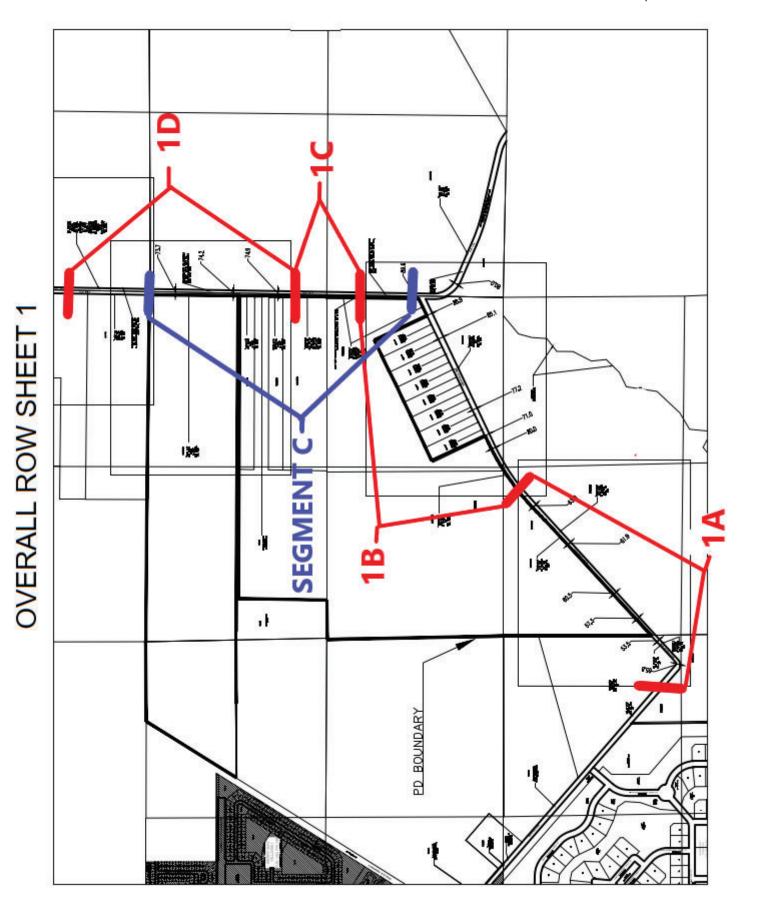
January 1, 2023

	Table 215.2	.2 N	linimum	Lateral O	ffset Crit	eria (cont.)
			Curbed F	Roadways		
		New Con	struction	RI RI	R	High Speed Curbed and
Design	Element		Design	Speed		Flush Shoulder Roadway
		25-35 mph	40-45 mph	25-35 mph	40-45 mph	
	Existing Utilities	1.5 feet	4.0 feet	1.5 feet	4.0 feet	Outside Clear Zone
Aboveground Utilities	New or Relocated Utilities		4.0	feet		Outside Clear Zone
(See FDM 215.2.8)	applies: The edg addition	e of travele of an auxili		ng moved c		ed unless one of the following aboveground utility; e.g.,
Railroad Gra Traffic Con	de Crossing trol Device	L	ocate in acc		th <u>Standard</u> Index 509-	<u>d Plans</u> , Index 509-100 070
	Overpassing oads	Fo	r Horizontal		where road for to <i>FDM 2</i> 2	dways overpass railroads 20 .
Canal and Dro	p-off Hazards			Se	e FDM 215	.3
(See <i>FDM 21</i> Protection crite	nd Abutments 5.4.5.4 for Pier ria and <i>Figures</i> & 260.6.4)	• <u>In</u> 1(• <u>Q</u> 4 • <u>In</u> 6	er of the foll side or Outs feet from f utside Auxil feet from Fa side Auxilia feet from Fa	Outside Clear Zone		
(e.g., wingwa	Structures IIs, endwalls, I sections)			efer to the l	FDOT Drain	age Manual
Mailb	oxes	L	ocate in acc	cordance wi	th <u>Standar</u>	<u>d Plans</u> , Index 110-200
	s and Transit Iters		<i>Flo</i> Transit bus	orida Admiı	n <i>istrative C</i> Just be locat	Chapter 14-20.003, code (F.A.C.). ed in accordance with 032, F.A.C.
Pedestria	n Railing		4.0 fee	et		Outside Clear Zone

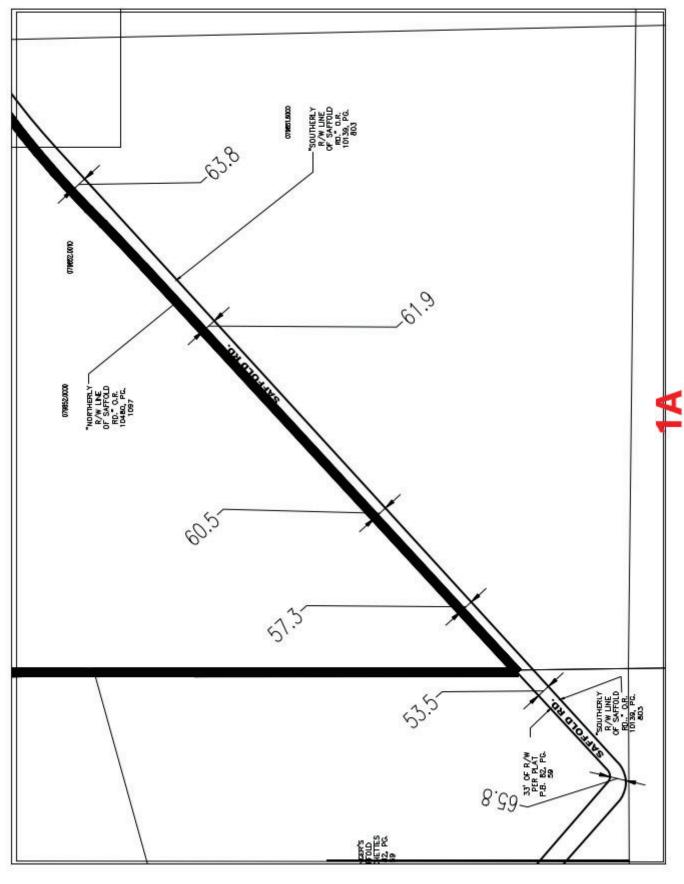
RIGHT OF WAY EXHIBIT

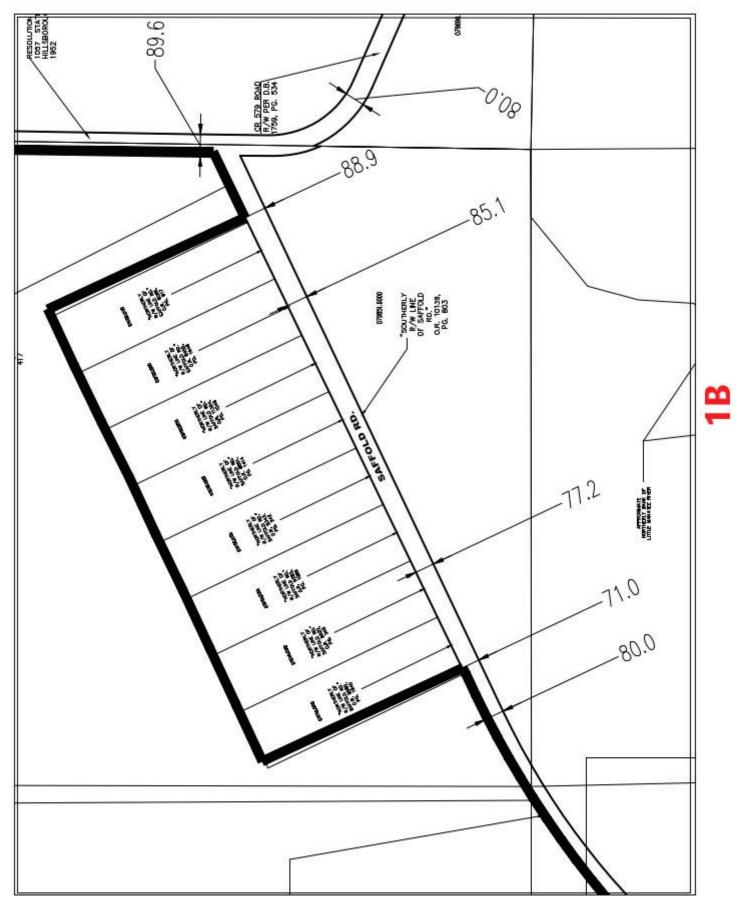


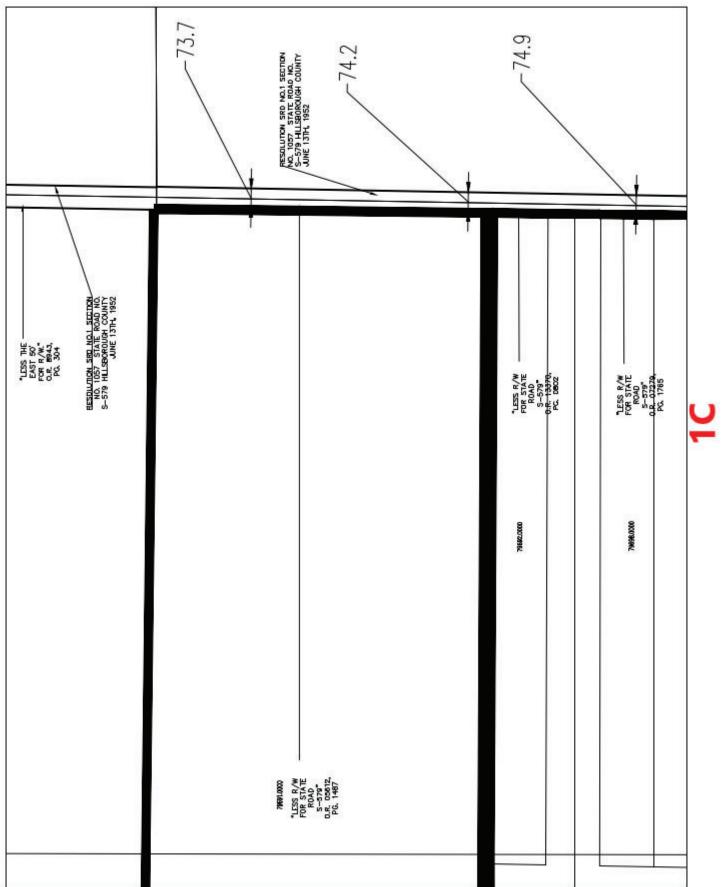
LINCKS & ASSOCIATES, INC.

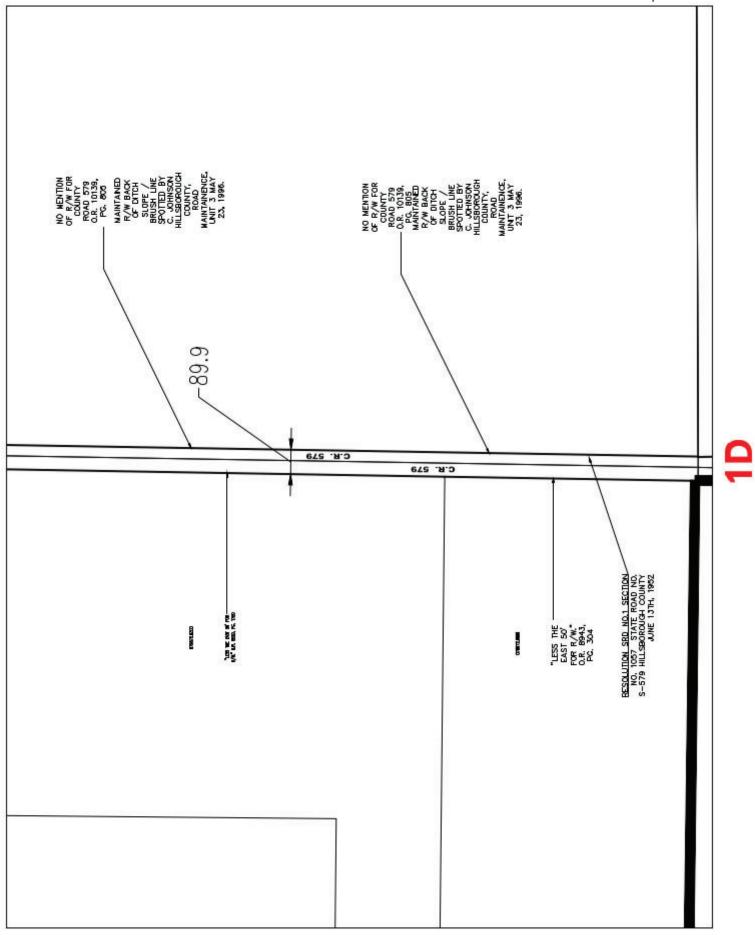


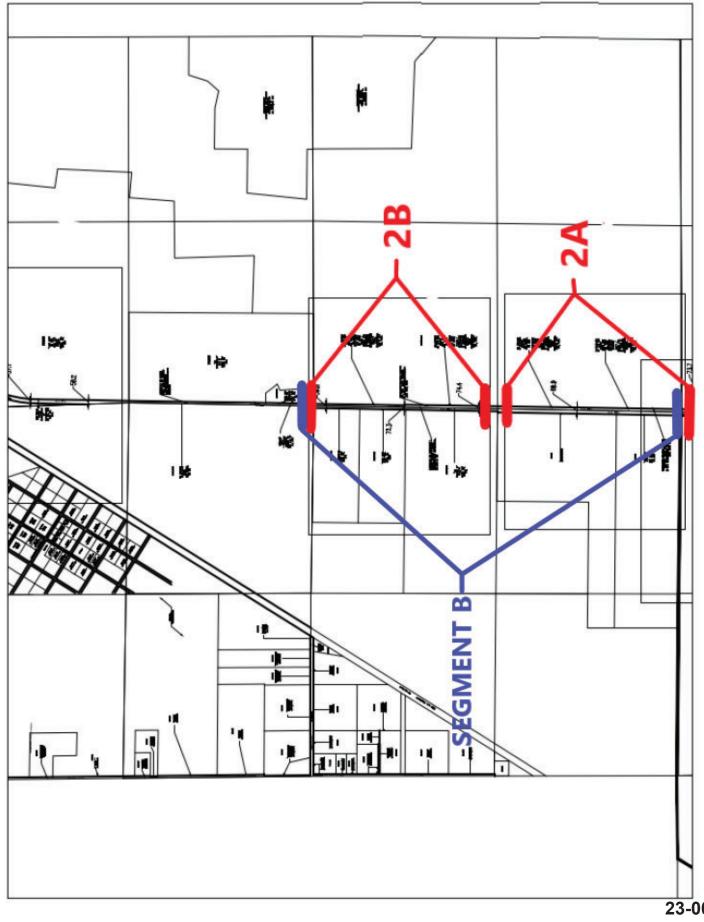
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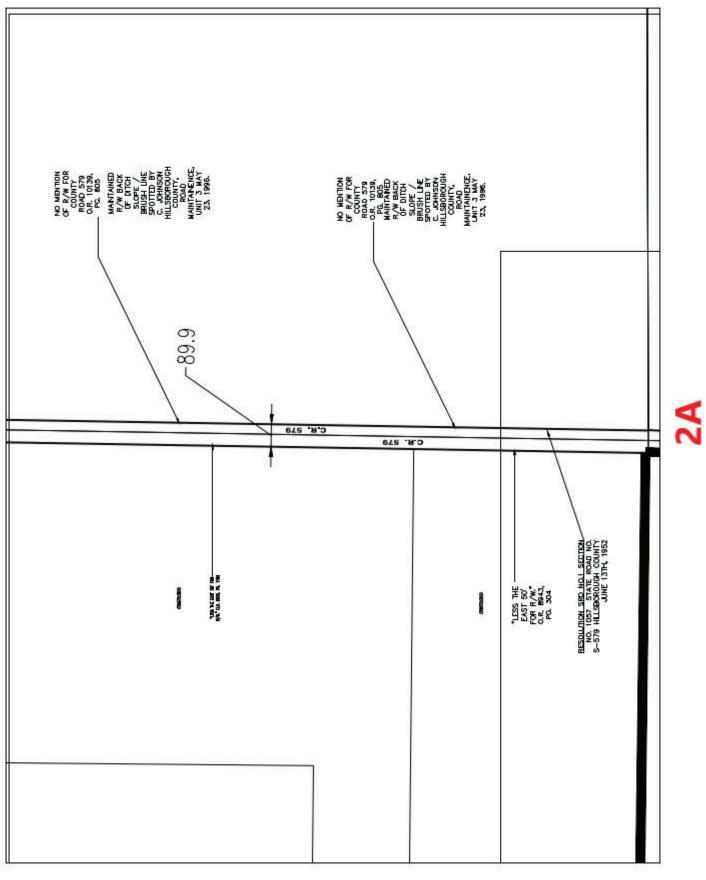


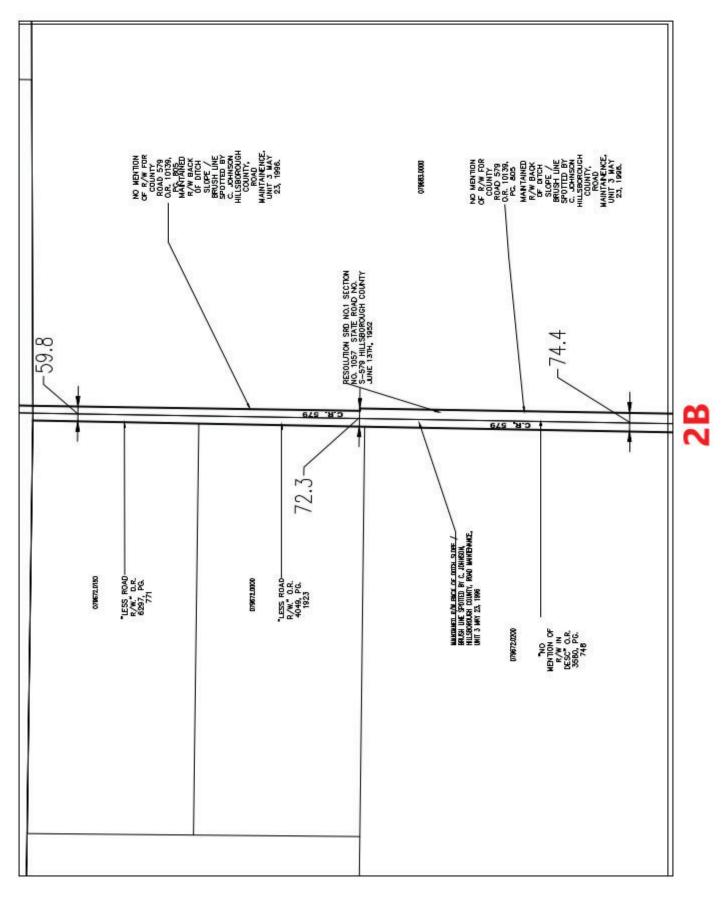


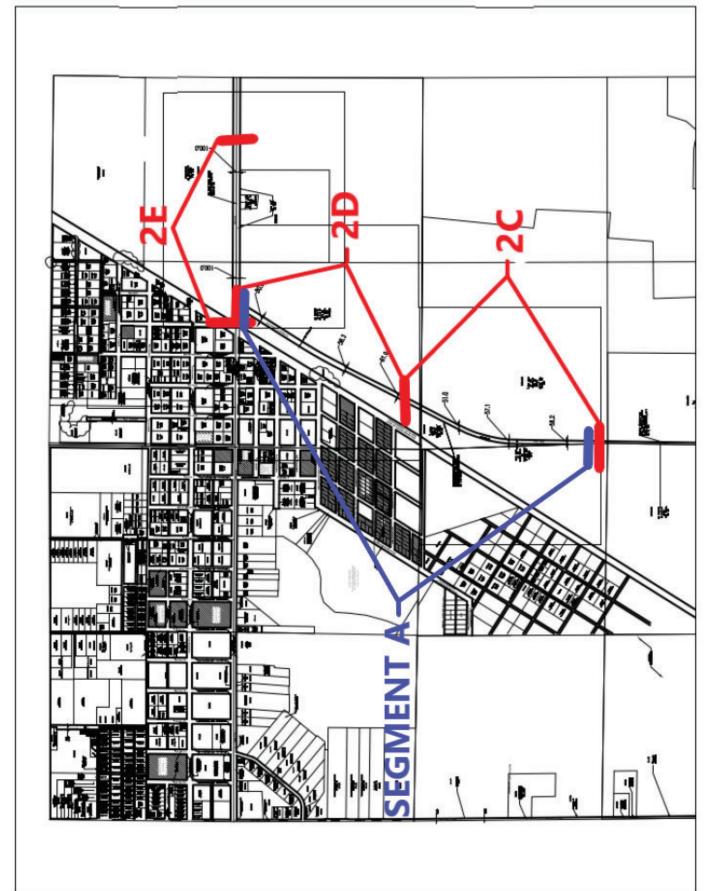


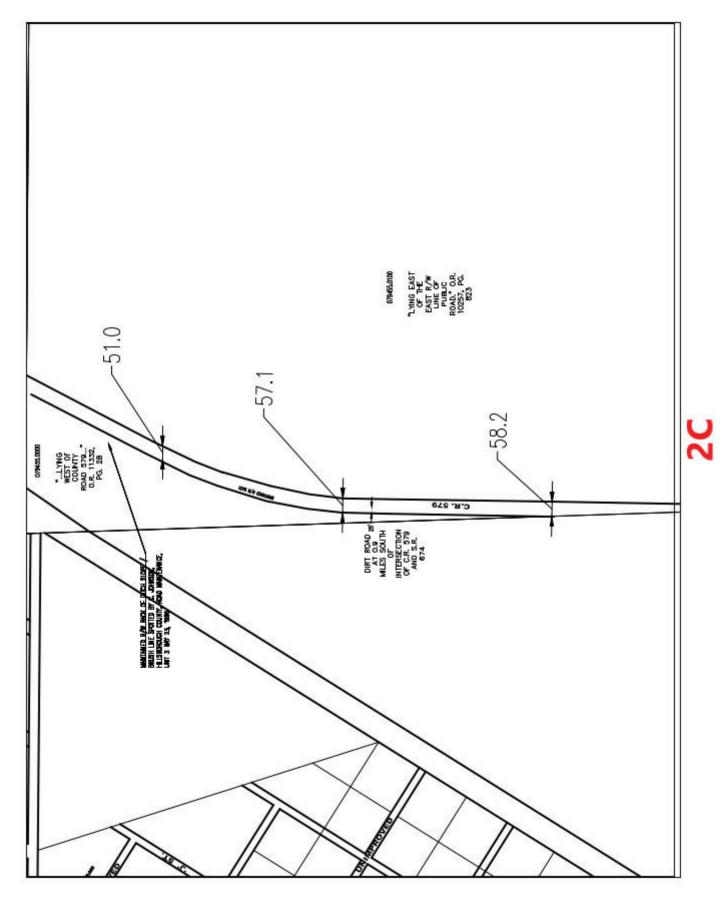


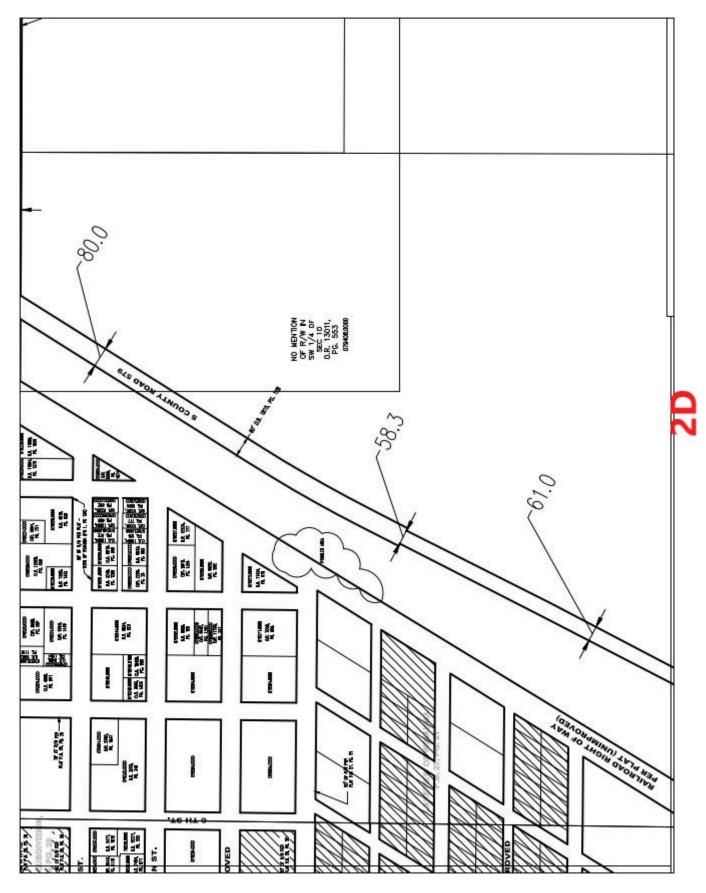


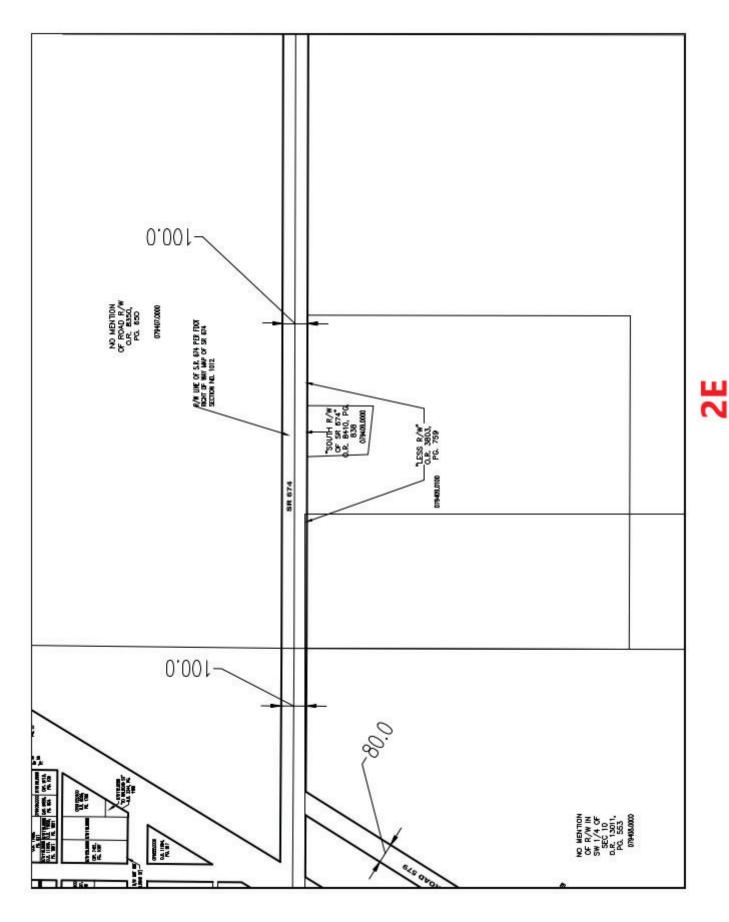












LINCKS & ASSOCIATES, INC.



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:

- 1,818 residential units. The Sending Area shall be limited to a maximum of 2 singlefamily detached residential units. The Receiving Areas shall be limited to a maximum of 1,816 residential units, unless otherwise restricted in accordance with the PD 23-0041 zoning conditions. Units within the Receiving Areas consist of a mixture of Standard House Lots, Cottage House Lots, Rowhouse Lots and Apartment House Lots (multi-family units) as required pursuant to the 23-0041 zoning conditions.
- 2. Three Neighborhood Centers, totaling+/- 13.6 acres, with a maximum Floor Area Ratio (FAR) in each Neighborhood Center shall be 0.25. Only the following uses shall be permitted in a Neighborhood Center:
 - a. Childcare (maximum of 300 children in total in one or more childcare facilities);
 - b. Church/synagogue (maximum of 300 seats in total in one or more churches/synagogues);
 - c. Flexible market space (in compliance with LDC Section 6.11.130); and,
 - d. Government/public service uses (excluding public or private schools and in

5023 West Laurel Street Tampa, FL 33607 813 289 0039 Telephone 8133 287 0674 Telefax www.Lincks.com Website Mr. Mike Williams April 24, 2023* Page 2

compliance with any applicable sections of Land Development Code Part 6.11.00).

- 3. A 12.5 acre publicly accessible park.
- 4. A 1,000-student maximum non-charter public elementary school.

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.

- 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.
- 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 multiuse 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.
- 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.

Mr. Mike Williams April 24, 2023* Page 3

- 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.

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, <u>TiradoS@hillsboroughcounty.org</u>.

Date _____

Sincerely,

Michael J. Williams Hillsborough County Engineer

*Revised prior to certification on 7/6/23

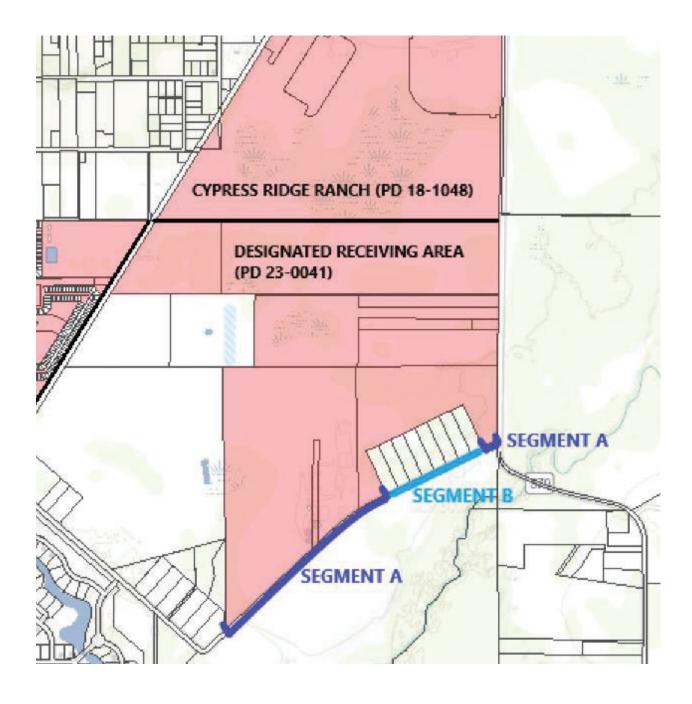
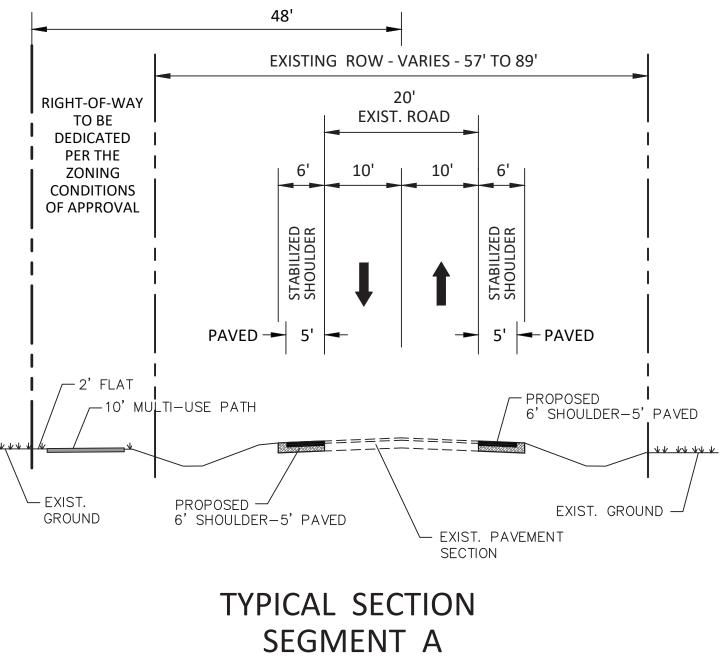
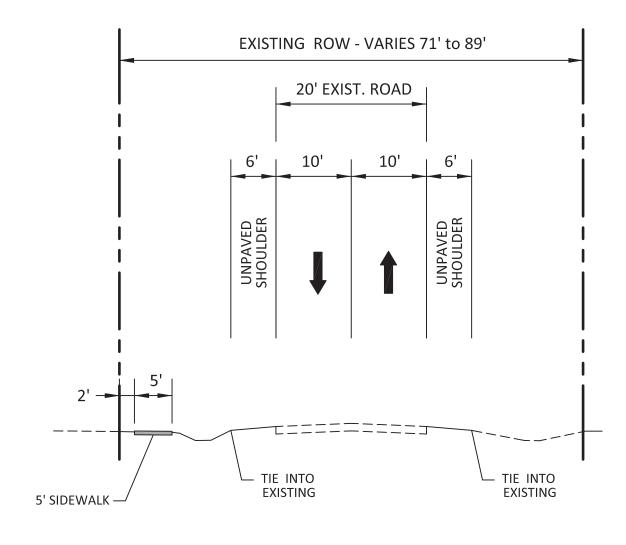


FIGURE 1





SAFFOLD ROAD



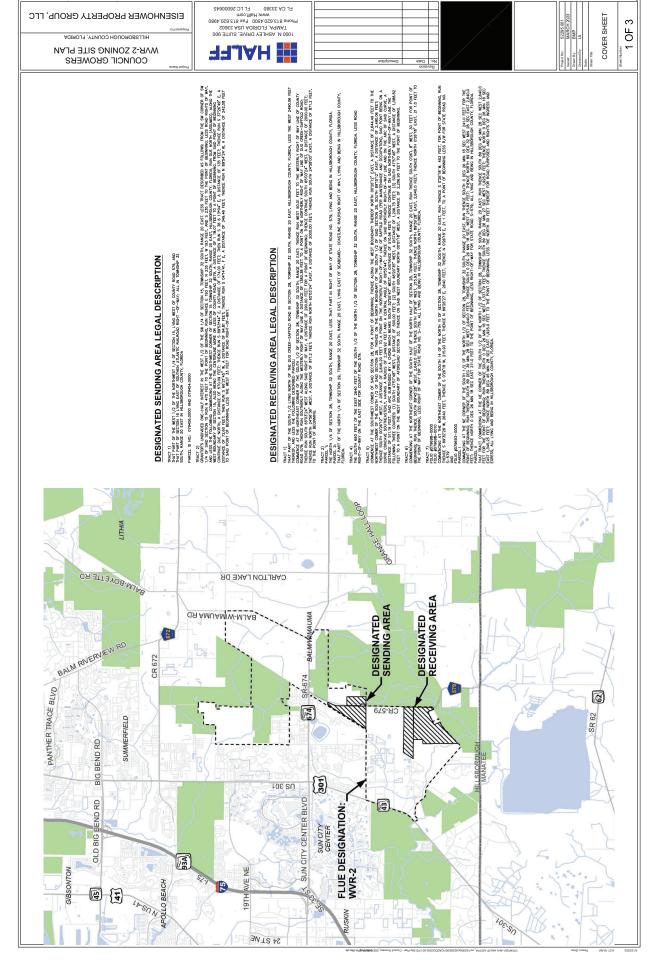
TYPICAL SECTION SEGMENT B SAFFOLD ROAD

APPENDIX

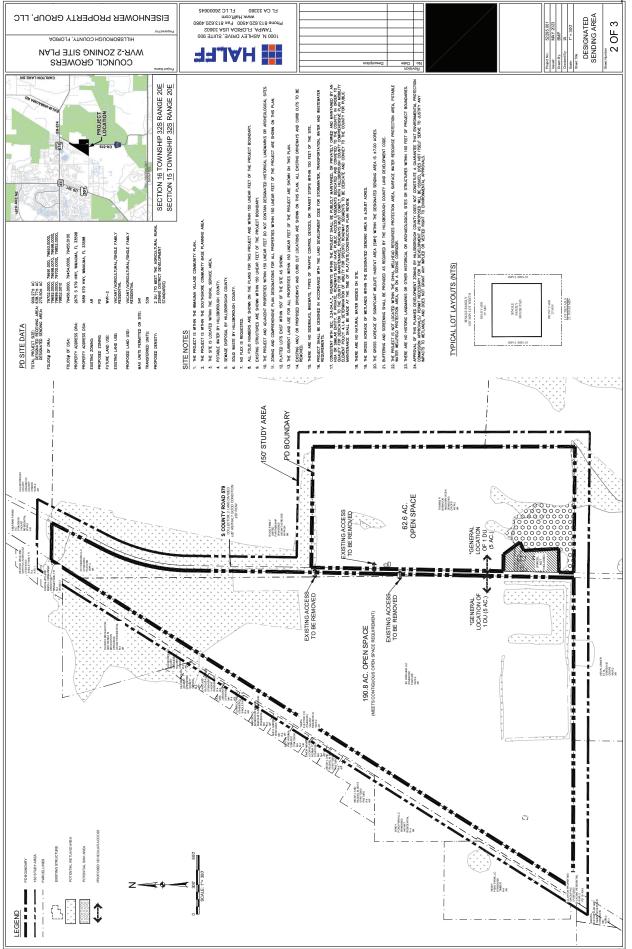


PD PLAN

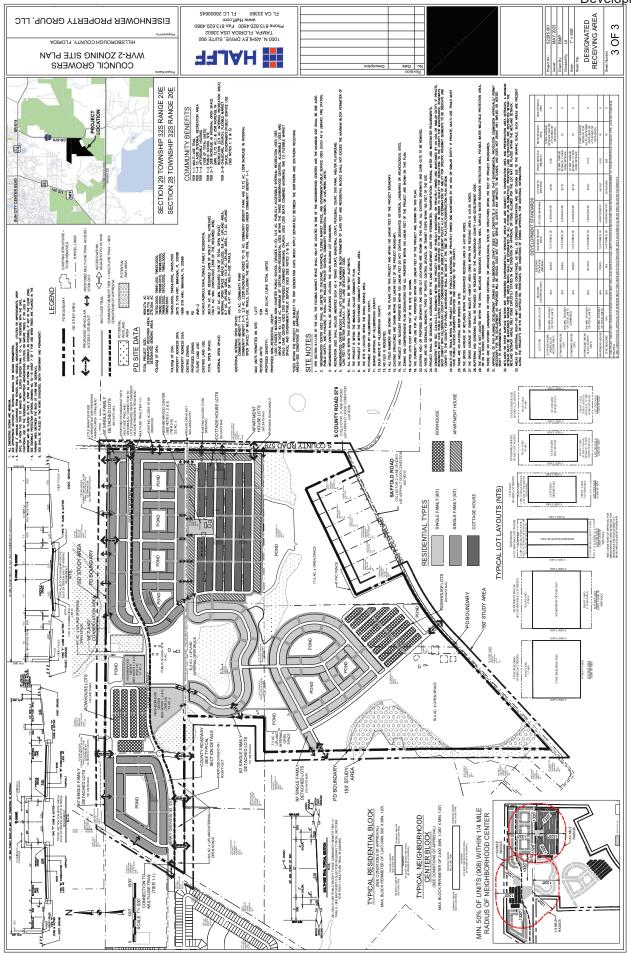




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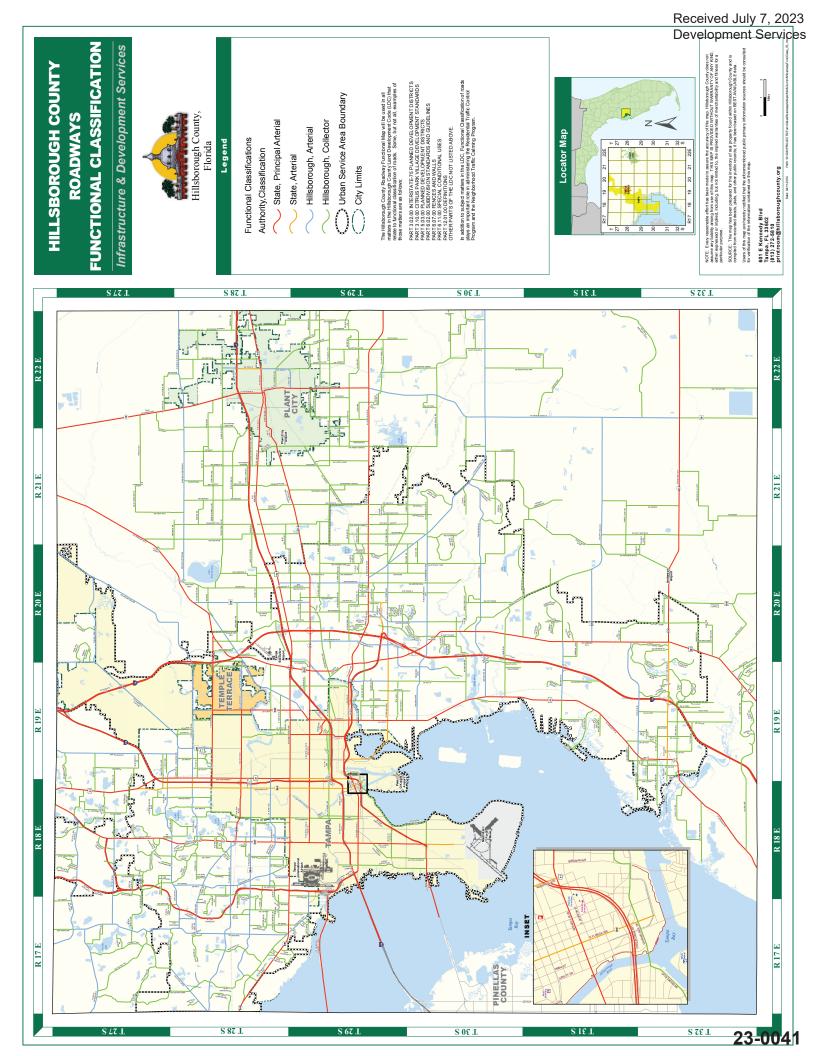


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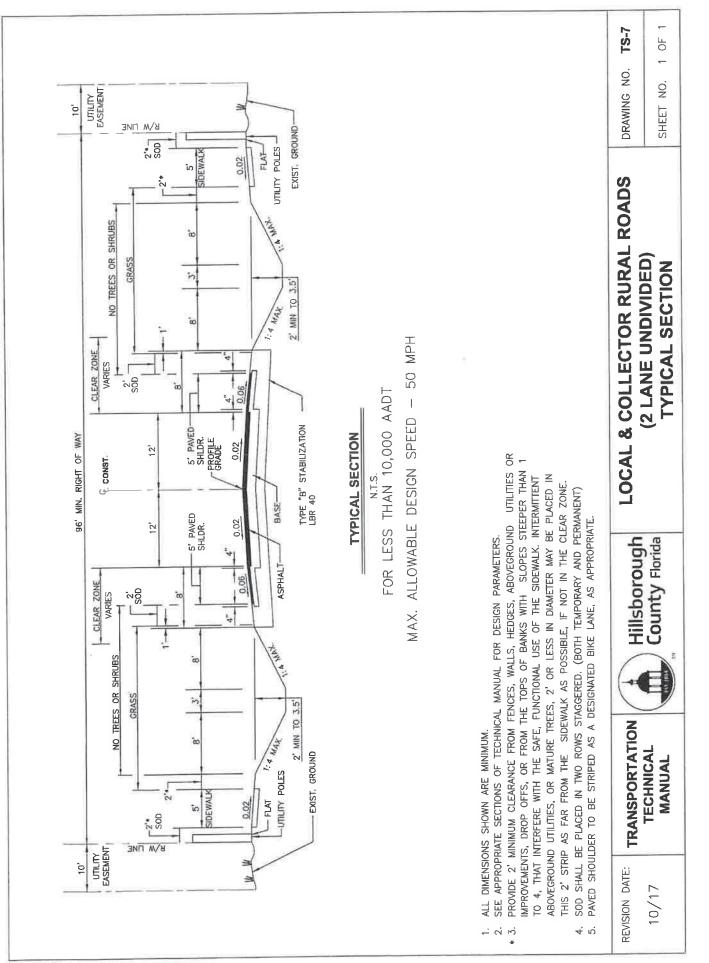
HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION





TS-7





FDOT DESIGN MANUAL



Topic #625-000-002 FDOT Design Manual January 1, 2020

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 <u>MUTCD</u> 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-feet wide may be used where there is limited R/W.
- Short 8-feet 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 <u>Shared Use Path Level of Service Calculator</u> 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.

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224.5 Cross Slopes

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

224-Shared Use Paths

h h

ESSENTIAL ELEMENTS ASSESSMENT



23-0041

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

1



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.

- 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



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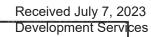
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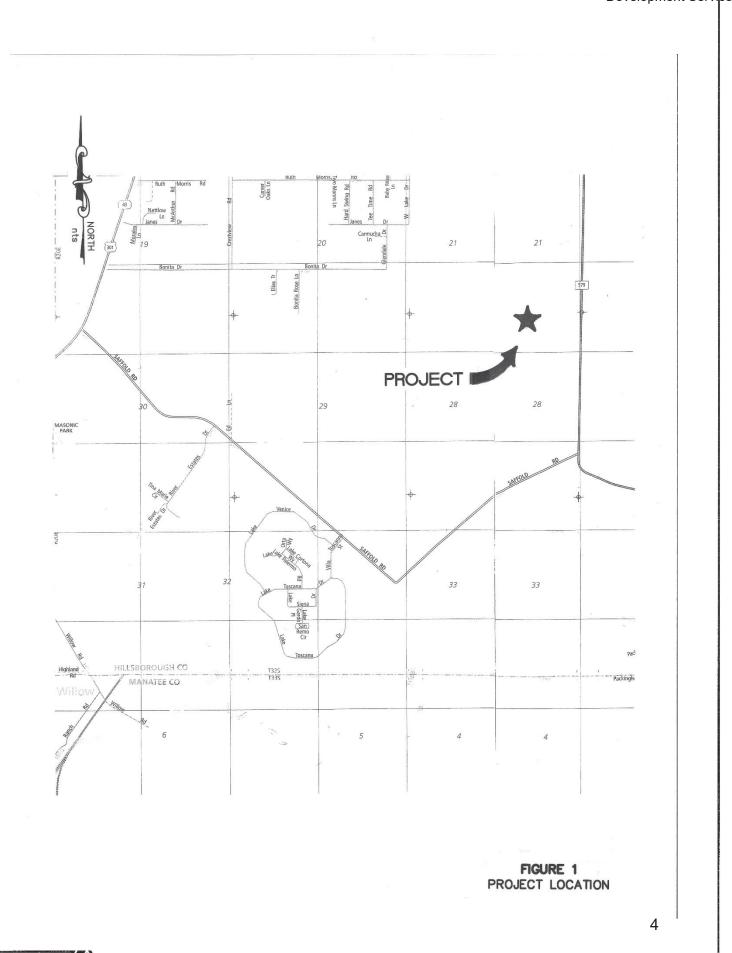
roadway is 35 MPH. Therefore, according to the FDOT FDM, a 14 foot clear recovery area would be required. Based on a field review, it appears the clear recovery distance is provided.

- 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.







LINCKS & ASSOCIATES, INC.

23-0041

APPENDIX



HILLSBOROUGH COUNTY LDC



- b. The Neighborhoods shall include through roadways at least every 1,320 feet. Where possible, through roads sho to 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:
- 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.
 - Alleys. Notwithstanding anything in the LDC to the contrary, Alleys when utilized may be publicly maintained or, if private, shall be publicly accessible. Additionally:
 - 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(Exb. 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;
- 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
 - 4. 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 <u>Section 6.02.08</u> or <u>6.03.02</u> of this Code, such sidewalk shall be physically located in accordance with the applicable TTM Typical Section, to the greatest extent possible.

 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 <u>6.02.08</u> or <u>6.03.02</u> 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

- 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



Received July 7, 2023 Development Services

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23-0041

Lincks & Associates, Inc.

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

ent Width and Slopes	
Right Slope	é

Average values calculated from trimmed mean values (without outliers)

LEFT Side Slopes

	Front Slope Frc	Front Slope	Front Slope	ront Slope Front Slope Front Slope 2	Bottom	Back Slope Back Slope Back Slope Back Slope	Back Slope	Back Slope	Back Slope
	1 Width	1 Slope	2 Width	Slope	Width	1 Width	1 Slope	2 Width	2 Slope
Minimum:	4'	2%	7'	5%	-0	4	10%	١	3%
breakaway.	11'	37%	7'	25%	ō	12'	100%	١	10%
Average:	7'	16.7%	۲.	15.0%	ω	ō	43.6%	۲	6.5%
		– Clone continues havoud limite of curvey	d limite of en	1010					

= Slope continues beyond limits of survey

	1
SS	-
r Side Slopes	:
RIGHT	· · · ·

Back Slope Back Slope Back Slope Back Slope	2 Width 2 Slope	8' 10%	14' 13%	11' 11.5%		RIGHT Slope Maximums
Back Slope Ba	1 Slope	2%	160%	40.5%		
	1 Width	1'	15'	10'		
Bottom	Width	0,	10'	3'		
ront Slope Front Slope 2	Slope				rvey	LEFT Slope Maximums
Front Slope	2 Width				id limits of survey	LEFT Slope
Front Slope Front Slope	1 Slope	%6	%08	%0.61	itinues beyon	
Front Slope	1 Width	4'	14'	7'	\sim = Slope continues beyond	
		Minimum:	Maximum:	Average:	•	

		LEFT Slope	-EFT Slope Maximums	
	Front	Front slope	Back slope	slope
	Inside	Outside	Inside	Outside
	Clear Zone	Clear Zone	Clear Zone Clear Zone Clear Zone Clear Zone	Clear Zone
Maximum Allowed:	25%	33%	33%	50%

		-		
	Front	Front slope	Back	Back slope
	Inside	Outside	Inside	Outside
	Clear Zone	Clear Zone	Clear Zone Clear Zone Clear Zone Clear Zone	Clear Zone
Maximum Allowed:	25%	33%	33%	50%
Number of Sections:	14	14	14	14
Sections Exceeding:	0	0	2	2
Percent Exceeding:	%0.0	0.0%	14.3%	14.3%

21.4%

21.4%

0.0%

7.1%

Percent Exceeding:

14 ო

14 က

14 0

14 Ч

Number of Sections: Sections Exceeding:

Field Survey

Station Batton Forth Pareed/ (with) Entity (with) Rath Pareed/ (with) Entity (with) Rath Pareed/ (with) Rath Pareed/ (Rath Pareed/ (Rath Pareed/) Rath Pareed/(Rath		Left Slo	Left Slopes and Swales	Swales	Left Shoulder	Lan	Lane Pavement	ent	Right Shoulder	Right :	Right Slopes and Swales	d Swales
11/12/64,-1.396 0 4/-696 *8/07/-1696 3.22 S* 2.2.7 -3.496 *8/07/-1496 4/-1496 4' 11/14 RUPE 30 TF, 5-15 55 mph Routh 517-1296 -3.096 20.7 -2.796 8/07/-1596 5/-1596 0 11/14 RUPE 20 TF, 5+75 55 mph Routh 8/07/-1296 -3.096 20.0 -2.796 8/07/-1596 5/-1596 0 0 11/14 RUPE 20 TF 5/-1296 7/07/1396 5/07/-1396 5/07/-1396 5/-1296 6'/2596 6' 11/14 RUP 20 TF 5/07/-1296 5/07/-1396 20.07 -2.796 4/00/-096 6'/2596 6'/2 11/14 RUP 20 TF 5/-1296 7/07/1396 3.896 20.0 -2.796 4/07/96 6'/2596 6'/2 11/14 RUS 17 RT 5 8/107/-1206 7/07/1396 3.796 20.01 -2.696 8/07/-1796 6'/1796 6'/1796 6'/1796 6'/1796 6'/1796 6'/1796 6'/1796 6'/1796 6'/1796 6'/1796 6'/1796 6'/1796 7//1796 6'//1796		Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/ Slope	Left Slope	Width	Right Slope	Total/Paved/ Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)
1.14 BWL 59'LT, 5+15 45 mph South 7.1 Trees 20 FT, 5+75 55 mph North, FT side shoulder erosion, 3+23 72' CMP culvert, HDW 16 LT, 16' FT 86 105 9st at correntine intersection with Salitor Road 1.14 BWL 28' LT 1.14 BWL 28' LT 1.17 Hess 37 RT 1.16 BWL 28' LT 1.17 Hess 37 RT 1.16 BWL 28' LT 1.17 Hess 37 RT 1.17 Hess 17 RT 2.17 M0% 7 2.17 M0% 7 2.17 M10% 81/10/17% 2.17 M10% 81/17/17% 2.17 M10% 81/17/17% 2.17 M10% 81/17/17% 2.17 M10%<		1'/12%,~/-3%	-0	4'/-6%	*8'/0'/-6%	-3.2%	22.7'	-3.4%	*8'/0'/-14%	4'/-14%	4'	7'/22%
ITTees 20 RT, 5+75 55 mph North, RT side shoulder erosion, 3+23 72* CMP culvert, HDW 16* LT, 16* RT 5/-15% 0 e8 103 est at centerline intersection with Saffols Road -3.0% 20.0° -2.7% *8/0//15% 5/-15% 0 CT 4 BWF 28* LT -80/0/12% -3.0% 20.0° -2.7% *8/0//15% 6/-25% 6' S10-FO 51 348* CMP Culvert, HDW 18* LT, 20* RT -3.0% 20.0° -2.7% 4/00/0% 6/-25% 6' A100%, -10% 7 5/-37% 5/0/13% -3.8% 20.0° -2.7% 4/00/0% 6'/-25% 4' IT lees 30 7 5/-37% 8'/0/10% 7 5'/-37% 8'/-25% 4' IT lees 17< RT	LT 4' E	3WF 39' LT, 5-	+15 45 mp	ch South								
es 0-40 set at centerine intersection with Saffols Road L14 BWF 28 LT T1 ters 57 RT es 10+70 (3) 48 CMP Culvert, HDW 18 LT, 20 RT es 10+70 (3) 48 CMP Culvert, HDW 18 LT, 20 RT es 10+70 (3) 48 CMP Culvert, HDW 18 LT, 20 RT es 10+70 (3) 48 CMP Culvert, HDW 18 LT, 20 RT es 10+70 (3) 48 CMP Culvert, HDW 18 LT, 20 RT es 10+70 (3) 48 CMP Culvert, HDW 18 LT, 20 RT es 11/ RT es 17 RT es 17 R	RTTre	es 20' RT, 5+7	75 55 mph	North, RT side s	shoulder erosion,	3+23 72"	CMP cu	Ivert, HD	W 16' LT, 16' RT			
IS138% 0' 5/-12% *8/0/-12% -3.0% 20.0' -2.7% *8/0/-15% 5/-15% 0' ITTERES SR IT E3.0+7 (3) 48° CMP Culvert, HDW 18 LT, 20° RT -3.0% 20.0' -2.6% 4/0/0% 6//25% 6' E3.0+70 (3) 48° CMP Culvert, HDW 18 LT, 20° RT -3.3% 20.0' -2.6% 4/0/0% 6//25% 6'/27% 6'/27% 6'/27% 6'/27% 6'/27%	Notes 0+(D0 set at cente	rline inters	section with Saffc	Is Road							
I 4 BWF 28' LT 31 AP (Math1/10%) 7 5//.37% 5//0/.13% -3.8% 20.0' -2.6% 4//0/0% 6//.25% 6' 31 AP (Math1/10%) 7 5//.37% 5//0/.13% -3.8% 20.0' -2.6% 4//0/0% 6//.25% 6' 31 Frees 12' RT 1 4//0/0% 5 8//.10% 7//.25% *8//0/.10% -2.6% 8//.26% 4' 31 Frees 12' RT 1 8//.45% 5 8//.10% 7//.25% *8//0/.10% -2.6% 8//.26% 4' 31 Frees 20 LT 1 8//.45% 6 8//.25% 20.4' -3.0% 8//0/.17% 6//.17% 0' 31 Frees 20 LT 1 1 1 1 1 1 1 1 1 1 1 1 0' 1 1 1 0' 1 1 1 0' 1 1 1 1 1 1 1 0' 1 1 1 1 1 1 1 1 0' 1 1 1 1 1 <td>3+00</td> <td>15'18%</td> <td>ō</td> <td>5'/-12%</td> <td>*8'/0'/-12%</td> <td>-3.0%</td> <td>20.0'</td> <td>-2.7%</td> <td>*8'/0'/-15%</td> <td>5'/-15%</td> <td>0</td> <td>10'/16%</td>	3+00	15'18%	ō	5'/-12%	*8'/0'/-12%	-3.0%	20.0'	-2.7%	*8'/0'/-15%	5'/-15%	0	10'/16%
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71 Trees 17' RT cs 8'/45% 5' 8'/-10%,7'/-25% *8'/0/-10% -2.6% 20.6' -2.7% 6'/0/-8% 8'/-25% 4' cs 8'/45% 5' 8'/-10%,7'/-25% *8'/0/-10% -3.5% 20.6' -2.7% 6'/0/-8% 8'/-25% 4' cs 8'/45% 0' 8'/-10%,7'/-25% *8'/0/-10% -3.5% 20.4' -3.0% *8'/0/-17% 6'/-17% 0' cs 8'/24% 0' 8'/-10% *8'/0/-10% -3.5% 20.4' -3.0% *8'/0/-17% 0' cs 8'/24% 0' 8'/-10% -3.5% 20.4' -3.0% *8'/0/-17% 0' cs 8'/24% 0' 8'/-14% -3.2% 20.4' -3.0% *8'/0/-17% 0' cs 8'/24% 0' 8'/-14% -2.3% 21.0' -1.3% 8'/0/-17% 0' cs 8'/24% 0' 8'/0/-13% 8'/0/-12% 8'/0/-17% 0' 0' cs 12/16% 0' 8'/0/-12% 8'/0/-12% 8'/0/-12% <td>LT M.E</td> <td>3.'s 6'-8' LT, U</td> <td>.P. 20' LT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	LT M.E	3.'s 6'-8' LT, U	.P. 20' LT									
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Ites 8'/24% 0' 8'/-10% *8'/0'/-10% -3.5% 20.4' -3.0% *8'/0'/-17% 0' IT Trees 20' LT, U.P. 24' LT - - - - - - - - 0' 8'/-17% 0' - - 0' - - 0' - - - - - - - 0' - - 0' - - 0' - - - - 0' - </td <td>RTTre</td> <td>es 18' RT</td> <td></td>	RTTre	es 18' RT										
8'124% 0' 8'/-10% *8'/0'/-10% -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 0' LT Trees 20' LT, U.P. 24' LT RT RT 12/16% 6'/0'-6% -3.5% 20.4' -3.0% *8'/0'/-17% 6'/-17% 6'/-17% 0' RT Trees 30' RT, 4' BWF 32' RT 12/16% 6'/0'-6% -2.3% 21.0' -1.3% 8'/0'/-12% 0' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT -2.3% 21.0' -1.8% 8'/0'/-16% 7'/-17% 0' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT -1.8% 6'/0'/-9% 7'/-15% 14'/-15% 4' RT Trees 26' RT 6'/100% 8'/0'/-16% -1.8% 6'/0'/-9% 14'/-15% 1//-17% RT Trees 26' RT 7'/0'/0'/6%	Notes											
LT Trees 20' LT, U.P. 24' LT RT Trees 30' RT, 4' BWF 32' RT Les 45+27 24" RCP Culvert, HDW LT 15', RT 16' LT Trees 25' LT RT Trees 25' LT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' L1, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' L1, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' L1, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' L1, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' L1, 10' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' L1, 10' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT RT Trees 26' RT, 56+70 (3) 36" RCP Culvert, HDW 19' LT, 20' RT RT Trees 26' RT, 56+70 (3) 56' RT, 6R 93+60 to 94+74 8' RT RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT RT Trees 25' RT, BWF 34' RT, 57' LT, 17' RT	9+00	8'/24%	0	8'/-10%	*8'/0'/-10%	-3.5%	20.4'	-3.0%	*8'/0'/-17%	6'/-17%	0	10'/22%,8'/-13%
RT Trees 30' RT, 4' BWF 32' RT (es 45+27 24" RCP Culvert, HDW LT 15', RT 16' 12/16% 0' RT 12/16% RT 12/16% RT 12/16% RT 12/16% RT 0' RT 12/16% RT 0' RT 12/16% RT 12/16% RT 0' RT 12/10% RT 12/10% RT 12/10% RT 12/10% RT 10/-25% RT 10/-25% RT 11/10% RT 11/10% </td <td>LTTre</td> <td>es 20' LT, U.P</td> <td></td>	LTTre	es 20' LT, U.P										
tes 45+27 24" RCP Culvert, HDW LT 15', RT 16' 12/16% 0' 8'/-15% 6'/0/-6% -2.3% 21.0' -1.3% 8'/0/-12% 7'/-17% 0' T Trees 25' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT tes 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT tes 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' L1.8% 21.0' -1.8% 8'/0'/-9% 7'/0'/-9% 7'/-16' 8' -1.15% 4' 10'/-15% 14' 10'/-10'/-10'/-10'/-10'/-10'/-10'/-10'/-	RTTre	-	3WF 32' F	RT								
12/16% 0' 8'/-15% 6'/0'/-6% -2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' LT Trees 25' LT LT Trees 25' LT .2.3% 21.0' -1.3% 8'/0'/-12% 7'/-17% 0' RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT .2.3% 21.0' -1.8% 8'/0'/-9% 14'/-15% 4' RT Trees 26' RT 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' LT Trees 26' LT RT Trees 20' RT RT Trees 20' RT	Notes 45+	+27 24" RCP C	ulvert, HD	<u>JW LT 15', RT 16</u>	2							
LT Trees 25' LT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT tes 6'/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' LT Trees 26' LT RT Trees 26' LT RT Trees 26' LT TT Trees 26' LT RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 19' LT, 20' RT tes Pavit Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT tes Pavit Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT RT Trees 26' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT RT Trees 25' RT, BWF 34' RT, GR 94+74 8' RT RT Trees 25' RT, BWF 34' RT, GR 94+74 8' RT RT Trees 25' RT, BWF 34' RT, GR 94+74 8' RT RT Trees 25' RT BWF 34' RT, GR 94+74 8' RT RT TREES 25' RT BWF 34' RT CF 80+70 8' CT RT TREES 25' RT RT RT RT RT RT RT RT TREES 25' RT	2+00	12'/16%	0	8'/-15%	6'/0'/-6%	-2.3%	21.0'	-1.3%	8'/0'/-12%	7'/-17%	0	11'/20%,14'/-10%
RT Trees 26' RT, 56+70 (3) 36" RCP culvert, HDW 20' LT, 19' RT tes 6'/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4'	LTTre	es 25' LT				-						
Ites 6'/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' 4' LT Trees 26' LT Trees 20' RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Trees 25' RT, BWF 34' RT, GR 93+60 to 94+74 8' RT Trees 25' RT Trees 25' RT Trees 25' RT Trees 25' RT Tree	RTTre	es 26' RT, 56+	+70 (3) 36	" RCP culvert, HI	LT, 19'	F						
6/100% 8' 10'/-25% 8'/0'/-14% -3.7% 21.0' -1.8% 6'/0'/-9% 14'/-15% 4' LT Trees 26' LT 4' 4' 4' 4' 4'	Notes											
LT Trees 26' LT RT Trees 20' RT tes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT tes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT 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 tes 94+50 36" RCP Culvert. HDW 15' LT. 17' RT	8+00	6'/100%	8'	10'/-25%	8'/0'/-14%	-3.7%	21.0'	-1.8%	%6-/.0/.9	14'/-15%	4'	5/100%
RT Trees 20' RT tes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT 17'/23% 4' 5'/-14% 6'/0'/-16% -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4' 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 tes 94+50 36" RCP Culvert. HDW 15' LT. 17' RT	LTTre	es 26' LT										
tes Pav't Good, 71+00 24" RCP culvert, HDW 19' LT, 20' RT 7/23% 4' 5'/-14% 6'/0'/-16% -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4' 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 tes 94+50 36" RCP Culvert. HDW 15' LT. 17' RT	RTTre	es 20' RT										
7/23% 4' 5'/-14% 6'/0'/-16% -3.2% 20.4' -1.6% 7'/0'/-10% 8'/-14% 4' <td>Notes Pav</td> <td>v't Good, 71+0</td> <td>0 24" RCI</td> <td>P culvert, HDW 1:</td> <td>9' LT, 20' RT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Notes Pav	v't Good, 71+0	0 24" RCI	P culvert, HDW 1:	9' LT, 20' RT							
.74 8'	4+00	7'/23%	4	5'/-14%	6'/0'/-16%	-3.2%	20.4'	-1.6%	7'/0'/-10%	8'/-14%	4	15/10%
-74 8'	LTU.F	^o . 20' LT, GR 9)4+23 to 9)5+80 8' LT							-	
Notes 94+50.36" RCP Culvert HDW 15' LT. 17' RT	RTTre	es 25' RT, BW	/F 34' RT,	GR 93+60 to 94								
	Notes 94+	+50 36" RCP C	ulvert. HI	JW 15' LT. 17' RT								

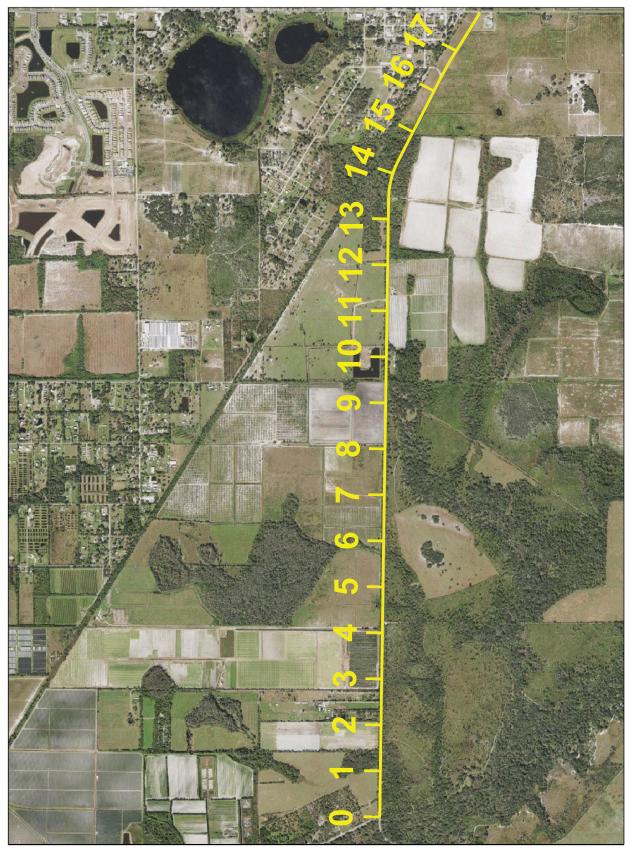
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	Left Slc	Left Slopes and Swales	swales	Left Shoulder	Lane	Lane Pavement	ent	Right Shoulder	Right :	Right Slopes and Swales	s and Swales
Station (Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/ Slope	Left Slope	Width	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%
LTTre	es 24' LT, GR	LT 101+6	LT Trees 24' LT, GR LT 101+60 to 104+00 8' LT								
RTTre	es 25' RT, 6' (CLF 66' R	RT Trees 25' RT, 6' CLF 66' RT, GR RT 101+30 to 102+55 8' RT	to 102+55 8' R ⁻	L						
Notes 102	2+30 (2) 48" B	ox Culvert	Notes 102+30 (2) 48" Box Culverts, HDW 16' LT, 12' RT	2' RT							
120+00	8'/100%	0	6'/25%	4'/0'/-8%	-2.1%	20.0'	-2.9%	6'/0'/-6%	7'1-27%	9	8'/15%
LTTre	LT Trees 24' LT	-			-					-	
RT											
Notes											
134+00	5'/100%	2'	9'/-25%	5'/0'/9%	-0.6%	21.0'	-2.1%	6'/0'/-5%	4'/-30%	10'	4'/30%
LT MB	LT MB's 4' LT, U.P.	18' LT, Trees 20'	tes 20'								
RT											
Notes											
150+00	~/10%	-7	5'/-21%	4'/0'/-5%	-2.9%	20.1'	-2.3%	5'/0'/-6%	6'/-28%	9	15'/25%
LTTre	es 16' LT, 163	3+12 Cente	LT Trees 16' LT, 163+12 Centerline Hillsborough	h St							
RT 4' V	RT 4' WF 32' RT										
Notes											
166+00			11'/-16%,~/-5%	*8'/0'/-16%	2.2%	22.0'	-4.3%	*8'/0'/-9%	%6-/.2	-0	15'/2%
L											
RTU.F	RT U.P. 28' RT, 5' WF 30' RT	F 30' RT									
Notes											
172+00			~/-2%	*8'/0'/-2%	-2.6%	21.0'	-3.7%	5'/0'/-10%	12'/-14%	0'	12'/7%
LT											
RT 5' V	RT 5' WF 25' RT										
Notes											
						-					
L				179+30	179+30 End of Segment at EOP	egment ;		S.R. 674			
RT											
Notes											
L											
RT											
Notes		-								-	
LT											
RT											

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CR 579 Aerial & Stationing



0	500 1.000	2,000 ft		
0	290	580		1,160 m

Stations in 1000 ft increments

SAFFOLD ROAD FIELD ASSESSMENT



35 6'	69+63	00+0	T	ē	35	69+63	00+0	F
Clea	Station	Station	or Auxiliary Curbed (AC)	Clear Zone	(mph)	Station	Station	or Auxiliary Curbed (AC)
Speed Limit	End	Begin	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A),		Speed Limit	End	Beain	Type of Lane: Through (T), Through Curbed (TC), Auxiliary (A),
	anes	Right Lanes				les	Left Lanes	
			🛙 Hillsborough County 🗌 Pasco County	igh County [⊠ Hillsborou	FDOT		Road Jurisdiction:
						ances	r Zone Dist	Speed Limits and Clear Zone Distances
der widths and slopes ral roads without bike es are within the Clea	xisting should ommercial ru ome Mailbox	Page for e lanes for c tr Zone. S	away reenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes. h County Map. d Site Development Projects Section 3.1 requires 12' lanes for commercial rural roads without bike g lane widths Poles, Utility Poles, and Trees are outside of the Clear Zone. Some Mailboxes are within the Clear	lows a max. c ap. opment Proje s / Poles, and	kaway greenbook al gh County M nd Site Devel ng lane width t Poles, Utilit	and are breal Ilder. FDOT (on Hillsborou Subdivision ar age for existii vices. All Ligh	10' from EOP Using 6' shou s a local road n Manual for e Summary P e Summary P ol Poles or dev	 Most traffic signs are 6' to 10' from EOP and are breakaway No traffic counts available. Using 6' shoulder. FDOT greenbook allows a max. of 12% slope. See Summary Page for existing shoulder widths and slopes. Sheffold Road classified as a local road on Hillsborough County Map. 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 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 There are no Traffic Control Poles or devices. All Light Poles, Utility Poles, and Trees are outside of the Clear Zone. Some Mailboxes are within the Clear Zone. Some Mailboxes are within the Clear Zone. See Field Survey.
rtraffic. Slopes down nd Average Lane Widtl uired shoulder is used	ttes opposing Maximum ar ninimum requ	hat separa Minimum e and the I	ment line, crown, invert crown, centerline or median that separates opposing traffic. Slopes down i negative, slopes up are positive. I negative, slopes up are positive. I o edge of pavement, including any paved shoulders. Minimum, Maximum and Average Lane Width discrete separation between shoulder and front slope and the minimum required shoulder is used	crown, invert e slopes up are avement, inc paration betv	ement line, c e negative, s to edge of p o discrete se	/ from the pav ng features ar e of pavement hen there is n	leasured away of those dividi Width is edge at shoulders oulders are w	Notes: 1. Left and right slopes are measured away from the pavement line, crown, invert crown, centerline or median that separates opposing traffic. 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 Avervalues 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.
Swales: swales both sides, most of the segment	th sides, mos	swales bo	Swales:		Ē	some erosior	Good to poor,	Shoulder cond.: Good to poor, some erosion Notes:
	Dr	Fair to poo	Pav't cond.: Fair to poor			wn, aspalt	Two lane, cro	Type of Road: Two lane, crown, aspalt
ey: 11-05-22 By: WLR & DZS	Date of Survey: 11-05-22 By: WLR & D	De	<u>I</u> t	Road Assessment 9	Ecad As 59	y for Substandard R 4400 Saffold Road to CR 759	<mark>y tor Sub</mark> 4400 Saffold I	Special Field Survey for Substandard Limits of Survey: 4400 Saffold Road to CR 7
					יי י ו	•		
			Koad	Sattold Road	,,			

Lincks & Associates, Inc.

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

ent Width and Slopes	d Slopes			S	noulders Wig	Shoulders Width and Slopes	S
				Left	Left	Right	Right
Width Right Slope	Right Slope	-		Width	Slope	Width	Slope
20.0' -4.6%	-4.6%		Minimum:	6 <u>.</u> 0'	4.0%	6 <u>.</u> 0'	2.0%
21.0' -1.6%	-1.6%		Maximum:	11.0	13.0%	7.0	13.0%
20.4 -3.2%	-3.2%		Average:	6.7	9.4%	6.1	6.6%

Average values calculated from trimmed mean values (without outliers)

LEFT Side Slopes

	Front Slope Fro	Front Slope	Front Slope	ont Slope Front Slope Front Slope 2	Bottom	Back Slope	Back Slope Back Slope Back Slope Back Slope	Back Slope	Back Slope
	1 Width	1 Slope	2 Width	Slope	Width	1 Width	1 Slope	2 Width	2 Slope
Minimum:	4'	%2			-0	5'	5%	ł	14%
Maximum:	11'	22%			.9	12'	64%	١	% 7 1
Average:	9	11.4%			1'	8	27.1%	ł	14.0%
-		ntining house	ince bowood limite of curvos						

~ = Slope continues beyond limits of survey

	Back Slope 2 Slope	-				RIGHT Slope
	Back Slope Back Slope Back Slop 1 Slope 2 Width 2 Slope					_
	Back Slope 1 Slope	5%	10%	7.2%		
es	Back Slope 1 Width	.2	14'	11'		
RIGHT Side Slopes	Bottom Width	0	Ω	,		
RIGH	Front Slope Front Slope Front Slope 2 Bottom Back Slope Back Slope Back Slope Back Slope Back Slope - 1 Slope - 2 Width - 2 Width - 2 Slope - 2 Width - 2 Wi				irvey	LEFT Slope Maximums
	Front Slope 2 Width				inues beyond limits of survey	LEFT Slope
1	Front Slope 1 Slope	2%	20%	9.3%	ntinues beyor	
	Front Slope 1 Width	2'	9	4'	~ = Slope conti	
		Minimum:	Maximum:	Average:		

	Front slope	slope	Back slope	slope
	Inside	Outside	Inside	Outside
	Clear Zone	Clear Zone Clear Zone	Clear Zone Clear Zone	Clear Zone
Maximum Allowed:	25%	%EE	33%	50%
Number of Sections:	2	2	7	7
Sections Exceeding:	0	0	0	1
Percent Exceeding:	0.0%	0.0%	0.0%	14.3%

S	Back slope	Outside	Clear Zone
RIGHT Slope Maximums	Back	Inside	Clear Zone Clear Zone Clear Zone Clear Zone
RIGHT Slop	Front slope	Outside	Clear Zone
	Front	Inside	Clear Zone

50%

33%

33%

25%

Maximum Allowed:

Number of Sections: Sections Exceeding:

<u>%0'0</u>

0.0%

Percent Exceeding:

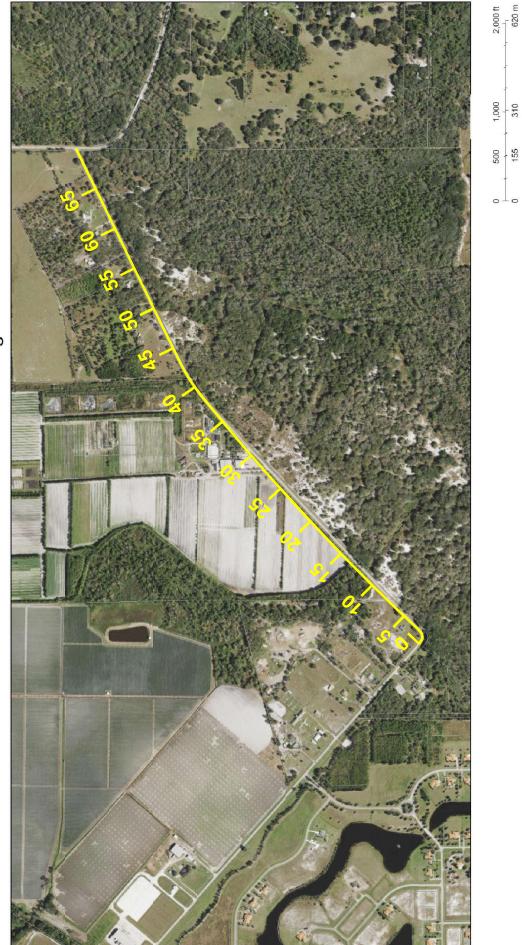
0

0

0	0.0%		
0	0.0%		

Field Survey

Slope Moth Slope Width/slope Midth/slope Midth/slop Midth/slope </th <th>Left Slopes and Swales Back Slope Bottom Front Slope</th>	Left Slopes and Swales Back Slope Bottom Front Slope
Image: section with erosion and patches. Curve too tight. 0' 0' 0' Image: section with erosion and patches. Curve too tight. 2'1-13% 5' 0' Image: section with erosion and patches. Curve too tight. 2'1-13% 5' 0' Image: section with erosion and patches. Curve too tight. 2'1-13% 5' 0' Image: section with erosion and patches. Curve too tight. 2'1-13% 0' 0' Image: section with CR579 2'1-13% 0' 0' 0'	(width) (
r condition with erosion and patches. Curve too tight. -3.6% *6/0'/-13% 2'/-13% 5' -3.6% *6/0'/-13% 0' 0' -3.3% *6'/0'/-6% 4'/-6% 0' -2.8% *6'/0'/-6% 4'/-6% 0' -3.3% *6'/0'/-6% 4'/-6% 0' -3.3% *6'/0'/-2% 0' 0' -3.3% *6'/0'/-2% 4'/-6% 0' -3.3% *6'/0'/-2% 4'/-6% 0' -1.6% *6'/0'/-2% 4'/-2% 0' -1.6% *6'/0'/-6% 4'/-2% 0' -1.6% *6'/0'/-7% 0' 0' -1.6% *6'/0'/-6% 4'/-2% 0' -1.6% *6'/0'/-7% 0' 0' -1.6% *6'/0'/-7% 0' 0' -1.1.6% *6'/0'/-7% 0' 0' -1.1.6% *6'/0'/-7% 0' 0' -1.1.6% *6'/0'/-7% 0' 0' -1.1.6% *6'/0'/-7% 0' 0' -1.1.6% *7/-7%	.14% 6' 11'/-7%
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r condition with erosion and patches. Curve too tight. - 3.6% *6/0/-13% 5' - 2.8% 6'/0/-13% 0' 0' 0' 0' 0' 0' 0' 0' 0' 0' 0' 0' 0'	RTU.P. 24' RT
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Saffold Road Aerial & Stationing

Stations in 500 ft increments

620 m

310

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 <u>Standard Plans</u>.

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

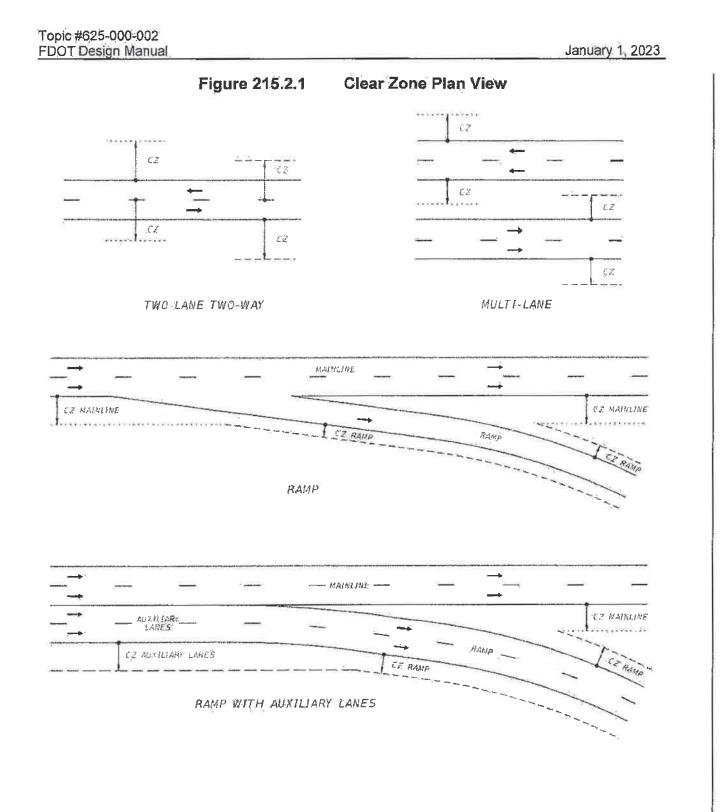
215.2.3 Clear Zone Concept

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.

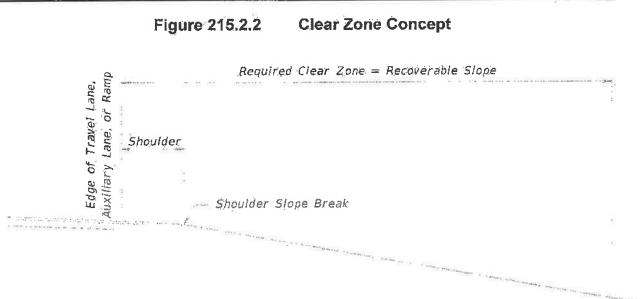
A clear zone width must be provided so that the sum of all Recoverable Slopes is equal to or greater than the required clear zone width obtained from **Table 215.2.1**. Clear zone widths may be widened based on crash history and horizontal curvature; see **AASHTO RDG**, **Section 3.1**. Clear zone concepts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



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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.

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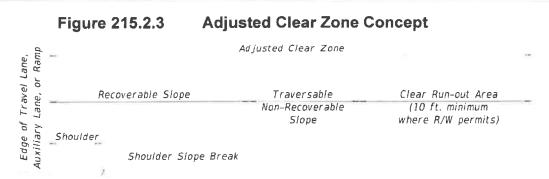


Table 215.2.1

Clear Zone Width Requirements

	Design Speed (mph)						
	≤ 30	35	40	45	50	55	≥ 60
	Clear Zo	ne Width f	or New Co	nstruction	1		
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.

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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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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*.

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Table 215.2.2 Minimum Lateral Offset Criteria								
	Curbed Roadways							
			struction	RI	R	High Speed Curbed and		
Design	Element		Design	Speed		Flush Shoulder Roadway		
		25-35 mph	40-45 mph	25-35 mph	40-45 mph			
		Do not loo				ion with barriers that are justified		
Light Poles	Conventional	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	Do not lo	cate in Med	ians, excep	t for PHB in	accordance with FDM 215.2.9,		
Cab	inets	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/						
	Pole & Other	Do not loc	Do not locate in Medians, except in conjunction with barriers that are justifier for other reasons. See FDM 215.2.9 .					
	Aboveground Fixed Objects	1.5 feet	4.0 feet	1.5 feet	4.0 feet	Outside Clear Zone		
ITS Poles and Related Items	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		
	Single and Multi-Column		Locate in accordance with <u>Standard Plans</u> .					
Traffic Control Signs	Overhead Sign Structures (Includes DMS)		Outside Clear Zone					
	Where the diameter is or is expected to	1.5 feet	4.0 feet	1.5 feet	1.5 feet	Outside Clear Zone		
Trees	be > 4 inches measured 6 inches above the ground	(1) Meet New Construction criteria for new plantings.						

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1

8

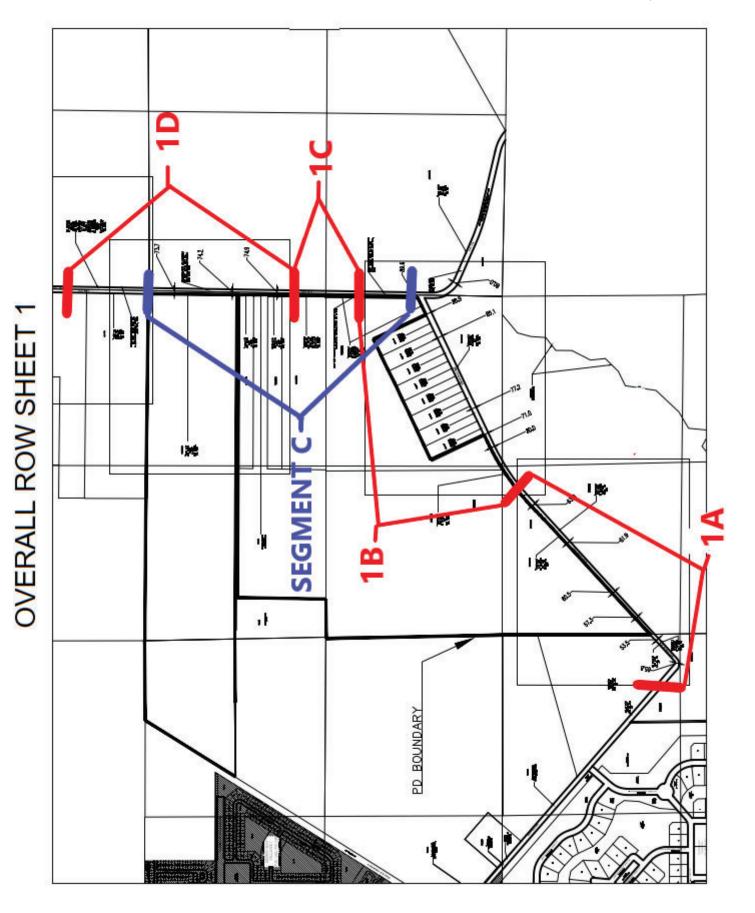
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January 1, 2023

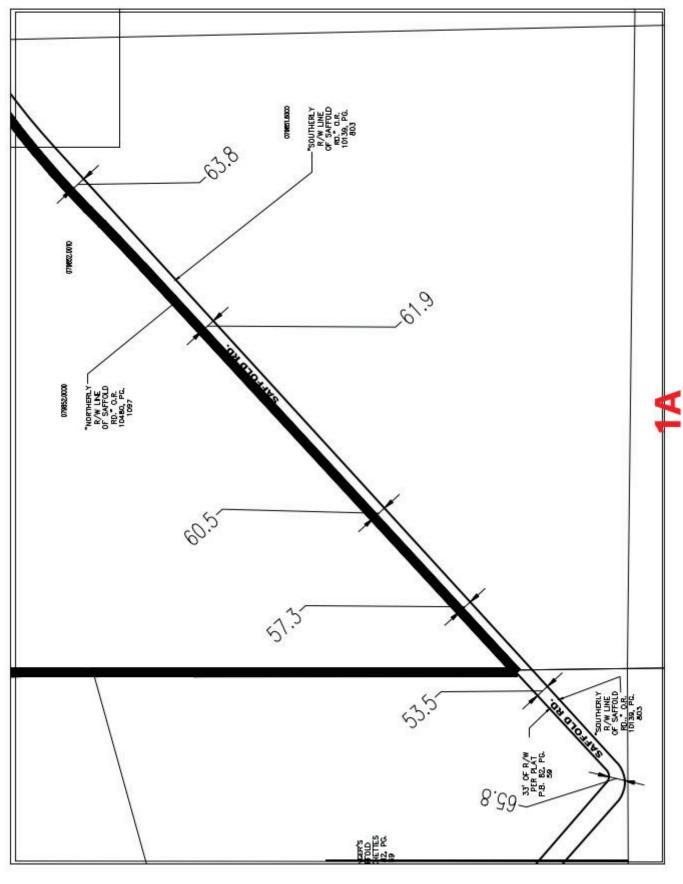
Curbed Roadways New Construction RRR Design Speed High Speed Curbed and Flush Shoulder Roadway Design Speed Figh Speed Design Speed Figh Speed Design Speed Figh Speed Aboveground Utilities 1.5 feet 4.0 feet Outside Clear Zone New or Relocated Outside Clear Zone Utilities Outside Clear Zone Relecated Outside Clear Zone Outside Clear Zone RRP Projects: Existing aboveground utilities are not required to be relocated unless one of the following applies: • They have been hit 3 times in 5 years. Railroad Grade Crossing Traffic Control Device Control Index 509-070 Railroads Control Clear aces where roadways overpass railroads refer to FDM 220 Canal and Drop-off Hazards See FDM 215.3 The greater of the following: Outside Clear Zo		Table 215.2	.2 1	Minimum	Lateral O	ffset Crit	eria (cont.)	
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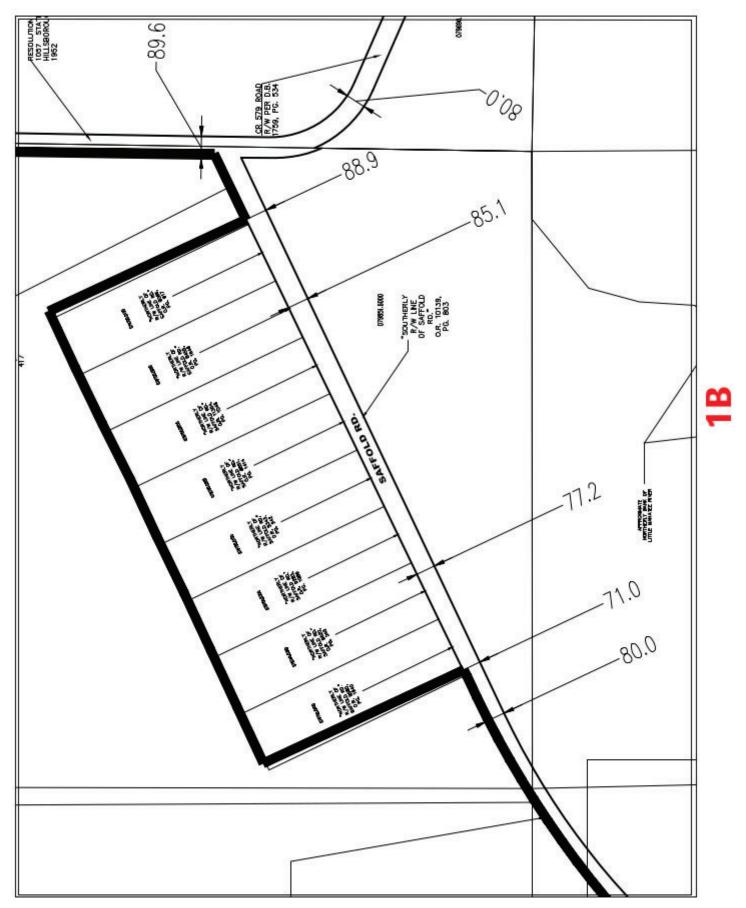
RIGHT OF WAY EXHIBIT

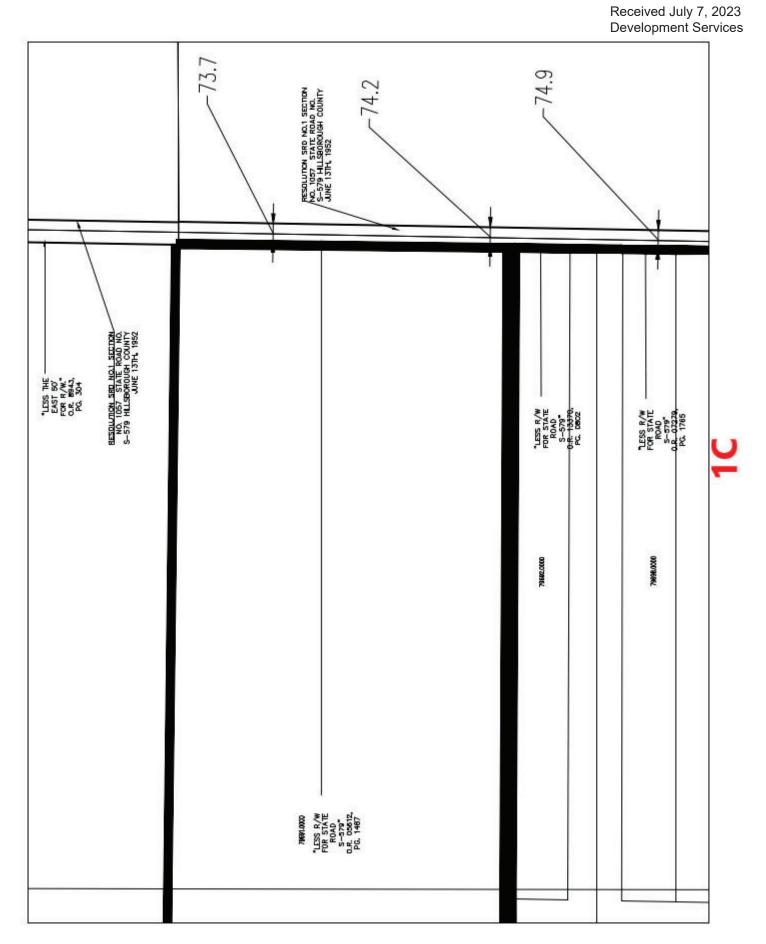


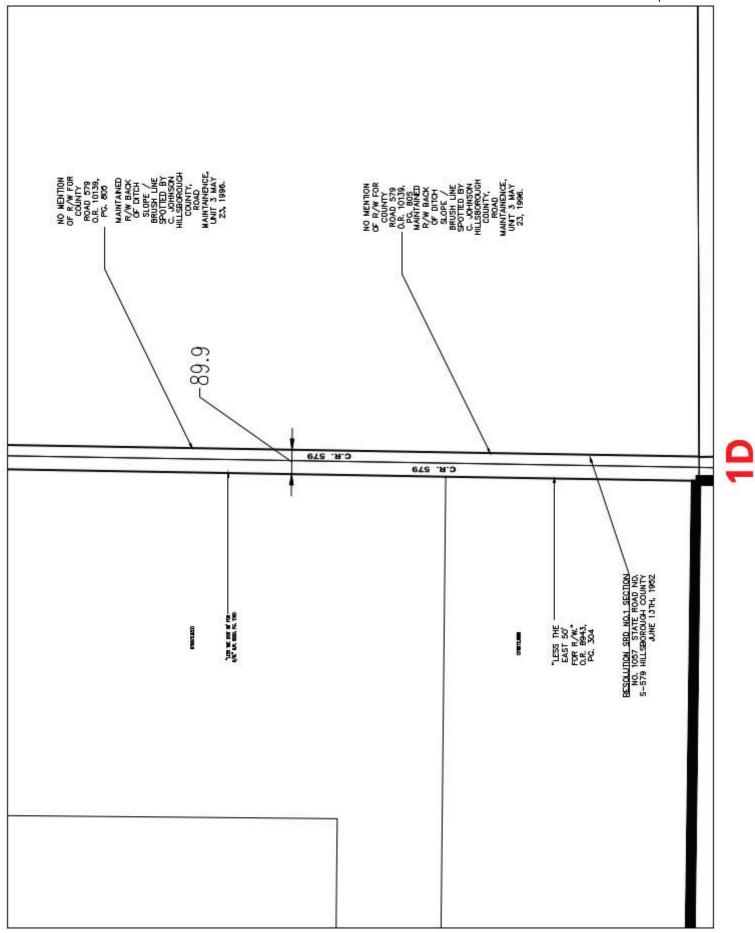


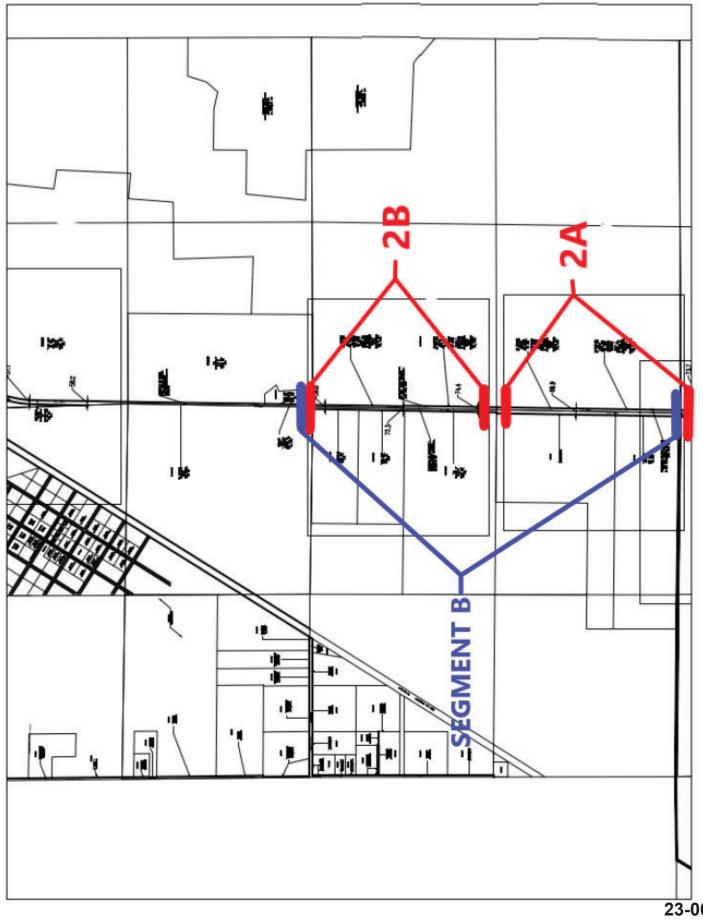
Received July 7, 2023 Development Services

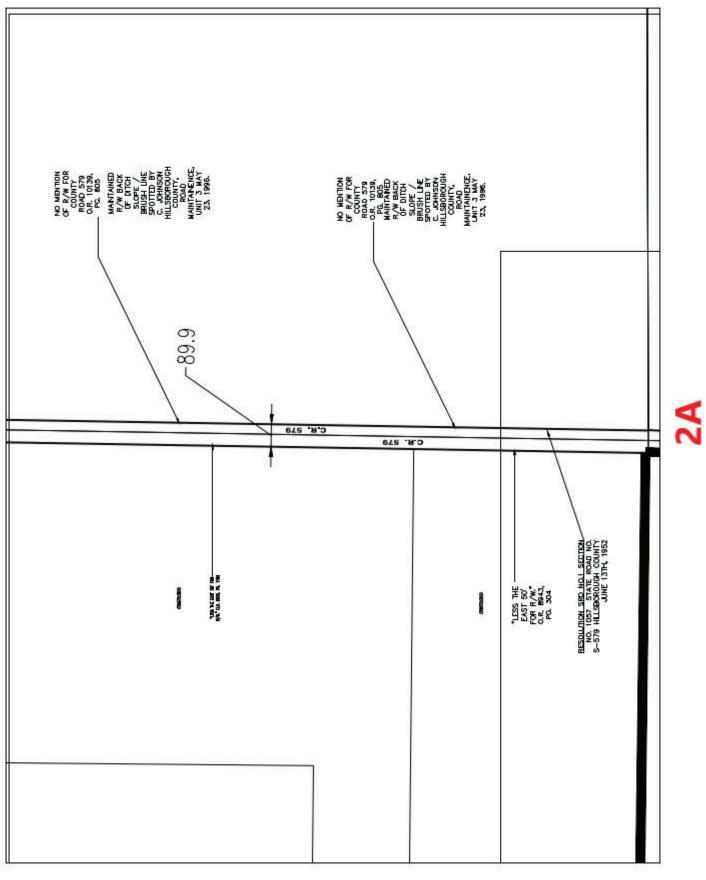


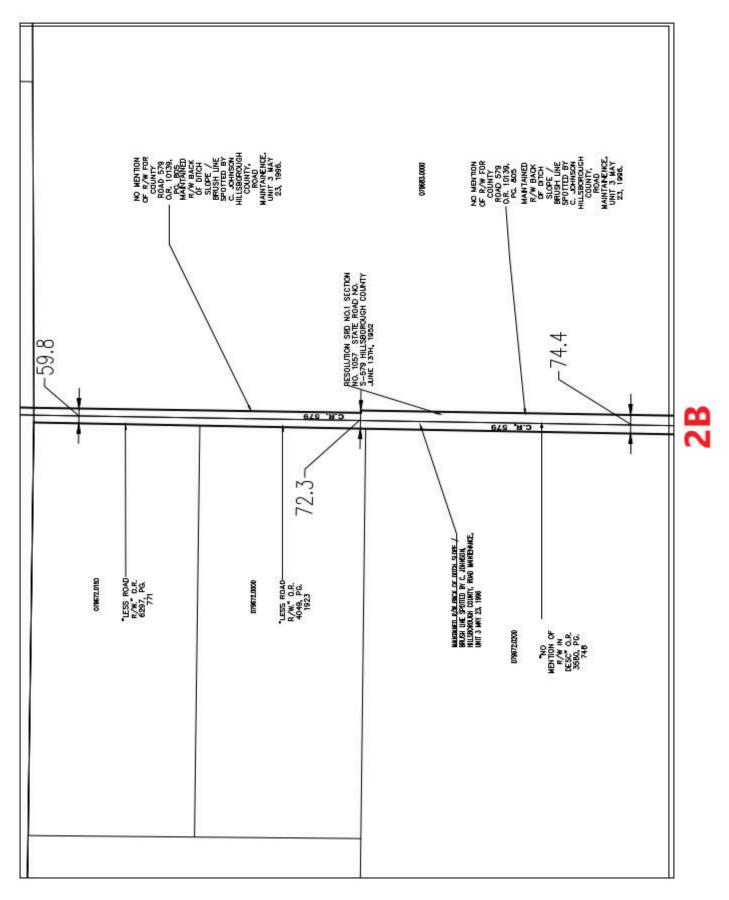


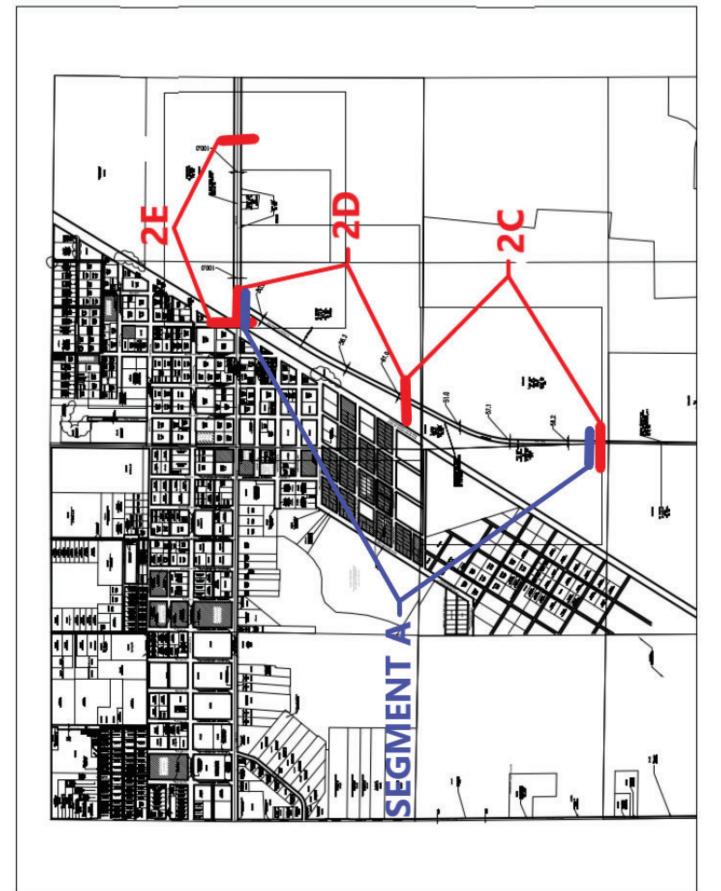


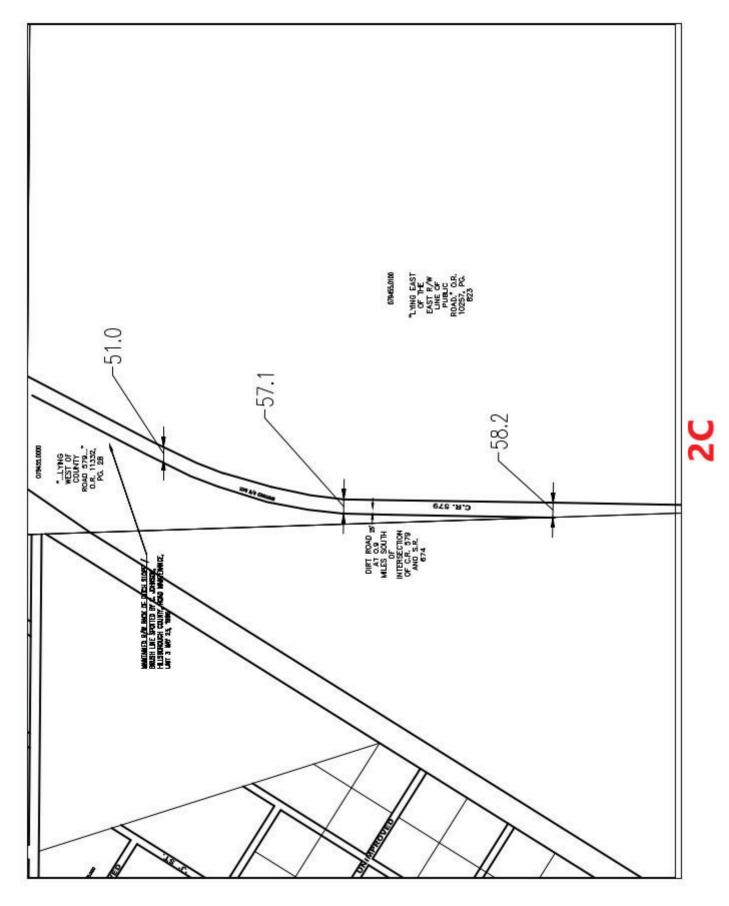


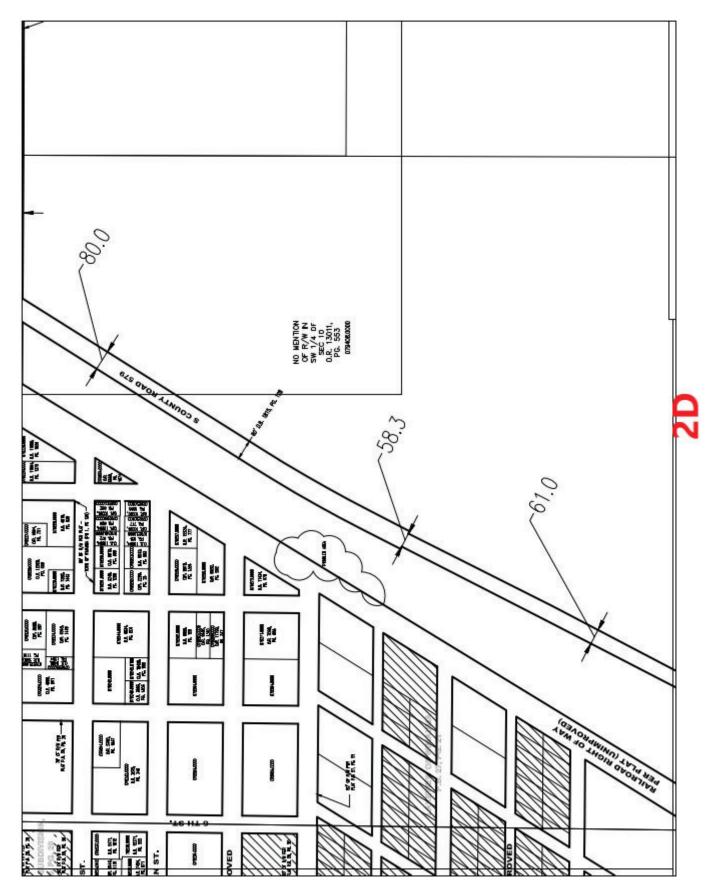


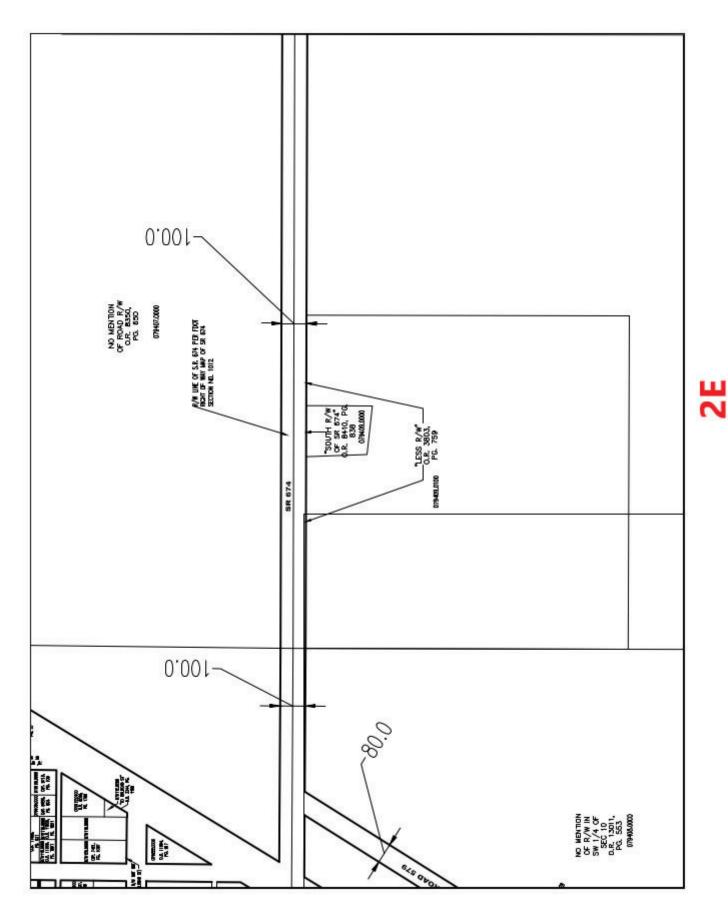












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AGENCY COMMENT SHEET

REZONING				
HEARING DATE: April 17, 2023	COMMENT DATE: April 3, 2023			
PETITION NO.: 23-0041	PROPERTY ADDRESS: 2661, 2675, 2709, 2725 S 579 Hwy, Wimauma, FL 33598			
EPC REVIEWER: Jackie Perry Cahanin	577 Hwy, Williadina, 12 55576			
CONTACT INFORMATION: (813) 627-2600 X 1241	FOLIO #: 0796910000; 0796920000; 0796930000; 0796980000; 0796980010; 0796990000; 07970000000; 0797020000; 0798520000; 0798520010			
EMAIL: <u>cahaninj@epchc.org</u>	STR: 28 & 29-32S-20E			

REQUESTED ZONING: AR to PD

FINDINGS					
WETLANDS PRESENT	YES				
SITE INSPECTION DATE	11/06/2019				
WETLAND LINE VALIDITY	No, needs approved wetland survey				
WETLANDS VERIFICATION (AERIAL PHOTO,	Wetlands located throughout project boundary				
SOILS SURVEY, EPC FILES)					

The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:

- Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
- The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/

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

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

INFORMATIONAL COMMENTS:

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

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

Jpc/cb

ec: Isabelle Albert – <u>ialbert@halff.com</u> Steve Luce - <u>sluce@eisenhowerpropertygroup.com</u>

Environmental Excellence in a Changing World



TO:	Hillsborough County Development Services
FROM:	Michelle Orton General Manager, Growth Management & Planning
DATE:	June 8, 2023

- RE: Hillsborough County Application No.: RZ 23-0041 Conditions for Proposed School Site to be noted on Site Plan
- X.X The Planned Development shall permit a public school facility where depicted on the general site plan. The school site shall be a minimum of 14 upland acres in size. Development of this public school shall require compliance by the School Board with the *Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency.*
- X.X 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** located on the east-west County Roadway, approximately 3000 feet west from its intersection CR 579. Within ninety (90) days of the expiration of the "Agreement Period," the Developer will provide written notice to the School District that at the end of the Agreement Period, the Developer will be moving forward with a zoning amendment the School Site at the expiration of the Agreement Period. The Developer may proceed with a zoning amendment to develop the School Site prior to expiration of the Agreement Period should the School District at any time advise the Developer and the County in writing that they do not intend to enter into a dedication agreement to acquire the School Site.
- X.X 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 restricting access to the public school parcel.

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

Good afternoon Ashley,

Would you please add the below comment from Corporal Parsons for us for PD 23-0041?

Thank you, Jenn Reynolds

From: "CALE L PARSONS" <cparsons@teamhcso.com> To: "JENNIFER REYNOLDS" <jreynolds@teamhcso.com> Sent: Wednesday, April 26, 2023 10:32:16 AM Subject: Re: RE RZ PD 23-0041

I have no issues I can substantiate, but the 10' multi-use path lane on the north side of Safford Rd for pedestrians will most likely result in becoming a golf cart path (illegal use of the lane). This can be currently observed on the east side of 301 Hw, between Gibsonton Dr and CR 674.

Corporal Cale Parsons #226877 Hillsborough County Sheriff's Office District IV 508 33rd Street SE Ruskin, Florida 33570 813-247-0402 cparsons@hcso.tampa.fl.us

Public Disclosure:

Under Florida law, e-mail addresses are public record. If you do not want your email address released in response to a public records request, do not send electronic mail to this entity. Instead, contact the Hillsborough County Sheriff's Office via telephone at 813-247-8000 or US Mail at P.O. Box 3371, Tampa, FI 33601.

From: "JENNIFER L REYNOLDS" <jreynolds@teamhcso.com> To: "CALE L PARSONS" <cparsons@teamhcso.com> Sent: Monday, April 24, 2023 7:56:04 AM Subject: Fwd: RE RZ PD 23-0041

Second of two.

CAUTION: This email originated from an **External Source.** Please use proper judgement and caution when opening attachments, clicking links, or responding to this email.

Good Day All,

Please be advised, we have received and uploaded to Optix **revised documents/plans** for the above mentioned application. Please review and comment.

For further information regarding the change/update please contact the assigned planner.

Planner assigned: Planner: Michelle Heinrich Contact: <u>heinrichm@hillsboroughcounty.org</u>

Have a good one,

Ashley Rome

Planning & Zoning Technician Development Services Dept.

P: (813) 272-5595 E: <u>romea@hillsboroughcounty.org</u> W: <u>HCFLGov.net</u>

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

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



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

TO:	Zoning Review, Development Services	DATE: 04/05/2023
REVIEWER:	Ron Barnes, Impact & Mobility Fee Coordinator	
APPLICANT:	301 wimauma LLC	PETITION NO: 23-0041
LOCATION:	West of CR 579	
FOLIO NO:	multiple, see below	

Estimated Fees:

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 (See se

(See secondary page for additional uses)

Project Summary/Description:

Rural Mobility, South Parks/Fire - Max 1,817 residential units (SFR and MF (apt or townhomes), Neighborhood Commercial including Daycare

Folios: 79702.0000 79691.0000 79693.0000 79692.0000 79698.0010 79698.0000 79699.0000

(Fee estimate is based on a 1,200 square foot, 2 bedroom, Apartments 1-2 levels) Mobility: \$9,445 per unit Parks: \$1,555 per unit School: \$3,891 per unit Fire: \$249 per unit Total Townhome (per unit) = \$15,140 Day Care (per 1,000 s.f.) Mobility: \$15,505 Fire: \$ 95 Total (per 1,000 s.f.): \$15,600 Medical Office 10,000 square feet or less (per 1,000 s.f.) Mobility: \$30,637 Fire: \$ 158 Total (per 1,000 s.f.): \$30,795 Single Tenant Office (non-medical) (per 1,000 s.f.) Mobility: \$14,099 Fire: \$ 158 Total (per 1,000 s.f.): \$14,257 Shopping Center (per 1,000 s.f.) Mobility: \$15,962 Fire: \$ 313 Total (per 1,000 s.f.): \$16,275 Fast Food w/Drive Thru (per 1,000 s.f.) Mobility: \$122,822 Fire: \$ 313 Total (per 1,000 s.f.): \$123,135 High-Turnover Restaurant (per 1,000 s.f.) Mobility: \$51,533 Fire: \$ 313 Total (per 1,000 s.f.): \$51,846 Convenience Market w/Gas 2,000-2,999 sq ft market (per fueling position) Total (per fueling position): \$19,276 Total (per 1,000 s.f.): \$313 Mini-Warehouse (self storage) (per 1,000 s.f.)

Mobility: \$1,084 Fire: \$ 32 Total (per 1,000 s.f.): \$1,116

AGENCY COMMENT SHEET

TO:	Zonin	Zoning/Code Administration, Development Services Department				
FROM:	Revie	wer: Carla Shelton Knight	Date: March 16, 2023			
	Ageno	cy: Natural Resources	Petition #: 23-0041			
	()	This agency has no comme	nt			
	()	This agency has no objections				
	(X)	This agency has no objectio conditions	ons, subject to listed or attached			
	()	This agency objects, based	on the listed or attached issues.			
1.		n evaluation of the property supports the presumption that listed animal becies may occur or have restricted activity zones throughout the property.				

- species may occur or have restricted activity zones throughout the property. Pursuant to the Land Development Code (LDC), a wildlife survey of any endangered, threatened or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. This survey information must be provided upon submittal of the preliminary plat through the Land Development Code's Subdivision review process. Essential Wildlife Habitat as defined by the LDC must be addressed, if applicable, within the overall boundaries of this rezoning request. All requirements of the Florida Fish and Wildlife Conservation Commission must be followed. These requirements may impact the proposed design and construction timing. **This statement should be identified as a condition of the rezoning**.
- 2. 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. **This must be noted on the revised site plan.**
- 3. 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.

23-0041 Natural Resources Page Two:

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

WATER RESOURCE SERVICES REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.:PD23-0041REVIEWED BY:Randy RochelleDATE:2/7/2023

FOLIO NO.: 79702.0000, 79691.0000 Plus Multiple More

WATER

- The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A <u>12</u> inch water main exists ☐ (adjacent to the site), ☐ (approximately <u>5000</u> feet from the site) <u>located north of the subject property, within the north Right of Way of SR</u> 674 at 5th Street. At a minimum a second point-of-connection will need to be made to a 12-inch water main located west of the subject property within the south Right-of-Way of Berry Bay E/W Collector Rd, approx. 600-feet west of the subject property. At minimum of a 12-inch water main will need to ne constructed connecting the north and south properties. These will be the likely point-of-connections, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include ______ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- A <u>12</u> inch wastewater force main exists [] (adjacent to the site), [] (approximately <u>4400</u> feet from the site) <u>located west of the subject property within the east Right-of-</u> <u>Way of S. US Hwy 301, at the entersection with the entrance to Berry Bay. This POC is</u> for the parcels to the south. For the parcels to the north the Point-of-Connection will be the 12-inch FM located within the east Right-of-Way of S. US Hwy 301, approximatley <u>10,400-feet west at the intersection of Bishop Road and S. US Hwy 301.</u> These will be the likely point-of-connections, however there could be additional and/or different pointsof-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include ______ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: <u>The subject rezoning includes parcels that are located outside of the Urban</u> <u>Service Area, however they are located within the WVR-2 future land use category that</u> <u>could allow for connection to the County's potable water and wastewater systems. Other</u> improvements may be required but won't be determined until the time of application. There may be other improvements that need to be made at the time of application but at a minumum the POC's called out above will be required.

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Mana	agement	DAT	E: <u>19 January 2023</u>
REVIEWER: Bernard W. Kaiser, Conservation and E	Invironmenta	l Lands Mana;	gement
APPLICANT: Isabelle Albert	PETITION	NO: <u>RZ-PD 2</u>	23-0041
LOCATION: Not listed			
FOLIO NO: 79702.0000,79691.0000,79693.0000, 79692.0000,79698.0010,79698.0000,79699.0000, 79700.0000,79852.0000,79852.0010,79456.0000, 79454.0000,&79455.0100 79455.0100	SEC:	_ TWN:	RNG:

This agency has no comments.

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

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

COMMENTS:

- 1. The sending parcels in the application are adjacent to the Little Manatee River Corridor Preserve and the receiving parcels are adjacent to the Upper Little Manatee River Preserve. Per LDC 4.01.11, compatibility of the development with these preserves will be ensured with a compatibility plan that addresses 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.
- 2. A conservation easement consistent with Section 704.06, Florida Statutes shall be granted by the owner(s) of the designated sending area and accepted by the Board of County Commissioners and recorded in the official public records prior to preliminary plat approval for the receiving area. Please provide a copy of the conservation easement to CELM staff upon approval by the BOCC and recording in the official public records.

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He	eari	ng
June	20,	2023

	Julie 20, 2025
	H COUNTY, FLORIDA unty Commissioners
IN RE:	X))
ZONE HEARING MASTER HEARINGS))))X
	MASTER HEARING STIMONY AND PROCEEDINGS
BEFORE:	Susan Finch Zoning Hearing Master
DATE:	Tuesday, June 20, 2023
TIME:	Commencing at 6:32 p.m. Concluding at 10:28 p.m.
PLACE:	Hillsborough County Board of Commissioners 601 East Kennedy Boulevard Second Floor Tampa, Florida 33601
	om Videoconference by: rt Reporter No. GG 187564

1	to address how the septic will work, but I know that
2	nothing will be installed unless the county
3	approves of it.
4	HEARING MASTER FINCH: Okay.
5	MR. RICE: So with that, you know, I'll just
6	offer again that we have consistent across the
7	board support from all agencies reviewing. We have
8	competent substantial evidence in the record for
9	support. And we're just at a stage in the process.
10	We need to proceed. So I appreciate your time and
11	attention this evening.
12	HEARING MASTER FINCH: All right. Thank you
13	so much. I appreciate it. And with that we'll
14	close Rezoning 22-17301 and go to the last case.
15	MS. HEINRICH: Our next item is Item D-4, PD
16	Application 23-0041. This is a rezoning to plan
17	development. I've reviewed this for Development
18	Services and will provide staff findings after the
19	applicant's presentation.
20	HEARING MASTER FINCH: Okay. Good evening.
21	MS. CORBETT: Good evening. Kami Corbett,
22	again, Hill, Ward, Henderson, 101 East Kennedy
23	Boulevard, Suite 3700. I do want to say that one
24	of our team members has not been sworn, so if we
25	could go ahead and take care of that I'd appreciate

1 it. 2 HEARING MASTER FINCH: Absolutely. If there's 3 anyone in the room that -- or online that plans to 4 testify and has not been sworn if you could please stand and raise your right hand. 5 Do you solemnly swear to tell the truth, the 6 7 whole truth, and nothing but the truth? MALE SPEAKER: I do. 8 HEARING MASTER FINCH: Thank you so much. Go 9 10 ahead. MS. CORBETT: Great. Thank you. We're 11 12 excited to be here tonight. This is a big project 13 that we've been working on and it's been a long 14 term in the making with the Wimauma Community Plan 15 updates and the revised regulations and I'd like to 16 have Isabel Albert come up and present to you the 17 site plan and talk to you a little bit about the 18 process. 19 HEARING MASTER FINCH: Okay. Good evening. MS. ALBERT: 20 Thank you. Good evening. Isabel 21 Albert with Halff Associates, 1000 North Ashley 2.2 Drive, Suite 900. 23 So I'm here to talk to you about the changes of the Wimauma and this project here. So just to 24 25 generalize a little bit, this area obviously is

1	located in the Wimauma Community Plan with a WVR-2
2	future land use. There's two areas we're asking
3	for a transfer of development right.
4	There's the sending area to the north and the
5	receiving area to the south. To total acreage is
6	909 acres. And overall we're transferring 539
7	units from the north, remaining two units behind.
8	And that is going to be added to the permitted
9	1,200-plus units for a total of approximately 1,800
10	units.
11	Again, just the surrounding development, this
12	kind of snuggles between two existing plan
13	development. You've got the Berry Bay Development
14	and which if you look at the site plan we're going
15	to be connecting to the west. And to the north we
16	have the Davis Plan Development and also with some
17	connections to the north of that.
18	Surrounding the area is a mix use of single
19	family, agricultural use. And we have ELAPP land
20	all around the area.
21	So we did have some community engagement
22	meetings during the process of this application.
23	The first one was May 1st. We met with the Wimauma
24	CDC meeting and all of these occurred at the
25	Wimauma Civic Center.

1	The second one was May 5th and this was with
2	surrounding neighbors. After that we had a follow-
3	up meeting on May 24th to discuss about the
4	stakeholders in the area. And that was dwindling
5	down some discussions that we started.
6	And May 25th was a meeting with the task force
7	of the CDC. And these topics of discussions it was
8	the community benefits, the housing types, and
9	transportation.
10	So as you're familiar with the WVR-2, they
11	went through a change recently. And there's three
12	major changes that happened during that time. The
13	code is very more detail specific, which we have to
14	follow. But there is also requirements to provide
15	different types of open space. And so that's
16	we've been able to show that the compliance with
17	that and more. And that's a requirement to be
18	shown on the plan.
19	Another interesting thing is if you're over a
20	hundred acres you have to provide six different lot
21	types. And as well you have to provide different
22	community benefits. And those community benefits
23	are what really made the change from the old WVR-2
0.4	

24 25 to the new WVR-2.

Let's talk about the community benefits a

1	little bit more here. So what we have is we
2	started this process, I would say, about a year
3	ago. And going through all the community benefits
4	that were described in the land development code,
5	we were able to find some that we felt could be
6	applied. And with the help of the community we
7	refined them.
8	So the first one is the trail. There's a

9 multiuse trail requirement to be access to two off 10 site -- either an ELAPP property or the trail 11 within the TECO easement. And we were able to 12 provide that on the east, west main road. You'll 13 see on the site plan it's the cross section that 14 will show you the 12-foot multiuse trail. It's 15 located on the south side of the road.

Another benefit was the park. The community expressed some interest in having a park. Even though it's going to be privately maintained, it's going to be open to the public. And this park meets the intent of having open space for all the residents of Wimauma.

Another benefit, obviously, was the school. We contacted the school board. They had an interest in having an elementary school there. They liked that location. And so, therefore, we

1 were able to provide that. 2 The other benefits are increase in open space 3 -- internal open space, recreation open space. And 4 with all the greenspace that we went beyond and above, we were able to provide that. And the 5 internal open space, recreation open space is 6 7 increasing that park that you see on the south side of -- from 10 acres to 12.5 acres. 8 And lastly is the -- actually not lastly, but 9 one of them is the nonresidential, to provide some 10 nonresidential uses on site. That would be in a 11 12 form of childcare, churches, flexible market space, and civic uses. And those we have different 13 14 locations in which we can provide that. 15 And lastly the affordable housing is a benefit 16 that was specifically identified in the code. And we are able to commit ourselves to the 10 percent 17 18 of units that will be affordable housing. And, 19 again, through the discussion with the community we were also committed to the type of uses that are 20 going to be in the park, which included tennis 21 2.2 court, basketball courts, pickleball court, dog 23 parks and/or playgrounds. And one of them -- we're committed to these in our parks. 24 25 Then it comes to the six lot types. Again, as

1	you can see on there there's different types of
2	single-family homes, the 50s and the 60s. The 60s
3	are located mostly to the south, while the 50-foot-
4	wide lots are mostly located to the north.
5	We have a pocket of cottage houses on the
6	south side to the east. And we have row houses,
7	which are also known as townhomes on both
8	extremities. And we have the apartment houses
9	around the cottage houses, so it creates this
10	little community over there, and the civic lots, as
11	well that we discussed earlier.
12	And we have agencies' recommendations of
13	approval all around. Hillsborough County School
14	Board, again, we had discussion with them to
15	provide the elementary site. The comprehensive
16	sorry the Planning Commission reviewed this greatly
17	with Development Services and has found it
18	consistent and compatible with the area and
19	consistent with the land development code.
20	And with that I thank you. These are letters
21	that we received in support. It's been a long
22	journey, but as Kami said, we're excited to be
23	here.
24	Thank you. I'm here if you have any
25	questions.

1	HEARING MASTER FINCH: I just have a quick
2	question I think, perhaps, you can address. There
3	is a note on your receiving site plan that says
4	that there will be no community residential homes
5	or live-work units.
6	MS. ALBERT: Correct.
7	HEARING MASTER FINCH: But I don't see that
8	and I do have they've handed me a revised staff
9	report. So the report I reviewed and the backup
10	perhaps has that change, I don't know. But I don't
11	see that in the conditions. Is that the proposal
12	is to exclude those uses?
13	MS. ALBERT: Well, we're not providing them.
14	We're not proposing them. So by not proposing
15	them, by default that's excluding them.
16	HEARING MASTER FINCH: Yeah. I just wanted to
17	confirm. Okay. Thank you so much.
18	MS. ALBERT: Right. And, also, thank you for
19	reminding me, Michelle and I we did talk about in
20	just that Condition 17 that I wanted to clarify
21	that I emailed you and I'm just going to enter that
22	into the record.
23	HEARING MASTER FINCH: What does that pertain
24	to?
25	MS. ALBERT: Condition 17, this is for the

1	open space requirement. We are committed to the
2	number of acreage of open space. But then it was
3	broken down to how like acreage to like 36.2
4	acres which was too specific at this time. We
5	wanted that flexibility, but to at least provide
6	that 36.37 acres.
7	HEARING MASTER FINCH: Okay. Understood.
8	MS. ALBERT: Thank you.
9	HEARING MASTER FINCH: Thank you very much. I
10	appreciate it.
11	MS. CORBETT: Kami Corbett, again. I'd like
12	to have Steve Henry, our transportation consultant
13	to come up and address the roadway improvements we
14	will be doing. There was a lot of discussion at
15	the community meetings about traffic and
16	transportation. I'd like him to address that.
17	HEARING MASTER FINCH: Okay. All right.
18	MR. HENRY: Good evening. Steve Henry, Lincks
19	& Associates, 5023 West Laurel, Tampa, 33607. I'll
20	go to the Elmo.
21	So we have access to both 579 and then also
22	South Road. And we have submitted and have been
23	deemed approvable, two design exceptions. One for
24	579 and then one for Saffold Road. So I'll walk
25	you through both of those really quickly, but

1

they're both in your backup.

2 One, because this is in the Wimauma area we 3 had to do an essential elements analysis, which is 4 in addition to the typical design exception to be 5 able to determine that in fact there's not 6 sufficient right of way to be able to build the 7 improvements per the TTM.

8 So I'll -- but I'll walk you through the ones 9 we're doing for 579. And what we've got is three 10 sections that we're looking at for 579. These 11 improvements go all the way from 674 down to 12 Saffold Road.

So Section A is from 674 down to the Cypress Ridge Development. And then B is basically the frontage of the Cypress Ridge Development which we don't control. And then Segment C is from our northern boundary down to Saffold Road. And just really quickly walk you through the sections of those.

This is Section A. And essentially what we're doing is the lane widths will stay the same. They're between 10 and 11 feet which is out there today. But what we're doing is we're adding 6-foot shoulders with 5 foot paved.

25

And so what does is it allows for more safety

1	from the standpoint, but also allows for a bike lane.
2	So that is what we're providing for that. And then
3	in addition to that, we're providing a 10-foot
4	sidewalk on the west side of the road. So that
5	would go from 674 along Section A.
6	And then Section B is essentially the same
7	section, which is the 6-foot shoulder, 5 foot
8	paved. And then on this section the developer for
9	Cypress Ridge is building a 5-foot sidewalk. But
10	what we're going to do is actually make that a 10-
11	foot sidewalk.
12	So we're either going to do it within the
13	existing right of way they're required to
14	dedicate right of way. So, in fact, that they
15	actually dedicated, then we would build it on the
16	outside of the right of way that they're
17	dedicating.
18	And then, again, the same thing on Section C,
19	basically the same section, is the 6-foot shoulder,
20	5 foot paved with a 10-foot sidewalk there. Then
21	in addition, we're also improving Saffold Road.
22	And this shows the two sections. Section A is the
23	portion that we have frontage along. Section B we
24	have a segment here in which we don't have any
25	frontage along the roadway.

1	So what we're doing there let me see if I can
2	get that to come up is essentially the same
3	thing that we're doing on 579. We're building the
4	6-foot shoulder, 5 foot paved, 10-foot sidewalk.
5	And then on the section we don't control, we
6	really don't have the ability to do much more than
7	provide a 5-foot sidewalk, simply because there's
8	not sufficient right of way to be able to do
9	anything more than that, but we are providing.
10	So that that way, at least from our western
11	boundary to 579, there's a continuous pedestrian
12	path along that portion of the roadway.
13	And that concludes my presentation unless
14	you've got any questions.
15	HEARING MASTER FINCH: I do. The conditions
16	that talk about the construction of Berry Grove
17	Boulevard
18	MR. HENRY: Yes.
19	HEARING MASTER FINCH: there's a it's
20	Condition I believe it's 18 no. Sorry, 21-F
21	is where I am. And it talks about concurrent. And
22	this goes to when that will be built. That's my
23	question.
24	It talks about that it's required concurrent
25	with the initial increment of development of the

1	northern receiving area. So that is not specific to
2	me. So can you tell me when you estimate can we
3	further define when that extension will be built?
4	MR. HENRY: And I'll let the developer speak
5	to that.
6	MR. LUZ: Steve Luz, 201 South Armenia Avenue,
7	Tampa, Florida, and I have been sworn.
8	HEARING MASTER FINCH: Thank you.
9	MR. LUZ: The intent of that condition is that
10	we build that east, west road from it's current
11	terminus within Berry Bay all the way over to 579
12	with that first phase of development, which would
13	be that first construction plan that gets approved.
14	We'll have to have it associated with it the
15	east, west road.
16	HEARING MASTER FINCH: So when you say that
17	first construction plan
18	MR. LUZ: Well, probably the first phase would
19	be that first pod that is at the western end of the
20	property on the north side of the east, west road
21	closest to Berry Bay. And as we move forward with
22	design and permitting and construction of that
23	first pod, we will build the east, west road.
24	HEARING MASTER FINCH: Would you be amenable
25	to committing to that in this condition so that

Hearing June 20, 2023 1 there's more certainty as to when that road will be 2 built? 3 MR. LUZ: Yeah, however you want to wordsmith it to make it more clear and clarify that's the 4 intent, that's fine. 5 HEARING MASTER FINCH: Maybe Development 6 7 Services if you could help with that, it is Condition 21-F to the commitment of Mr. Luz on that 8 pod and that applicable pod. Because I think with 9 10 the project is I review this a project of this size that's the integral part as to when will all these 11 12 improvements actually take place. 13 And the least vague commitment is not the 14 best. So if you -- I'd appreciate it. 15 MALE SPEAKER: I think it would be under the 16 standing temp we could provide an updated condition 17 as part of it. 18 HEARING MASTER FINCH: Thank you. All right. 19 And 20 then --21 It changes the plan. MALE SPEAKER: 2.2 HEARING MASTER FINCH: Mr. Luz, they're asking 23 you to sign in. But I just had one more transportation 24 25 question, I don't know if you can answer it or

perhaps Mr. Henry.
In your transportation analysis, Mr. Henry, it
talks about a breakdown and I guess you had to
do this of the number of units, cottage, row
house, so forth, to come to whatever the trips are
that are generated.
MR. HENRY: Correct.
HEARING MASTER FINCH: And so I don't see that
in the zoning conditions, so I'm guessing how
was that laid out? I know you had to go through
that exercise to determine the number of trips, but
that didn't translate to a commitment to the
conditions.
And so I'm not sure other than to get your
agreement that that's how you calculated the
analysis.
MR. HENRY: Correct. Yeah. We were given
what those number of units would be. And so that
was the basis of the analysis that we conducted.
HEARING MASTER FINCH: All right. Thank you.
And then maybe, Mr. Luz or Ms. Corbett, if you
could talk about how the mix of units will be in
terms of the overall I know you've committed to
an overall maximum. But the analysis was based on
a certain number of unit types and how that

1	translates to what actually will be developed.
2	MR. LUZ: Yeah, if you there is a minimum
3	requirement. I think I believe it's like 10
4	percent of each lot type shall be provided within
5	the community. And then beyond that we have a site
6	plan which shows each pod and a range of units with
7	each tract.
8	So if you look at the pod and you look at the
9	labeling, the lots in each pod, you can see where
10	you can follow the logic or you can see where
11	you're getting to at least the minimum 10 percent
12	of each lot type. And we've made sure we showed
13	that in a table as well as graphically on a site
14	plan.
15	HEARING MASTER FINCH: So the numbers that
16	were provided to Mr. Henry for his analysis, that's
17	your best estimate
18	MR. LUZ: That's correct.
19	HEARING MASTER FINCH: of how it will be?
20	Thank you. I appreciate it.
21	MS. CORBETT: And Kami Corbett, again. It
22	actually is addressed in the conditions in
23	Condition 31. You don't see it specifically broke
24	down by type. Originally we had a draft of the
25	conditions that did just that. But in reality the

Γ

1	traffic study that we do is an access management
2	study.
3	And so, yes, it was our best guess of what we
4	thought the uses would be. And like for the
5	nonresidential uses, we used some extreme examples,
6	library, parks, and things. So we've overestimated
7	traffic in some instances and then figure that
8	there might be some shifts.
9	So we've addressed it through Condition 31
10	that said these were the assumptions that the
11	zoning was reviewed on and the access management
12	improvements that were agreed to were based on
13	these assumptions.
14	Should they change at site development, we
15	could be subject to additional site access
16	management. And that's how we addressed that.
17	HEARING MASTER FINCH: I did read that. I
18	appreciate you pointing that out.
19	MS. CORBETT: And then just in addition to
20	that with respect to transportation, we will be
21	paying the higher mobility fees here. We'll be
22	subject to the rural rate. So there will be a
23	significant amount of mobility fees generated in
24	addition to the roadway improvements we just
25	discussed.

	Hearing June 20, 2023
1	And with that, we'd respectfully request your
2	approval.
3	HEARING MASTER FINCH: All right. Thank you
4	so much. I appreciate it.
5	Development services?
6	MS. HEINRICH: Michelle Heinrich, Development
7	Services. Before I go over my information, I just
8	wanted to let everyone in the hearing tonight aware
9	that this will be heard at the July 18th, 2023 BOCC
10	Land Use Meeting. And that is reflected in our
11	revised staff report. So, again, it will be at the
12	July 18th, 2023 BOCC Land Use Meeting.
13	And correspondingly, the ZHM recommendation
14	will be filed by July 10th, 2023.
15	HEARING MASTER FINCH: Yes, I will do that.
16	MS. HEINRICH: So, again, this is a rezoning,
17	as you heard, under the newly adopted WVR-2
18	Residential Regulations. And the property consists
19	of about 909 acres currently zoned AR.
20	And as you heard at the beginning of the
21	application, the applicants are proposing to
22	transfer density from a sending area, which is
23	about 270 acres. And that will provide 539 units
24	to the two receiving areas, which are about 638
25	acres. So the combined density will be 1,816,

1 which comes out to a density of two units per acre. 2 A conservation easement and two single-family 3 homes will be provided for in the sending area. And the receiving area is where the activity will 4 occur and the development. And that area will 5 feature multiple residential development area, 6 7 three neighborhood centers, recreational uses both passive and active, and also a permissible -- or a 8 permitted K through 5 public school. 9

As you heard, the WVR-2 requirements requires six different lot types. And the applicants are proposing that. And that will include detached homes, attached homes, and multifamily homes. And also a majority of these lot types do require rear access for vehicles to deemphasize the garages. And applicants are providing that.

17 They are meeting the required minimum acreage 18 for neighborhood centers which are to provide 19 residential support uses such as daycares, 20 churches, and municipal buildings. And commercial uses are not permitted in the neighborhood center 21 2.2 in order to direct those to the downtown area. 23 And, also, just to answer your question very quickly that you had for the applicant, the WVR-2 24 25 regulations have a listing of uses that can be in a

1	neighborhood center. And some of those do include
2	live, work and the community residential homes. So
3	that was one of our first questions to them. And
4	they responded that they wouldn't be doing those by
5	putting that note in the condition.
6	HEARING MASTER FINCH: Okay. Thank you.
7	MS. HEINRICH: Or on the site plan, sorry.
8	And also you'll see on the site plan both the
9	residential and nonresidential uses excluding the
10	public school will occur in a required block
11	development pattern to provide connectivity and
12	clustering to preserve open space and recreational
13	areas.
14	And as you probably noticed in the review of
15	the requirements, the open space and recreation are
16	significant features in the WVR-2 area. And this

The project exceeds the minimum 40 percent of gross project acreage to be left as open space. And they're also complying with the minimum amount of contiguous areas which is being provided in the sending area, and the minimum of 10 percent of internal open space which is happening in the receiving area, which they're exceeding.

project does meet or exceed those requirements.

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17

U.S. LEGAL SUPPORT

You already heard from the applicant the six

(877) 479-2484

1	benefits that they're proposing, so I won't go over
2	that being as I feel they gave a very good overview
3	of that. And I would also just state that in our
4	review we find the project to be compatible given
5	the recent development of similar projects at two
6	units per acre.
7	You saw the applicant show some of those. One
8	was to the west, which is Berry Bay. And one to
9	the north, with is the Davis parcel. We did not
10	receive any objections from reviewing agencies and
11	received a finance consistency from the Planning

12 Commission.

And, therefore, staff does recommend approval subject to proposed conditions. And at the beginning of the hearing I did provide you with a revised staff report. Firstly that reflects the new BOCC date. Also, the report shows corrections on Pages 8 and 9 to correctly identify the sending and receiving areas.

20 Corrections on Page 13 to correct an acreage 21 and orientation statement. A modification of 22 Condition 12 on Page 20 in regards to the location 23 of neighborhood centers. A modification of 24 Condition 17 on Page 20 in regards to the specific 25 internal open space acreages that you heard

	5 unic 20, 2025
1	Ms. Albert speak to.
2	And, also, a modification of Condition 18.3 on
3	Page 21 with an update to the affordable housing
4	condition. And I'm available if you have any
5	questions.
6	HEARING MASTER FINCH: I just have one
7	question and that pertains to new in the new
8	staff report it's Zoning Condition 18.6 A and it
9	talks about when the onsite nonresidential use has
10	to be constructed. And I just wondered why if
11	the requirement is at the more the let me get
12	the segment.
13	So prior to the final plat approval of more
14	than 75 percent of the residential units and
15	here's my question, parenthesis, 1363 to 1634
16	residential units. Why is there a range? Why
17	isn't it just 1363?
18	MS. HEINRICH: I believe that reflects that
19	percentile from the 75 to the 90 or 89 percent.
20	Because there's a second trigger, as well, that a
21	certain amount has to be constructed by 90 percent.
22	HEARING MASTER FINCH: Oh, I see. All right.
23	Just trying to tie it down to more specificity so I
24	understand. Okay. Thank you for that
25	clarification.

1	MS. HEINRICH: Sure.
2	HEARING MASTER FINCH: I appreciate it. That
3	was my only one.
4	Planning commission?
5	MS. PAPANDREW: Andrea Papandrew, Planning
6	Commission staff. This site is in the Wimauma
7	Village Residential-2 Future Land Use Category and
8	is within the Wimauma Village Community Plan and
9	the Southshore Areawide Systems Plan.
10	The proposed meets the intent of Objective 16
11	and its policies. The proposal includes
12	appropriate setbacks and buffers and mitigates
13	adverse impacts to the environmentally sensitive
14	areas. As already stated by the applicant, a
15	variety of housing types are proposed.
16	Request is also consistent with future land
17	use element Policy 48.7 on the six community
18	benefits. Four benefits are proposed from Tier 1.
19	The first one being the multiuse trail on County
20	Road 579.
21	The second one is a 10-acre park which will
22	contribute to the open goals in the Wimauma
23	Community Plan requiring open space for new
24	subdivisions with 50 or more dwelling units and
25	promoting passive recreation approximate to ELAPP

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1	sites.
2	For the third benefit, 10 percent of the units
3	will be affordable and meet the Wimauma Community
4	Plan that encourages housing for a diverse
5	population. Range of income levels and orient
6	residential development to the conceptual Cross
7	Country-Greenway Trail at Wimauma.
8	Lastly, the public school site will meet the
9	educational goals in the community plan. And then
10	there are two goals from the Tier 2 community
11	benefits list that are being met.
12	The applicant is proposing a 25 percent
13	increase in internal open space while also
14	constructing onsite nonresidential uses within the
15	required neighborhood center at 42 square feet per
16	housing unit for 30 percent of the proposed units
17	or 3,000 square feet, whichever is larger.
18	And they're also these two neighborhood
19	centers will be limited to a maximum Florida ratio
20	of .25. They're also meeting FLUE Policy 48.9 on
21	the transfer of development rates. Two residential
22	units in the sending area and 18 1,816 in the
23	residential and the receiving.
24	Because the two units are proposed in the
25	designated sending area, they are consistent with

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1	Policy 48.9.8.1 to make sure a property is left is
2	not left with less development rights than the
3	existing dwellings on said property.
4	They're also consistent with 12.1 and 12-1.4,
5	the community design component on capability
6	established character to the surrounding area. The
7	development pattern and character mainly contains
8	agricultural uses, vacant land, single-family
9	residential.
10	And as previously stated, there are a number
11	of community benefits being proposed that directly
12	or indirectly contribute to further the goal in the
13	Wimauma Village Community Plan.
14	So based upon the above consideration,
15	Planning Commission staff finds the proposed
16	planned development consistent with the
17	Unincorporated Hillsborough County Comprehensive
18	Plan subject to the conditions proposed by the
19	county department of Development Services.
20	HEARING MASTER FINCH: Thank you so much. I
21	appreciate it.
22	We'll go to anyone that wants to speak in
23	support. Anyone in favor of the application either
24	in the room or online?
25	Good evening. And while you're coming

forward, is there anyone else that would like to speak
in support?
How many people? Are you all testifying in
support?
MALE SPEAKER: We're all testifying. Not
necessarily in support.
HEARING MASTER FINCH: All right. I'm just
trying to get my categories correct. So are you
testifying in support?
MALE SPEAKER: YES.
HEARING MASTER FINCH: And, gentlemen, are you
testifying in support as well?
MALE SPEAKER: Generally, yes.
HEARING MASTER FINCH: Okay. So we have
three. And is there anyone online that would like
to speak?
All right. Seeing none, then we'll say five
minutes a piece for the 15 minutes. So go ahead
and give us your name and address.
MR. REGAN: Okay. I'm John Regan. I live at
5051 Sandy Brook Circle, Wimauma, Florida, 33598.
The Wimauma Community Plan Task Force, which
I'm a member, has been working with the Eisenhower
Group in regard to this rezoning application. The
task force has been working successfully with the

1	developer to provide Wimauma community benefits for a
2	win-win agreement.
3	I'm requesting the Hillsborough County
4	Commissioners direct more than 20 million in impact
5	and mobility fees from this development to be set
6	aside for Wimauma business owners and Wimauma
7	infrastructure improvements.
8	Examples, widen Route 674 between 301 and just
9	beyond Railroad Street from the current two lanes
10	to four lanes. Two, install intersection street
11	lights along 674 at West Lake and one or two other
12	intersections with heavy traffic as determined by
13	the Florida Department of Transportation.
14	Three, improve water pressure along Route 674
15	which will attract business development that will
16	create local jobs. Infrastructure improvements
17	must coincide with the development of this 900
18	acres with 1,800 homes now rather than after this
19	development to prevent additional gridlock.
20	Hopefully county funding for infrastructure
21	improvements which are woefully needed can be
22	matched with state and federal infrastructure
23	funding.
24	I am a supporter of the rezoning application
25	noting that we still have a few minor benefits to

1	work out with the developer. I am also hopeful the
2	collaboration between the developer and our task
3	force will continue for future projects.
4	This will not be the last development that
5	Eisenhower Group will desire to work with our task
6	force and our community. Thank you.
7	HEARING MASTER FINCH: Thank you for coming
8	down. If you could, please sign in.
9	Next, please.
10	Good evening.
11	MR. HAMPTON: Good evening. My name is Don
12	Hampton. I live at 16692 Carleton Pond Street,
13	Wimauma.
14	I'm also a member of the Wimauma Task Force.
15	We've been meeting with the Eisenhower Group. We
16	have had some great discussions back and forth.
17	And I also support the 900-acre development that
18	they're trying to do.
19	The concerns that I had was that can I ask
20	you a question?
21	HEARING MASTER FINCH: That's not really how
22	it works.
23	MR. HAMPTON: Okay. All right. Last year I
24	thought I read that it was a moratorium on certain
25	trees, and that's one of the things that I would

1	ask the Eisenhower to do, to do a study to find out
2	what trees' roots go down such as oak trees and
3	other trees that tear up the sidewalks and tear up
4	the sewer and the water. So if they could do that,
5	I'd appreciate that a lot.
6	Secondly, they mentioned affordable housing.
7	I hope they give priority to the Wimauma citizens
8	there, those citizens with lower income. And we
9	know one day it might be gentrification, which is a
10	bad word, but I've seen it happen in certain
11	communities, so I'm concerned about them.
12	Also I want to reiterate what John said, too,
13	about road development. I don't understand how for
14	the last 30 years we keep building subdivisions but
15	we don't build the roads first. Then we all get
16	mad. Because what took us a half an hour before
17	takes us an hour and a half to get there. When I
18	look at this subdivision, that's 3,600 cars. And
19	then to the west of that or the east they're going
20	to build another subdivision.
21	People are complaining now in the neighborhood
22	when we go out and talk to them. It's not just our
23	neighborhood. I look at my GPS sometimes and it
24	says it takes me so much time to it's only 15
25	miles away, why does it take me 45 minutes. That's

1	because of the roadway.
2	So I'm hoping that we will stop and say, hey,
3	together with the developers, with the county, and
4	with the Florida Department of Transportation and
5	the community groups we sit down and say, hey,
6	enough is enough, let's do this right.
7	And I've been told by certain people that,
8	hey, it costs too much money. Well, if it costs
9	100 million right now, if we wait four years how
10	much is it going to cost, 200 million?
11	You're still raising my taxes no matter what.
12	At least let me get the the most valuable thing
13	I've got in the world is time. Not even money,
14	it's time. So I want to get there in 15 minutes.
15	I don't want to get there in a half an hour. And
16	right now the snowbirds are at home so I can get
17	there in 15 minutes. They're back up north.
18	And, finally, what I'd like to say is I know
19	that the developers do all their homework. I know
20	they get recommendations from the planning, they
21	get recommendations from zoning, and I know it's
22	legal. But just because it's legal doesn't mean
23	it's the right thing to do.
24	Thank you very much.
25	HEARING MASTER FINCH: Thank you, sir. Please

1	sign in.
2	Next, please.
3	Good evening:
4	MR. MARTINEZ: Good evening. My name is Gil
5	Martinez with the Wimauma Community Development
6	Corporation.
7	On behalf of the Wimauma CDC I'd like to first
8	of all acknowledge land Development Services' staff
9	and Planning Commission staff for working closely
10	with the community and making sure that our voices
11	are heard in this process and that our requests are
12	taken into consideration.
13	I also want to acknowledge Steve and Kami and
14	Isabel and my friend, the transportation man here,
15	of which name I don't remember. Thank you all for
16	taking the time to meet with the community. Thank
17	you all for taking us into consideration and making
18	some commitments that are truly above and beyond
19	what we expected. So we look forward to continued
20	conversations with you.
21	But for the record I need to put this on, the
22	Wimauma Community Plan Activation Task Force met
23	with Eisenhower Group back in May of this year, May
24	25th. So in an effort to honor the Wimauma Village
25	Neighborhood Plan, the Wimauma Community Plan

1	Activation Task Force, better knows as the WCPAT, a
2	program of the Wimauma CDC advocates for the
3	appropriate implantation of the Wimauma Village
4	Neighborhood Plan.
5	We have performed our due diligence and met
6	with Eisenhower Realty Group to discuss the
7	rezoning application before you. Our
8	accountability discussions included requiring
9	additional community benefits, advocating for
10	infrastructure improvements, an increase in roadway
11	capacities, minimize environmental impacts, a focus
12	on increase in affordable housing, and a commitment
13	to agricultural land use.
14	Based on these agreed upon verbal commitments
15	by Eisenhower Group, the Wimauma CDC acknowledges

by Eisenhower Group, the Wimauma CDC acknowledges that this rezoning is consistent and meets the requirements of the Wimauma Community Plan. The 900-acre 1,800 -- 1,816 homes PD has offered the following community benefits which are intended to be accessible and serve the community at large.

It is our understanding that there is going to be two multiuse trials in this project, one going eastbound, one going -- eastbound and westbound and one going along 579 between Saffold to 674.

25

We have met with them and we have discussed

1	desires that the community would like to see
2	associated with these trails. Those desires
3	include environmental sensitive lighting, dedicated
4	bike lanes, seating areas, benches, 911 kiosk,
5	trail parking, and descending lands.
6	As was mentioned earlier, you know, there's
7	some concern about the type of trees that are being
8	planted or potentially planted on these multi
9	trails for consideration.
10	As far as public parks, the 12 acres, there
11	were commitments made to ensuring a pickleball
12	court, basketball, tennis court, soccer field,
13	shaded playground, public parking, public
14	restrooms, and an outdoor pavilion.
15	Of course we're very supportive of the
16	dedicated lands for Hillsborough County School
17	District. We are supportive of the 25 percent
18	increase of 12.5 acres above the open space. But
19	we do caution that this must include a maintenance
20	and monitoring schedule program. These plans must
21	be put in place to prevent these areas from turning
22	into problematic weed fields and nonnative
23	vegetation.
24	The concept of open space is a community
25	benefit. It cannot be realized if the functional

1	habitat is not maintained. We request that there be
2	some definition as to what the end use is of the
3	sending lands would be. Is there going to be some
4	restrictive rezoning some restrictions to
5	rezonings in the future or anything along those
6	lines? We'd like to see that.
7	We discussed potentially the developer
8	constructing the childcare facility. That is
9	something we're currently discussing with them.
10	We'd like to see public parking provided, as well,
11	for the openair market.
12	In regards to the 180 units of affordable
13	housing, the Wimauma CDC has met with the
14	Eisenhower Group and they will be setting aside 180
15	homes at affordable housing rate. The Wimauma CDC
16	requests the right to first refusal to facilitate
17	this community benefit into a community good. The
18	Wimauma CDC will either directly facilitate the
19	program or outsource the program to a community
20	partner to facilitate the program.
21	On this I don't know if Steve or Kami
22	mentioned this, but this was part of the
23	discussions that we had. They made a commitment to
24	us to provide 10 acres for community urban
25	farmland. Once again, the CDC requests the right

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1	to first refusal to facilitate this community benefit	
2	into a community good.	
3	And, lastly, as was mentioned, the project	
4	mobility fees are associated to be upward of \$20	
5	million. On behalf of Wimauma residents, business	
6	owners, the Wimauma CDC, the Wimauma CPAT requests	
7	the BOCC allocate the collected fees in the	
8	totality to be directed towards investment and	
9	safety and roadway improvements in Wimauma	
10	concurrent with the project's construction.	
11		
12	Thank you.	
13	HEARING MASTER FINCH: Thank you for your	
14	time. If you could, please sign in.	
15	Was that the last person to speak in support?	
16	I believe so.	
17	Okay. Do we have anyone that would like to	
18	testify in opposition? Opposition?	
19	All right. While you're coming forward, is	
20	there anyone else that would like to speak in	
21	opposition either in the room or online?	
22	All right. Seeing no one, go ahead and give	
23	us your name and address.	
24	MR. MARKA: Thank you. My name is Michael	
25	Marka. I live at 10759 Standing Stone Drive in	

1	Wimauma. And looking at the plan I understand that
2	development is going to happen. It has to happen.
3	We have to do something.
4	I just see a lot of we're giving in a lot
5	to the developers. The all the exemptions on
6	the TTM, they say they don't have the right of way,
7	either right of way. You can't do the plan
8	according to the what the county wants, then we
9	shouldn't be approving these plans.
10	When we go further and look at their overall
11	plan and on Page 68 of the Wimauma Community
12	Plan it talks about how we're going from dense
13	areas or from less dense areas to denser areas
14	as we get to downtown Wimauma.
15	This is on the southeast edge of the WVR-2
16	zoning. It should be the least dense. We
17	shouldn't be taking density from the sending unit
18	that's right next to downtown Wimauma. We've got
19	200 acres there that now is never going to be
20	developed and it's right next to it's trying to
21	be a downtown Wimauma.
22	We're taking those and we're bringing them
23	down to two units on the southern end. You've got
24	two receiving units on the southern end that don't
25	even touch each other. Which leads us to another

1	point that under Policy 48.10 the developer must
2	provide interconnected trail systems internal to
3	the plan development and external to the outside
4	plan developments.
5	They in essence have two separate parcels that
6	are not connected to each other and they can't
7	follow Policy 48.10 because they don't own the
8	property in-between the two of them. It's about a
9	40-foot-wide strip, might be 30, might be 20. I'm
10	not sure. And it goes the entire length. It's on
11	the south side of the school and runs the entire
12	length of that property.
13	I think if this were to be done right it
14	should be done under two separate plan
15	developments, which would involve two separate sets
16	of community benefits and everything else. Then
17	they wouldn't have to connect these. But right now
18	they can't even interconnect in their own
19	development according to you know, I believe
20	it's must provide in that policy, also.
21	So, thank you very much.
22	HEARING MASTER FINCH: Thanks for coming down.
23	Please sign in.
24	All right. Seeing no one else that wants to
25	testify in opposition, we'll go back to Development

1	Services.
2	MALE SPEAKER: Ma'am, just to clarify for the
3	change you can see in Condition 21-F. I think what
4	you're looking at have that reference in some
5	degree to the site development approval process as
6	opposed to first increment. I think that's where
7	you're looking to get some clarity on.
8	HEARING MASTER FINCH: Yes. Yes.
9	Concurrently with initial increment of development
10	doesn't mean anything to me.
11	MALE SPEAKER: Understood. So we can work on
12	that and provide revised conditions to change that
13	reference to site development. We'll work
14	something out.
15	Thank you.
16	HEARING MASTER FINCH: Thank you. I
17	appreciate it.
18	All right. If nothing further from
19	Development Services, then we'll go back to the
20	applicant who has five minutes for rebuttal.
21	MS. CORBETT: Kami Corbett, again. I'd like
22	to have Steve Henry come up and just reiterate some
23	of the standards that we are agreeing to.
24	HEARING MASTER FINCH: Okay. Thank you.
25	MR. HENRY: Again, Steve Henry. So when we're

1	talking about the TTM and the design exceptions we're
2	asking for, on 579, to give you an example, we're
3	asking for design exception to the TTM, the
4	shoulders. The TTM standard is an 8-foot shoulder,
5	5 foot paved. We're doing 6-foot shoulder, 5 foot
6	paved.
7	So there's a slight difference because of,
8	again, right of way constraints. Also, there's a
9	5-foot sidewalk on both sides of the street in the
10	TTM. We're doing a 10-foot on the west side.
11	So, yes, there is a design exception for that
12	because of limited right of way on the east side of
13	the road that we don't control. But the reality
14	is, in essence, we're putting in very almost the
15	TTM standards from what we've got from a safety
16	standpoint.
17	And same thing on Saffold Road, we're doing
18	the same type of thing other than where we don't
19	control any right of way for that.
20	Thank you.
21	HEARING MASTER FINCH: Thank you.
22	MS. CORBETT: Yes, Kami Corbett again. I just
23	wanted to direct your attention, as well, to a
24	letter in the record from Ms. Wanda Broton. She is
25	the president of the Wimauma Civic Association.

1	She's also one of the original people that were
2	involved in the original WVR community plan and we
3	do have a letter of record that is in support of
4	our proposed redevelopment.
5	She's not happy about how the regulations
6	ended up, but she is in support of this
7	redevelopment. And that's kind of the point that
8	I'm going to make about some of the things that
9	were just said. We did have an extensive community
10	engagement process in this county for the WVR area.
11	We have a community plan. We have a
12	comprehensive plan. And we have land development
13	regulations. And your the staff has determined
14	that what we are proposing is consistent with all
15	of those.
16	Obviously when you get down to the practical
17	application of those regulations, there are some
18	interpretations that have to be made, but those are
19	best made by the professional planners at the
20	county and also our professional planners and
21	designers who have designed this site. And I think
22	we've demonstrated full compliance with both.
23	And I do believe that we have also committed
24	to the commitments that we've made to the
25	community we have addressed through the conditions

1	where appropriate. There are some other areas of
2	commitment that they've asked for that would not be
3	appropriate for zoning conditions, so we will
4	continue to speak with them as we move through the
5	process.
6	HEARING MASTER FINCH: Does that conclude your
7	rebuttal?
8	MS. CORBETT: It does.
9	HEARING MASTER FINCH: All right. Thank you
10	so much. Then with that we'll close rezoning 23-
11	0041 and adjourn the hearing.
12	Thank you all for your time and testimony.
13	(Thereupon the proceeding was concluded at
14	10:28 p.m.)
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EXHIBITS SUBMITTED DURING THE ZHM HEARING

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		CITY J- COV & STATE # ZIP JET PHONE 804	

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO DATE/TIME: <u>6202023</u> HEARING MASTER: <u>5430n Finch</u> 6:00pm		
PLEASE PRINT CLE	ARLY , THIS INFORMATION WILL BE USED FOR MAILING	
$\begin{array}{c} \text{APPLICATION #} \\ 23-0351 \end{array}$	PLEASE PRINT' NAME L'INCHE CRECH MAILING ADDRESS 2212 2. College AVL CITY Riverie STATE P/ ZIP 33570 PHONE 835058888	
APPLICATION # 27-0442	PLEASE PRINT John LaRocca MAILING ADDRESS 3225 S. Mac Di 11 aug #129320 CITY Tampa STATE FC ZIP 3829 PHONE 813 6950469	
APPLICATION # 23-0469	PLEASE PRINT Dallas Evans NAME Dallas Evans MAILING ADDRESS 3810 Abrildele Blvd, Ste 100 CITY Jampa STATE FL ZIP 3362 PHONE 813-949-7449	
APPLICATION # 23-0469	PLEASE PRINT NAME Margaret Tasson MAILING ADDRESS 2810 Normalale Block Suferi 00 CITY Tamph STATE FL ZIPB3624PHONE 813-944-744	
APPLICATION # $22 - 1390$	PLEASE PRINT Kami Corbett NAME <u>Kami Corbett</u> MAILING ADDRESS <u>101 & Kennedy Bud, St. 3700</u> CITY TAM PA STATE <u>FL</u> ZIP <u>3360</u> PHONE <u>813</u> 227 8424	
APPLICATION # $22 - 1390$	PLEASE PRINT Don Hampfon NAME Don Hampfon MAILING ADDRESS [6692 Corr[ton Pond St. CITY[Jituation of STATE FL ZIP 33598 PHONE	

HEARING MASTER: SUSAN Finch SIGN-IN SHEET: RFR, ZHM, PHM, LUHO DATE/TIME: ORM THIS INFORMATION WILL BE USED FOR MAILING LEARLY. PLEASE PLEASE PRINT **APPLICATION #** BEN BURN 77-1390 ING ADDRESS SOZ W. LAVIEL 71P 37601 CITY NAME Jaim Majer **APPLICATION #** 22-1639 MAILING ADDRESS LOI E. FENNEDY BIND. Ste 3700 CITY TOMPO STATE FL ZIP 3002 PHONE 813 506 5184 PLEASE PRINT **APPLICATION #** Matthew Norman NAME MAILING ADDRESS 101 E. Kennedy Blud. Ste 3700 22-1639 ampa STATE FL ZIP 37602 HONE CITY NAME Mary Brigham **APPLICATION #** 22-1639 MAILING ADDRESS 18050 S US 301 CITY WI MALL STATE FL ZIP3359PHONE 8/3-503-PLEASE PRINT **APPLICATION #** NAME RING TADAK 22-1639 MAILING ADDRESS 4812 BOLY Crest DR anpa state & zip365 phone 27-365-7239 CITY NAME Katherp Burges **APPLICATION #** MAILING ADDRESS 16029 GOOSE Ribbon PL 22-1659 CITY Wimauma STATE EL ZIP33598 PHONE 803-589 2689

HEARING MASTER: Susan Finch SIGN-IN SHEET: RFR, ZHM, PHM, LUHO DATE/TIME: 6:00 pm LEARLY. PLEASE PRINT THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRINT **APPLICATION #** John D Hooker NAME MAILING ADDRESS John O John D Hoo Ker, com 8621 N. Willow Ave 22-1639 STATE F/ ZIPS3604 PHONE 813-503-1802 CITY PLEASE PRINT **APPLICATION #** tiers NAME 22-1639 MAILING ADDRESS 13620 Metropolis Ave., Ste. 10 CITY Fort MyerSSTATE / L ZIP 33912 PHONE (239) 204-5360 PLEASE PRINT **APPLICATION #** Vic Stre NAME 22-1639 MAILING ADDRESS V914 SANDY STOLES CITY NOR STATE FZ ZIP335 PHONE DIS310390 PLEASE PRINT **APPLICATION #** NAME Colin Rice 22-1701 MAILING ADDRESS (000 W Cass CITY Tanka STATE FL ZIP 376 PHONE 239 9042771 NAME Patricia Macatee **APPLICATION #** 72-1701 MAILING ADDRESS 3/02 Thonotogassa Reb CITYPIENT CitySTATE H ZIP3356PHONE 727-5 NAME TSubelle albert **APPLICATION #** 23-0041 MAILING ADDRESS 1000 12 Oghley Dr CITY TAMPE STATE 12 ZIP 33602 HONE

PAGE 5 OF 6 SIGN-IN SHEET: RFR, ZHM, PHM, LUHO HEARING MASTER: Sugar DATE/TIME: :00 pm PLEASE **PRINT CLEARLY**. THIS INFORMATION WILL BE USED FOR MAILING NAME Kumi Corhett **APPLICATION #** 23-0041 MAILING ADDRESS 10/9 Kennel 1 B VO CITYTAMPA STATE TC ZIBLE PHONE 3-227842 PLEASE PRINT **APPLICATION #** 1 B/P NRM 27-0041 WINE MAILING ADDRESS 5023 ZIP _PHONE 100 STATE NAME STEVE **APPLICATION #** LUCE 27-0041 MAILING ADDRESS 111 S. ARMEN M CITY TAMPA STATEFL ZIP 33604 PHONE 813-767-5763 NAME JUHN RECAN **APPLICATION #** MAILING ADDRESS 5051 SANSY BROOK GREE CITY WIMAN MA STATE FL ZIP 33598 PHONE 813-938-4058 PLEASE PRINT **APPLICATION #** anota NAME 2 S-(X)41 aptionts MAILING ADDRESS 16692 AMERING STATE H ZIP 337 PHONE O CITY PLEASE PRINT **APPLICATION #** 3-6041 ADDRESS 5229 SR 674 754-2 imaumastate FL zip 3359 Phone 47 MAILING ADDRESS CITY

SIGN-IN SHEET: RFR, 1 DATE/TIME: $4/20/$ 6:00	ZHM, PHM, LUHO 2023 HEARING MASTER: <u>Susan</u> Finch	of <u>6</u>
PLEASE PRINT CLE	ARLY, THIS INFORMATION WILL BE USED FOR MAILING	
APPLICATION # 23-6041	PLEASE PRINT NAME MILE UPMARCA MAILING ADDRESS 10759 STOPPONG STOPPONG STOPPONE CITY WIMAMA STATE FL ZIP 33596 PHONE 813 380	Dr
APPLICATION #	PLEASE PRINT NAME	
APPLICATION #	PLEASE PRINT NAME MAILING ADDRESS CITYSTATEZIPPHONE	
APPLICATION #	PLEASE PRINT NAME	
APPLICATION #	PLEASE PRINT NAME MAILING ADDRESS CITYSTATEZIPPHONE	
APPLICATION #	PLEASE PRINT NAME MAILING ADDRESS CITYSTATEZIPPHONE	

HEARING TYPE:

ZHM, PHM, VRH, LUHO DATE: 06/20/2023

HEARING MASTER: Susan Finch

PAGE: 1 of 1

APPLICATION #	SUBMITTED BY	EXHIBITS SUBMITTED	HRG. MASTER YES OR NO
RZ 22-0203	Susan Swift	1. Applicant Presentation Packet	No
RZ 23-0330	Todd Pressman	1. Applicant Presentation Packet	No
RZ 23-0351	Todd Pressman	1. Applicant Presentation Packet	No
RZ 23-0469	Dallas Evans	1. Applicant Presentation Packet	No
RZ 22-1390	Kami Corbett	1. Applicant Presentation Packet	No
RZ 22-1390	Steve Henry	2. Applicant Presentation Packet	No
MM 22-1639	Michelle Heinrich	1. Revised Staff Report	Yes (copy)
MM 22-1639	Jaime Maier	2. Applicant Presentation Packet	No
MM 22-1639	John D. Hooker	3. Opponent Presentation Packet	No
RZ 22-1701	Colin Rice	1. Applicant Presentation Packet	No
RZ 23-0041	Michelle Heinrich	1. Revised Staff Report	Yes (copy)
RZ 23-0041	Isabelle Albert	2. Applicant Presentation Packet	No
RZ 23-0041	John Regan	3. Proponent Presentation Packet	No
RZ 23-0041	Gil Martinez	4. Proponent Presentation Packet	No

JUNE 20, 2023 - ZONING HEARING MASTER

The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Tuesday, June 20, 2023, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

Susan Finch, ZHM, after a delay, called the meeting to order at 6:31 p.m., led in the pledge of allegiance to the flag, and introduced Development Services.

A. WITHDRAWALS AND CONTINUANCES

Michelle Heinrich, Development Services, introduced staff, and reviewed changes/withdrawals/continuances.

Susan Finch, ZHM, overview of ZHM process.

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

Susan Finch, ZHM, Oath.

B. REMANDS

B.1. RZ 22-0648

Susan Finch, ZHM, announced the item was continued to the July 24, 2023, ZHM.

C. REZONING STANDARD (RZ-STD):

C.1. RZ 22-1681

Susan Finch, ZHM, announced the item was continued to the July 24, 2023, ZHM.

C.2. RZ 23-0115

Michelle Heinrich, Development Services, called RZ 23-0115.

Testimony provided.

Susan Finch, ZHM, closed RZ 23-0115.

1

C.3. RZ 23-0203

Michelle Heinrich, Development Services, called RZ 23-0203.

Testimony provided.

Susan Finch, ZHM, closed RZ 23-0203.

C.4. RZ 23-0330

Michelle Heinrich, Development Services, called RZ 23-0330.

Testimony provided.

Susan Finch, ZHM, closed RZ 23-0330.

C.5. RZ 23-0351

Michelle Heinrich, Development Services, called RZ 23-0351.

Testimony provided.

월 Susan Finch, ZHM, closed RZ 23-0351.

C.6. RZ 23-0442

Michelle Heinrich, Development Services, called RZ 23-0442.

Testimony provided.

Susan Finch, ZHM, closed RZ 23-0442.

C.7. RZ 23-0469

Michelle Heinrich, Development Services, called RZ 23-0469.

Testimony provided.

Susan Finch, ZHM, closed RZ 23-0469.

TUESDAY, JUNE 20, 2023

D. REZONING-PLANNED DEVELOPMENT (RZ-PD) & MAJOR MODIFICATION (MM): D.1. RZ 22-1390 Michelle Heinrich, Development Services, called RZ 22-1390. Testimony provided. Susan Finch, ZHM, closed RZ 22-1390. D.2. MM 22-1639 Michelle Heinrich, Development Services, called MM 22-1639. Testimony provided. Susan Finch, ZHM, closed MM 22-1639. D.3. RZ 22-1701 Michelle Heinrich, Development Services, called RZ 22-1701. Testimony provided. Susan Finch, ZHM, closed RZ 22-1701. D.4. RZ 23-0041 Michelle Heinrich, Development Services, called RZ 23-0041. Testimony provided. Susan Finch, ZHM, closed RZ 23-0041. ADJOURNMENT Susan Finch, ZHM, adjourned meeting at 10:28 pm.

3

Rezoning Application: Zoning Hearing Master Date: BOCC Land Use Meeting Date: PD 23-0041 June 20, 2023 August 8, 2023 July 18, 2023



Development Services Department

1.0 APPLICATION SUMMARY

Applicant:	301 Wimauma LLC	
FLU Category:	WVR-2	
Service Area:	Rural	Rectica a lakes
Site Acreage:	909.27 +/-	
Community Plan Area:	Wimauma	EISHOP RD
Overlay:	None	mer Acres Property
Request:	Rezoning from AR to PD	Academy Academ

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.

oning:	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

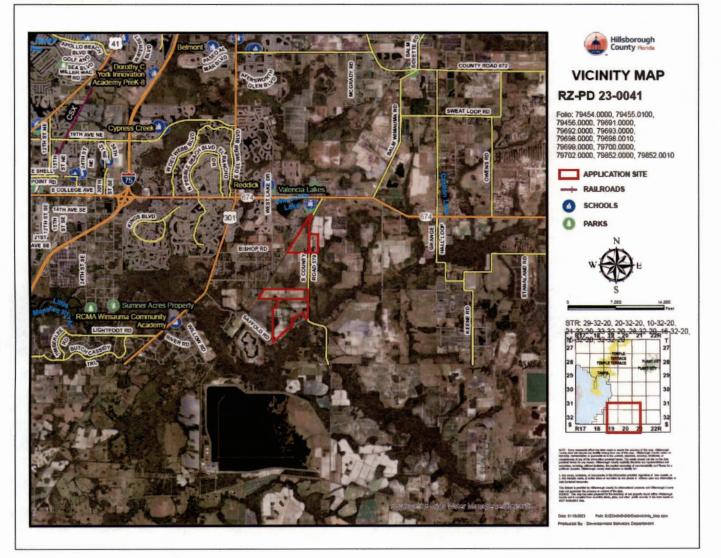
Development Standards:	Existing	Proposed (Receiving Areas)
District(s)	AR (Agricultural Rural)	PD 23-0041
Lot Size / Lot Width	5 acres / 150 feet	1,800 - 7,200 sf / 16-60 feet
Setbacks/Buffering and Screening	Front Yard Minimum: 50 feet Side Yard Minimum: 25 feet Rear Yard Minimum: 50 feet	Front Yard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

Application No. **R7** Name: <u>Michelle</u> Entered at Public Hearing: Date Exhibit #

APPLICATION NUMBER: P	D 23-0041		
	une 20, 2023 ugust 8, 2023 <u>July 18, 202</u>	<u>23</u>	Case Reviewer: Michelle Heinrich, AICP
Additional Information:		Sec. March	
PD Variation(s)	ariation(s) None requested as part of this application		ed as part of this application
Waiver(s) to the Land Deve	iver(s) to the Land Development Code None requested as part of this application		ed as part of this application
Planning Commission Rec	ommendation:		Development Services Recommendation:
Consistent			Approval, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



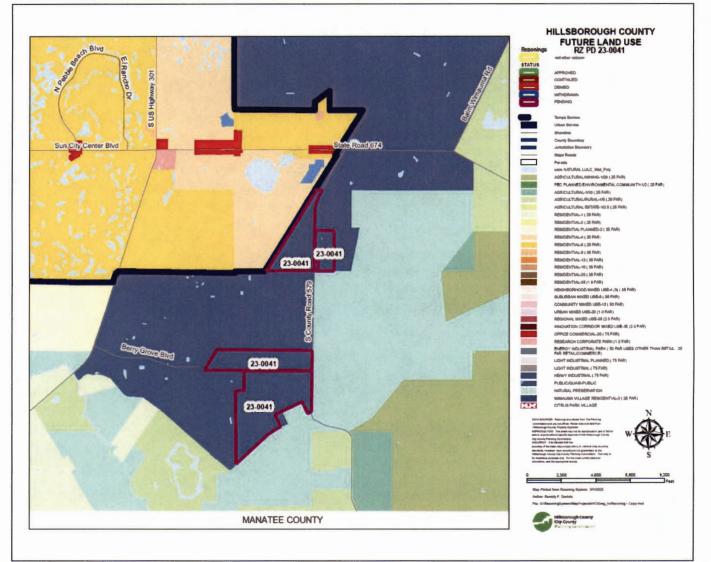
Context of Surrounding Area:

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.

APPLICATION NUMBER:	PD 23-0041
ZHM HEARING DATE:	June 20, 2023
BOCC LUM MEETING DATE:	August 8, 2023 July 18, 2023

2.0 LAND USE MAP SET AND SUMMARY DATA

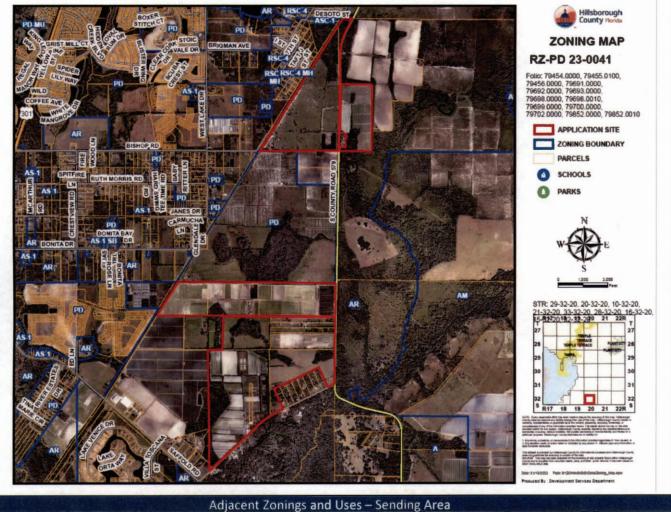
2.2 Future Land Use Map



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 Oses – 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

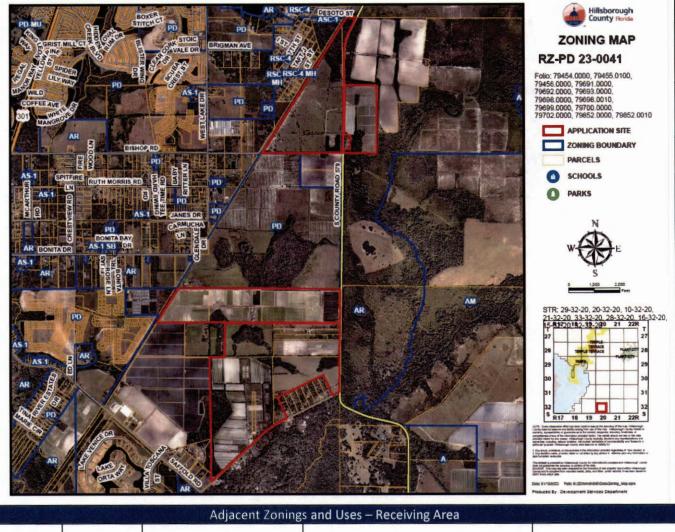
BOCC LUM MEETING DATE:

June 20, 2023 August 8, 2023 July 18, 2023

Case Reviewer: Michelle Heinrich, AICP

2.0 LAND USE MAP SET AND SUMMARY DATA

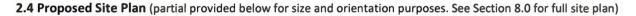
2.3 Immediate Area Map

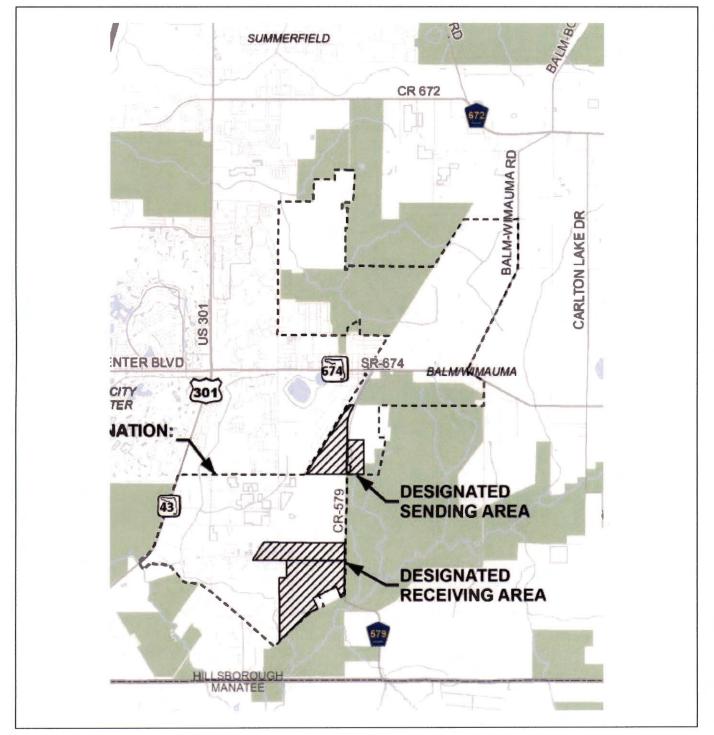


		Adjacent 20111163	and Uses - Necelving Area	and the second
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 18-1048	3.84 units per acre	Single-Family Residential	Undeveloped
South	AR	1 unit per 5 acres	Single-Family Residential and Agriculture	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

APPLICATION NUMBER:	PD 23-0041	
ZHM HEARING DATE:	June 20, 2023	
BOCC LUM MEETING DATE:	August 8, 2023 July 18, 2023	Case Reviewer: Michelle Heinrich, AICP

2.0 LAND USE MAP SET AND SUMMARY DATA



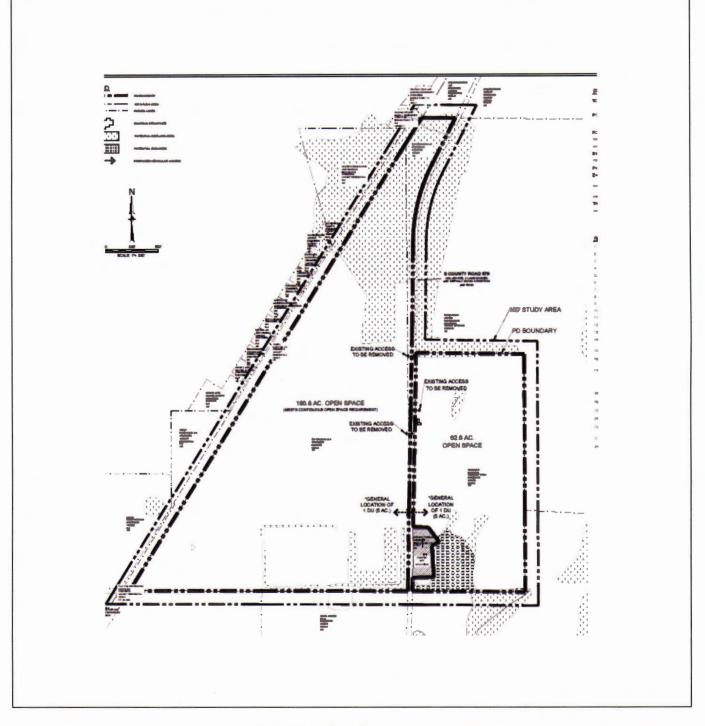


Sending Area

APPLICATION NUMBER:	PD 23-0041	
ZHM HEARING DATE:	June 20, 2023	
BOCC LUM MEETING DATE:	August 8, 2023 July 18, 2023	Case Reviewer: Michelle Heinrich, AICP

2.0 LAND USE MAP SET AND SUMMARY DATA

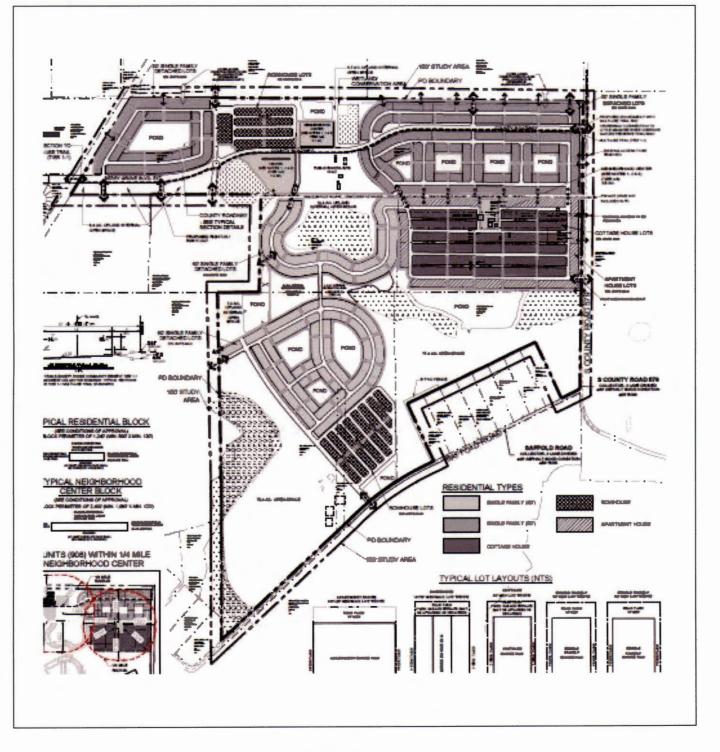
2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



Receiving 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

BOCC LUM MEETING DATE: June 20, 2023 August 8, 2023 July 18, 2023

Case Reviewer: Michelle Heinrich, AICP

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

Road Name	Classification	Current Conditions	Select Future Improvements		
Berry Grove Blvd.	County Collector - Urban	2 Lanes □Substandard Road ⊠Sufficient ROW Width	Corridor Preservation Plan Site Access Improvements - TBD Substandard Road Improvements Other – Voluntary Preservation for Lanes West of Internal Roundabout		
CR 579	County Collector - Rural	2 Lanes ⊠ Substandard Road ⊠ Sufficient ROW Width	Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other – Tier 1-1 Trail Connection		
Saffold Rd.	County Collector - Rural	2 Lanes ⊠ Substandard Road ⊠ Sufficient ROW Width	Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other		
c	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other		

Project Trip Generation Not applicable for this request				
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips	
Existing	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.

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	

Design Exception/Administrative Variance Not applicable for this request					
Road Name/Nature of Request	Туре	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	⊠ Yes □ No	□ Yes ⊠ No	⊠ Yes □ No		
Natural Resources	⊠ Yes □ No	□ Yes ⊠ No	⊠ Yes □ No		
Conservation & Environ. Lands Mgmt.	⊠ Yes □ No	□ Yes ⊠ No	⊠ Yes □ No		
Check if Applicable:	🗆 Potable V	Vater Wellfield Pro	otection Area	1	
Wetlands/Other Surface Waters	⊠ Significan	t Wildlife Habitat			
Use of Environmentally Sensitive Land		igh Hazard Area			
Credit		burban/Rural Sce	nic Corridor		
Wellhead Protection Area		to ELAPP property			
Surface Water Resource Protection Area	□ Other				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments	
Transportation ⊠ Design Exc./Adm. Variance Requested ⊠ Off-site Improvements Provided	⊠ Yes □ No	□ Yes ⊠ No	⊠ Yes □ No		
Service Area/ Water & Wastewater Urban City of Tampa Rural City of Temple Terrace	⊠ Yes □ No	□ Yes ⊠ No	□ Yes ⊠ No	Connections permitted at developers' expense, per FLU category	
Hillsborough County School BoardAdequateK-5G-89-12N/AInadequateK-5G-89-12N/A	⊠ Yes □ No	□ Yes ⊠ No	□ Yes ⊠ No		
Impact/Mobility Fees (see Agency Commen Townhouse (Fee estimate based on a 1,500 s.f., 1 Mobility: \$9,445 Parks: \$1,957 School: \$7,027 Fire: \$249 Total per Townhouse: \$18,678 Single Family Detached (Fee estimate based on a Mobility: \$13,038 Parks: \$2,145 School: \$8,227 Fire: \$335 Total per House: \$23,745	-2 Story)	al uses)			

APPLICATION NUMBER:

PD 23-0041 ZHM HEARING DATE: June 20, 2023

BOCC LUM MEETING DATE: August 8, 2023 July 18, 2023

Case Reviewer: Michelle Heinrich, AICP

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission			all second and	
□ Meets Locational Criteria	🖾 Yes		🖾 Yes	
Locational Criteria Waiver Requested	□ No	🛛 Consistent	🗆 No	
□ Minimum Density Met				

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 77 acres). Property to the west consists of agricultural uses and a TECO right-of-way (appox. 83 feet wide). Property to the southeast southwest 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:

	PD 23-0041
ZHM HEARING DATE: BOCC LUM MEETING DATE:	June 20, 2023 August 8, 2023 July 18, 2023 Case Reviewer: Michelle Heinrich, AICP
SOCCEDMINIEETING DATE.	
	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 mide 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: 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 the
	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 t
	PD study area (use an aerial to digitize in locations).
Be Attac Be Attac lot layou	he Typical Lot Layout for "Rowhouse" units to replace the label "3' Min. Garage Setback (Ma hed or Detached)" with a label reading "3' Min. Garage Setback for Alley Accessed Units (Ma hed or Detached)*". Then add corresponding asterisk and note underneath that one typical t which states, "*See Conditions of Approval for Minimum Rear Yard Setbacks for Rowhouse cessed Via Rear Yard Adjacent Roadways".
19.a	he Development Standards table to: Change the label reading "Cottage House (Read Loaded)" to instead read "Cottage House (Re
	Alley Access Only)". Change the label within the "Rowhouse (Rear Loaded)" row and "Rear Setback (Min)" column

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		Setback for Alley Accessed Units (May	be Attached or Detached) ³ ". Then add a 3 rd footnote
		stating "3. See Conditions of Approval	for Minimum Rear Yard Setbacks for Rowhouse Units
		Accessed Via Rear Yard Adjacent Road	ways".
	19.c	Add the text "Lot Type" within the black	ck box in the 1 st column.
20. I	In the "	PD Site Data" table, replace the "Neigh	borhood Center" portion of the table with a new table
N	which r	eads as follows:	
		"Proposed Non-Residential Uses:	
		1,000 Student Maximum Non-Charter	
		12.5 ac. Publicly Accessible Internal Re	
			dential Uses within the Three Neighborhood Centers.
			Uses (300 attendees combined maximum); Church Use
			(1) Flexible Market Space, and Government/Public
		Service Uses (see Notes 3 and 5)."	
2	20.a	-	rhood Centers shall be developed utilizing the Civic
		Building Lot standards.	
2	20.b		Density" and new "Proposed Non-Residential Uses"
		· · · · · · · · · · · · · · · · · · ·	e at the bottom of the PD Site Data Table which reads
			trip generation caps which apply separately between t
		Northern and Southern Receiving Area	the second state of the se
	20.c		prresponding with the access arrows within adjacent PI
24 4 4		18-1048 and label as "Access within A	
		-	ght-of-way dedication and conveyance, as well as
		the second late at the second of the second s	aphic scale. Such areas are present along the project's
			of zoning approval for additional information."
			Plan (GDP), the applicant shall revise the proposed
	-	ptions to:	arem and commentation which the County Engineer
	22.a		gram and segmentation which the County Engineer
			endations, but which were not accurately depicted in t
	22 h	requests; and, Correct discremencies in the way right	of way dedication and procentation was shown in the
	22.b		of-way dedication and preservation was shown in the
			etter reflect to proposed Wimauma Village Residential ments and proposed conditions of zoning approval.
23.	Noto or		each Internal Open Space acreage in the Receiving Are
-	with "+		each internal Open Space acreage in the Receiving Are
7	WILLI +	<u>/</u>	
proval - Appr	ovalof	the request subject to the conditions	listed below, is based on the general site plan submitt
ay 31, 2023.		the request, subject to the conditions	isted below, is based on the general site plan sublinit
ay 51, 2025.			
For the r	ourpose	es of these zoning conditions:	
		-	g Area and lying north of the northern boundaries of fol
	-		red to as "Northern Receiving Area" portion of the PD
			Area and hing south of the northern houndaries of fal

- 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".

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- 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.
- Residential development in the Sending Area shall comply with the following: Minimum lot size: 21,780 sf (0.5 acres)

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Minimum lot wid	lth:	100 feet	
Minimum front y	ard setback:	25 feet	
Minimum side ya	ard setback:	10 feet	
Minimum rear ya	ard setback:	25 feet	
Maximum buildir	ng 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).

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- 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 <u>be</u> in <u>general</u> compliance with the <u>individually</u> 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 <u>shall include</u> the four areas shown on the general site plan for Internal Open Space and portions of the MUTs 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.

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- 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 which shall be defined as housing which is available at a price or rent not exceeding 30% of a low income household's gross income. Low income household is defined as a household with gross income which is at or below 100% of median income adjusted for family size, consistent with annually adjusted Department of Urban Development income guidelines. 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.

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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 onsite vehicular queuing 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.

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- 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.
- 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 of 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:

- 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.

APPLICATION NUMBER:	PD 23-0041	
ZHM HEARING DATE:	June 20, 2023	and the second se
BOCC LUM MEETING DATE:	August 8, 2023 July 18, 2023	Case Reviewer: Michelle Heinrich, AICP

- 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 f ire, 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.

PD 23-0041

ZHM HEARING DATE:June 20, 2023BOCC LUM MEETING DATE:August 8, 2023July 18, 2023

Zoning Administrator Sign Off:

J. Brian Grady Tue Jun 20 2023 13:28:40

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%).

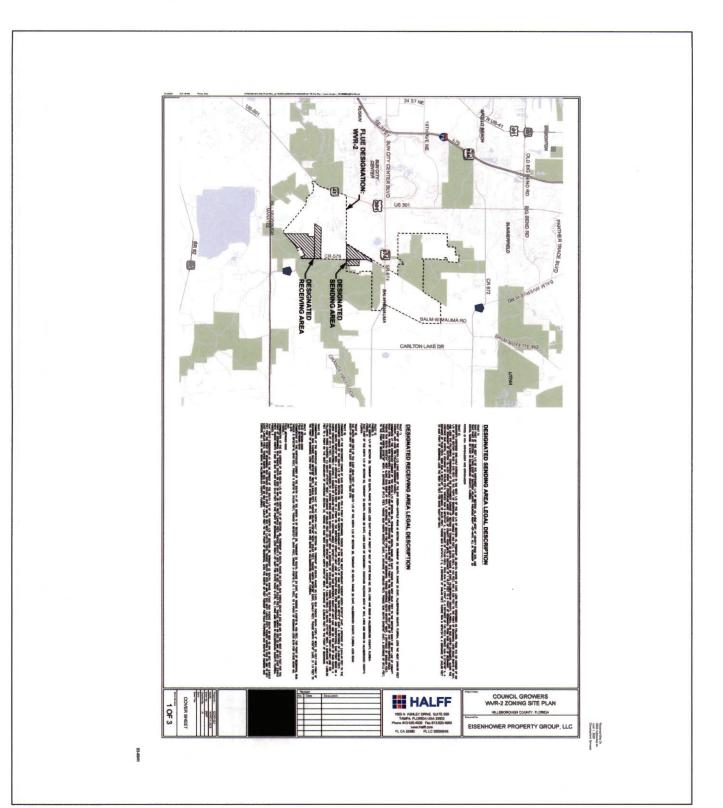
- Affordable housing the applicant proposes a minimum of 10% of the project units to be affordable. This results in a minimum of 181 units that will be available. Goal 5 of the Wimauma Community Plan identifies the encouragement of affordable housing and housing to accommodate a range of income levels.
- 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%).

<u>Density Transfer</u>: 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.

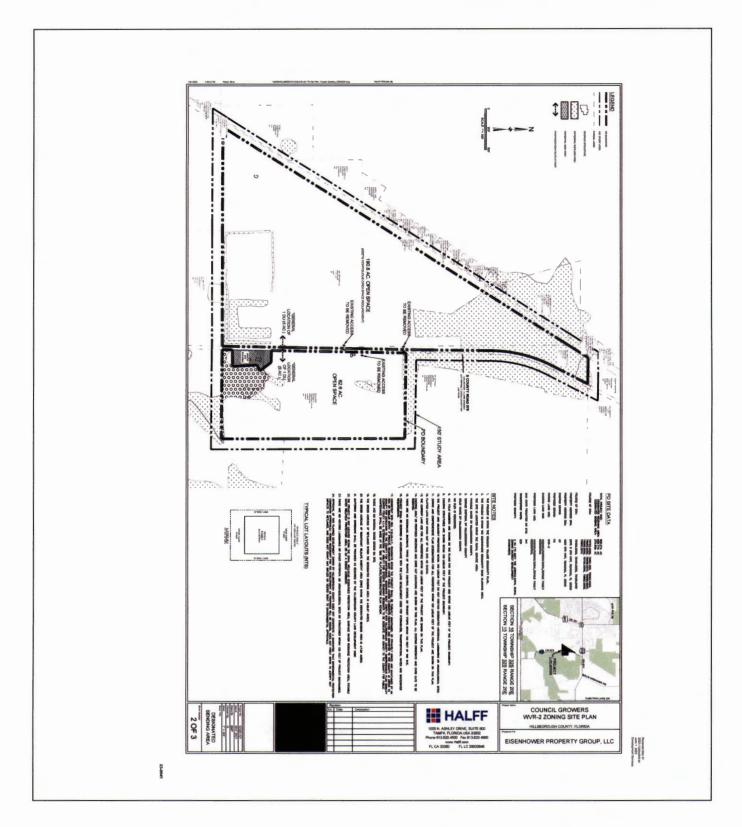
PD 23-0041 June 20, 2023 BOCC LUM MEETING DATE: August 8, 2023

8.0 PROPOSED SITE PLAN (FULL)



June 20, 2023 August 8, 2023

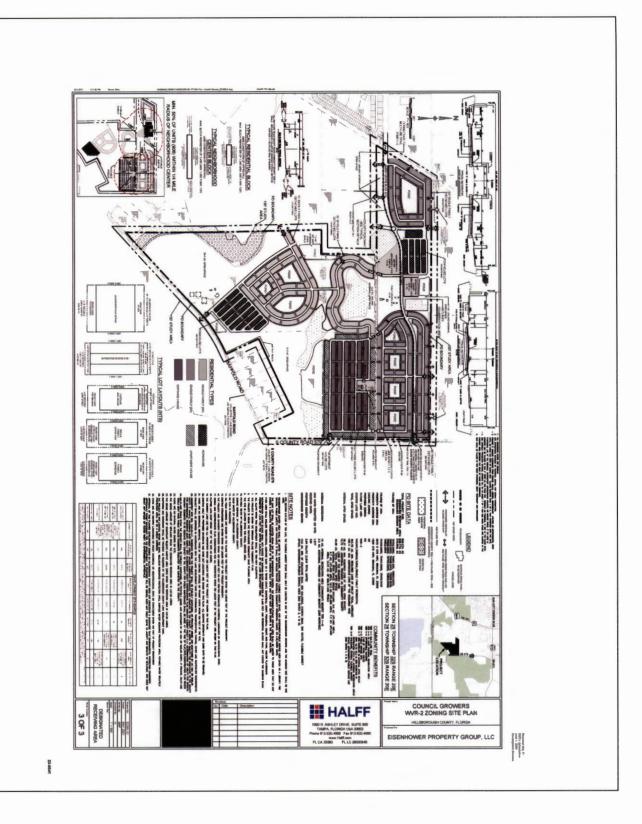
8.0 PROPOSED SITE PLAN (FULL)



BOCC LUM MEETING DATE: August 8, 2023

PD 23-0041 June 20, 2023 August 8, 2023

8.0 PROPOSED SITE PLAN (FULL)



Albert, Isabelle

From: Sent: To: Subject: Albert, Isabelle Friday, June 16, 2023 11:26 AM Heinrich, Michelle revised conditions/staff report

Applicati	on No	RZ	23	- 0	041
Name:	Trabe	le	HIDE	nt	
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Per pour discussion:

Existing

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.

Proposed

17. The project shall provide a minimum of 36.37 acres of Internal Open Space, as required in LDC Section 3.24.03.A₇ 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 areas, where generally depicted on the general site plan in the Receiving Areas and 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.

I have not read through the report, but Brice pointed out the following:

- On page 8, they have "Receiving Area" under the Sending Area which might be confusing.
- On page 13, they list "67 acres" for upland open space but it's actually 77.4 acres.



Isabelle Albert, AICP Director of Entitlements



We improve lives and communities by turning ideas into reality.

Statement from: John Regan, 5051 Sandy Brook Circle, Wimauma, FL 33598

The Wimauma Community Plan Task Force of which I am a member, has been working with the Eisenhower Group (the developer), in regard to Re-Zoning Application RZ-PD-23-0041. Our task force has been working successfully with the developer to provide Wimauma community benefits for a WIN – WIN agreement. I am requesting the Hillsborough County Commissioners direct more than \$20 Million in Impact or Mobility Fees from this development be set aside for Wimauma business owners and Wimauma infrastructure improvements. Examples:

- Widen Route 674 between Route 301 and just beyond Railroad St from the current 2 lanes to 4 lanes.
- 2. Install intersection street lights along Route 674 at West Lake and one or two other intersections with heavy traffic as determined by the Florida DOT.
- 3. Improve water pressure along Route 674, which will attract business development, THAT WILL CREATE LOCAL JOBS,

Infrastructure improvement must coincide with the development of this 900 Acres with 1,800 homes now rather than after this development, to prevent additional grid lock.

Hopefully County funding for Infrastructure improvements which are woefully needed, can be matched with State and Federal Infrastructure funding. I am supportive of the rezoning application noting that we still have a few minor benefits to work out with the developer.

I am also hopeful the collaboration between the developer and our task force will continue for future projects.

This will not be the last development the Eisenhower Group will desire to work with our task

force and County Commissioners.

Application No. <u>RZ</u> 23-0041 Name: John Entered at Public Hearing: Exhibit # **3** Date:

Application	ion No.	RZ	27-	0041
Entered a Exhibit #	t Public	Hearin		HM 12023



Wimauma Community Plan Activation Task Fore (WCPAT)

WCPAT Meeting Date:

Application:

May 25, 2023

RZ-PD-23-0041 Eisenhower Group (900 Acres/1,800 Homes + Community Benefits)

WCPAT RECOMENDATION

In an effort to honor the Wimauma Village Neighborhood Plan, **The Wimauma Community Plan Action Task Force (WCPAT), a program of the Wimauma CDC, advocates for the appropriate implementation** the Wimauma Village Neighborhood Plan. We performed our due diligence and met with the Eisenhower Realty Group to discuss the Re-Zoning Application # RZ-PD-23-0041. Our accountability discussions including requiring additional Community Benefits, advocating for infrastructure improvements, an increase in roadway capacity, minimize environmental impacts, a focus on an increase in affordable housing, and a commitment to agricultural land use. Based on the agreed upon verbal commitments by Eisenhower Realty Group, the Wimauma CDC acknowledges the Re-Zoning Application # RZ-PD-23-0041 meets the requirements for the Wimauma Community Plan.

The 900 Acre/1,800 homes Planned Development has offered the following as Community Benefits, which are intended to be accessible and serve the community at large:

2 Multi-Use Trails

- Internal Trail (amenities as proposed)
- Multi-Use Trail along CR 579 from Saffold to SR 674 (Environmental Sensitive Lighting, Dedicated Bike Lane, Seating Benches, 911 Kiosk, Trail Parking Area in Sending Lands)
- Alternative to Oak Trees along pathways. (Native Florida Friendly tree)
- Community Accessible Public Park (10+/-Acres) with public parking. Amenities including:
 - Pickle Ball, Basketball, Tennis Courts
 - o Baseball Diamond
 - Soccer Field
 - Shaded Playground
 - Public Parking
 - Public Restrooms

- Outdoor Pavilion
- Public School- Dedicated land to the Hillsborough County School District
- 12.5 Acres above the required open space
 - Require restoration and management plans for the "open space" as well as the sending area. There must be some kind of plan for these areas to prevent them from turning into problematic weed fields and non-native vegetation. This must include a maintenance and monitoring schedule to ensure long-term compliance. These plans must be put in place to prevent these areas from turning into problematic weed fields and nonnative vegetation. The concept of open space as a community benefit cannot be realized if the functional habitat is not maintained.

Sending Lands

- Define end use of sending area. Restrictive re-zoning protecting that it remains open space and managed.
- Dedicated acreage commitment to Child Care, Civic Space, Open-Air Market, and Religious Facilities.
 - Developer responsible for construction of Child Care Facilities
 - Provide public parking area for Open-Air Market
- 180 Units of Affordable Housing
 - The Eisenhower Group will set aside 180 homes at affordable housing rates as a Community Benefit. The Wimauma CDC requests the right of first refusal to facilitate this community benefits into a community good. The Wimauma CDC will either directly facilitate the program or outsource the work to a community partner to facilitate program.
- 10 Acres Community Urban Farmland
 - The Eisenhower Group will set aside 10 or more acres of land for community agricultural use. The Wimauma CDC requests the right of first refusal to facilitate this community benefits into a community good. The Wimauma CDC will either directly facilitate the program or outsource the work to a community partner to facilitate program.

- Hillsborough County Investment Advocacy
 - The projected Mobility Fees associated with this project are upward of \$20Million. On behalf of Wimauma residents and business owners, the Wimauma CDC, by way of the WCPAT requests the BOCC allocate the collected fees in its totality be direct towards investments in safety and roadway improvements in Wimauma concurrent with projects construction schedule.



March 27, 2023

Hillsborough County Board of County Commissioners 601 Kennedy Blvd. Tampa, Fl 33602

Dear Commissioners,

The Wimauma Community Development Corporation (WCDC) is delighted to introduce you to the Wimauma Community Plan Activation Task Force (WCPAT).

In January 2019, the Wimauma CDC began a community campaign advocating for balanced, equitable development in Wimauma. The campaign called for an update of the Wimauma Neighborhood Plan and the Revitalization of Downtown Wimauma. During the planning process, residents expressed desires for a downtown center, affordable housing, adequate roads to handle increased traffic, adequate water and waste systems, dedicated recreational space, enhanced safety measures such as sidewalks and streetlights, and land use practices that foster greater environmental preservation.

The Wimauma Village Plan

In December 2021, the Hillsborough Board of County Commissioners approved The Wimauma Neighborhood Village Plan (WVR-2). The Wimauma Village Plan focuses on health, equity, resilience, and sustainability of the Wimauma community, and the revitalization of the Wimauma Downtown Area. The plan celebrates Wimauma's agricultural heritage, natural resources, local businesses, and our diverse culture.

As part of the plan's approval was the formation of a community-based plan oversight committee. The intention was for the committee to serve as an advisory/intermediary body between land developers, county officials, and the residents and business owners in and around Wimauma, on the implementation of the Wimauma Village Plan.

Upon hearing the public's sentiment, the formation of the WCPAT was unanimously approved by the Hillsborough County Board of Commissioners and adopted as part the Livable Communities Element of the Comprehensive Plan. We are excited that with the support of responsible individuals such as yourself, the WCPAT is open and ready to do business! WCPAT will be the official point of entry for land development and re-zoning matters in Wimauma.

Purpose of the WCPAT

The WCPAT will serve as a liaison between development interests, policymakers, and Wimauma's community. The task force advocates for policies, initiatives, and capital investments that attract and retain businesses and residents; increase employment opportunities; promote private investments; and influence the type and location of developments within the community. The task force will also advise on strategies to ensure the necessary infrastructure is in place to support development.

Roles & Responsibilities of WCPAT

The task force, WCPAT, has several general roles and responsibilities for members, including:

- Maintain and continually improve the set of standards for Community Benefit Options (CBOs) as outlined in the Wimauma Village Plan
- Serve as the point of entry for developers on all new re-zonings in the Wimauma to safeguard that re-zonings are consistent with the Wimauma Neighborhood Plan and maximize the Community Benefits Options (CBO) of the plan.
- Work in conjunction with WCDC staff in advocating for policies, initiatives, and programs that
 promote investment in Wimauma, preservation of Wimauma's environmental features, cultural
 characteristics, and investment into Wimauma's economic prosperity.

Wimauma residents and businesses commends the Board of County Commissioners for paying attention to our wants and needs. We appreciate your thoughtful planning with considerations of the effects on the resources, and/or lack of resources in South Hillsborough.

The Board of County Commissioners, having established the WCPAT, illustrates your commitment to intentional planning.

We hope that you will be willing to meet with the WCPAT members to better understand what we are striving for and we look forward to meeting with you individually in the near future.

GilMartinez

Director, Economic Development and Planning Wimauma CDC (813) 699-5802 (754) 226-4773

ATTACHMENTS: WCPAT Members

> Wimauma Community Development Corporation 5128 FL-674 Wimauma, Florida 33598 (813) 699- 5802 Our Mission To create a **healthy** and **vibrant** community by engaging and empowering everyone.



Wimauma Community Plan Activation Task Force (WCPAT) Members

Mr. Miguel Ramos 35 Year Resident 3123 Luck Pippin Ln Wimauma, Fl 33598 4 Years Resident Ms. Samantha Codding 16813 Trite Bend Street Wimauma, Fl 33598 8 Years Resident Mr. John Regan 5051 Sandy Brook Circle Wimauma, Fl 33598 **3 Years Resident** Mr. Donald Hampton 16692 Carlton Pond Street Wimauma, Fl 33598 Mr. Nasser Musa 35 Business Owner 5819 Fl-674 Wimauma, FL 33598

Ms. Vivienne Handy 1080 Chert Creek Trail Wimauma, Fl 33598 40 Year Resident/Business

Hillsborough

Thank you for allowing me to speak today in reference to RZ-PD-230041. My name is Theodore Canty and I am a resident of Wimauma FI and my family has been in Florida for 43 years. I previously submitted written comments with my opinion and concerns with respect to the EISENHOWER Project. I Jame attended Wimauma CDC meetings and the two public developer meetings regarding the project. I have been part of many discussions on its effect on Wimauma and how it can possibly help the downtown area to encourage more investment.

I support the CDC position on the rezoning of RZ-PD-230041 and the community improvement's the developer made to their project. The open space protected by the developer is of great importance to me. The community and its tax revenue will be a great addition to the town. The project will make available \$20 million in Mobility fees. Here I concur with the CDC and advocate that the Hillsborough County Commission - and officialsdirect these fees and fees from any other projects In Wimauma towards local roadway improvements and downtown appearance. The project 's construction will heavily impact traffic and access to services and retail. Daily the 301 and 674 intersections and 674 strip towards Ruskin are already a heavily congested area. This affects regular livelihood and from what the Rescue employees tell me the operations of life saving access units. If the commission invests in the current downtown area this will help drive participation make for opportunities to the local residents who play a key role in the food and construction business. Perhaps retail and restaurant chains will express interest in coming to the eastern 674

corridor? I myself am interested in investing here based on what the results are with the mobility fees.

The zoning and county commission boards should know a great deal of the residents living outside the main street area have expressed concern for the livelihood of the residents of that area and that without proper attention to proper development many of them could be displaced. I have submitted ideas for the commission to look at.

Thank you for allowing me to speak.

Theodore F. CANTY 15480 SANTA POLA DR. WIMAUMA FL. 33598.

PARTY OF RECORD

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Rome, Ashley

From: Sent: To: Subject: Hearings Tuesday, May 30, 2023 8:31 AM Timoteo, Rosalina; Rome, Ashley; Heinrich, Michelle FW: RZ-PD-23-0041

From: Ted Canty <tedcanty@hotmail.com>
Sent: Sunday, May 28, 2023 4:18 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>; Gormly, Adam <Gormlya@HillsboroughCounty.ORG>; Ted Canty
<tedcanty@hotmail.com>
Subject: RZ-PD-22-0041

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

Hillsborough County Commissioners:

We would like to enter comments into the record regarding the above planned project in my town, Wimauma. We have been to two community meetings as well as two meetings sponsored by the developer, Eisenhower LLC. We have seen the original and now modified developer plans for the site and have entered suggestions at the meetings as well as in writing the the Wimauma CDC. The planned community will surely be a great project for those moving to that location.

While many of us have made recommendations for the developer to explore that would have "<u>downtown Wimauma</u>" benefits, none of that appears to have been included into the second plan offering to Hillsborough by Eisenhower. Many of us are hoping you can look for a benefit for the downtown area and to the locals as surely displacement will come. The help grow and pick our food and do the hard work we have come to rely on.

Our suggestions were as follows:

• Sponsor a program for computer/ job training and language learning in one of the existing facilities that are there to help the migrant and resident Latinos.

- Downtown beautification- sidewalks.
- A selected lot donation for entrepreneurial growth of downtown.
- Some type of build out/ improvement of the area around the lake front on 674 to encourage café and other food business to that prime location. Perhaps a walk around deck.
- Assist current Wimauma CDC efforts to assist with outreach to the poor in the area.

While we were advised Hillsborough has no plans to extend the HART line to 674 in this area, perhaps that can be given another look.

Thank you for your time and consideration.

Theodore and Irma Canty Wimauma Fl.

Rome, Ashley

From: Sent: To: Cc: Subject: Grady, Brian Thursday, June 15, 2023 11:27 AM Timoteo, Rosalina; Rome, Ashley Heinrich, Michelle FW: RZ-PD-23-0041

For the file.

J. Brian Grady Director, Community Development Division Development Services Department

P: (813) 276-8343 E: <u>GradyB@HCFLGov.net</u> W: <u>HCFLGov.net</u>

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

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From: Janet & Bob Corin <wrcorin@yahoo.com>
Sent: Thursday, June 15, 2023 11:12 AM
To: Grady, Brian <GradyB@HillsboroughCounty.ORG>
Subject: RZ-PD-23-0041

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

With thousands of families moving into the Wimauma area, we need this zoning to be approved. Please find in favor of this re-zoning bill for wimauma. Thank you, Janet Corin, resident of Wimauma

Sent from Yahoo Mail for iPad

From:
Sent:
To:
Subject:

Hearings Friday, May 12, 2023 8:19 AM Rome, Ashley; Timoteo, Rosalina; Heinrich, Michelle FW: Please stop building!!

From: Erica Davidson <ejtd2008@gmail.com>
Sent: Thursday, May 11, 2023 4:51 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>; Gormly, Adam <Gormlya@HillsboroughCounty.ORG>
Subject: Please stop building!!

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

Good Afternoon,

My name is Erica Davidson and I am a resident of Berry Bay in Wimauma. I moved to Berry Bay on 11/23/22. I am very happy with my home and have wonderful neighbors. I live in the Lennar section of Berry Bay and just when I thought building was complete, they decided to add a street behind my home and have cleared the land for more homes which will interrupt my view of sunrise and fall. Putting that aside I am tired of all the building going on with no regards to infrastructure, traffic, population over saturation, and emergency situations.

In the early morning hours of January 26th, I had an emergency situation in which my son had to call 911 for me as I was incapacitated due to extremely high blood sugar (my insulin pump malfunctioned) and I could not think properly. The operator told my son to hang up and then no one came. 15 to 20 minutes later, my daughter had to call 911 back at the direction of my sister who lives in a Ohio. The ambulance then came 5 to 7 minutes after that. I narrowly avoided going into a coma and was in the ICU for 4 days. There is no reason why my 10 year old son was told to hang up the phone during a 911 call and I no one came for over 20 minutes. For someone like me, that lapse in time could have been more detrimental then it already was.

I don't want something like this to happen to someone else. This area is not ready for a population explosion. I find it hard to understand why another development is already being considered when Berry Bay is no where near done. The developers and city officials should see how things would go once Berry Bay is complete rather than to continue with unnecessary building. The housing market is projected to cool soon and unless all of the homes are below \$350,000 I can't see them getting sold. Please don't create another Riverview where traffic is horrendous and avoidable accidents happen more frequently than not. Wimauma's appeal is its rural setting. I am not trying to live in another overrun suburb- been there, done that! We don't need a "Belmont" situation where petty crime is becoming rampant in Wimauma. All of this over building needs to stop until future plans (which include infrastructure) can be properly created and ascertained.

Thanks so much, Erica Davidson

5425 Blue Azure Drive (757) 288-1630

From:
Sent:
To:
Subject:

Hearings Friday, May 12, 2023 8:19 AM Rome, Ashley; Timoteo, Rosalina; Heinrich, Michelle FW: Please stop building!!

From: Erica Davidson <ejtd2008@gmail.com>
Sent: Thursday, May 11, 2023 4:51 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>; Gormly, Adam <Gormlya@HillsboroughCounty.ORG>
Subject: Please stop building!!

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Good Afternoon,

My name is Erica Davidson and I am a resident of Berry Bay in Wimauma. I moved to Berry Bay on 11/23/22. I am very happy with my home and have wonderful neighbors. I live in the Lennar section of Berry Bay and just when I thought building was complete, they decided to add a street behind my home and have cleared the land for more homes which will interrupt my view of sunrise and fall. Putting that aside I am tired of all the building going on with no regards to infrastructure, traffic, population over saturation, and emergency situations.

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I don't want something like this to happen to someone else. This area is not ready for a population explosion. I find it hard to understand why another development is already being considered when Berry Bay is no where near done. The developers and city officials should see how things would go once Berry Bay is complete rather than to continue with unnecessary building. The housing market is projected to cool soon and unless all of the homes are below \$350,000 I can't see them getting sold. Please don't create another Riverview where traffic is horrendous and avoidable accidents happen more frequently than not. Wimauma's appeal is its rural setting. I am not trying to live in another overrun suburb- been there, done that! We don't need a "Belmont" situation where petty crime is becoming rampant in Wimauma. All of this over building needs to stop until future plans (which include infrastructure) can be properly created and ascertained.

Thanks so much, Erica Davidson

5425 Blue Azure Drive (757) 288-1630

From: Sent: To: Subject: Hearings Thursday, May 11, 2023 2:24 PM Rome, Ashley; Timoteo, Rosalina; Heinrich, Michelle FW: Rezoning-RZ-PD-22-0041

From: Shannon Dominick <summertyme_girl@hotmail.com>
Sent: Thursday, May 11, 2023 2:21 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>; Gormly, Adam <Gormlya@HillsboroughCounty.ORG>
Subject: Rezoning-RZ-PD-22-0041

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

Hello,

As a resident of Wimauma, I strongly oppose the rezoning petition RZ-PD-22-0041 CR 579 & Saffold Rd. This area is already overcrowded. The surrounding areas along with Wimauma have multiple new developments still under construction and multiple high-rise apartments under construction on Sun City Center Blvd and neighboring communities down Route 301 bringing thousands upon thousands of more residents to an already over-populated area. There are no plans to add critical infrastructure, police & fire departments along with schools to accommodate all of these new residents and stores, gas stations, restaurants are already over flowing with people and there are no new plans to add any of this. Please take a drive to this area and see what we are talking about.

Take a look at current market conditions, there are already thousands of re-sale homes up for sale along with new construction that has hundreds of homes available. These homes are not selling and there is no need to keep building on every piece of land! Route 301 is only 2 lanes in Wimauma and there is a State Park there so there is no chance at widening these roads. As it is now, residents cannot even get to I-75 in a reasonable amount of time. There have already been multiple deaths caused by accidents. Not to mention, car insurance rates have doubled in this zip code and nearby zip codes because of overcrowding.

Please do not allow this development to add another 1800 homes without some thought about current tax payers.

Thank you for your time.

From: Sent: To: Cc: Subject: Grady, Brian Friday, June 16, 2023 7:44 AM Rome, Ashley; Odell, Clare; Timoteo, Rosalina Heinrich, Michelle FW: Rezoning RZ-PD-23-0041

For the file

J. Brian Grady Director, Community Development Division Development Services Department

P: (813) 276-8343 E: <u>GradyB@HCFLGov.net</u> W: <u>HCFLGov.net</u>

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

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From: Shannon Dominick <summertyme_girl@hotmail.com>
Sent: Thursday, June 15, 2023 2:17 PM
To: Grady, Brian <GradyB@HillsboroughCounty.ORG>
Subject: Rezoning RZ-PD-23-0041

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

Hello,

As a resident of Wimauma, I strongly oppose the above subdivision request. The Wimauma area is completely saturated with unsold homes and more on the way in nearby areas. The area does not have the needed police & fire department to man these additional homes. Crime is accelerated in this area due to lack of patrol. The traffic in this area is already a nightmare and that's not even including the multiple apartments that are under construction in the area & many new developments under way. Home sales have slowed significantly and we do not need any more problems in this area. Car accidents and insurance costs are already outrageous in this zip code because of too many cars. We also do not have enough retail, grocery stores, gas stations, etc to take on these additional homes. I strongly encourage you to view this area and see what we are referring to regarding traffic!

Thank you for your consideration and please vote NO.

From:	Hearings
Sent:	Tuesday, May 9, 2023 7:59 AM
То:	Rome, Ashley; Timoteo, Rosalina; Heinrich, Michelle
Subject:	FW: RZ-PD-00-41 and 2022 Wimauma Village Neighborhood Plan

From: Lain Ellis <catspaw_51@yahoo.com>
Sent: Monday, May 8, 2023 12:29 AM
To: Hearings <Hearings@HillsboroughCounty.ORG>; Gormly, Adam <Gormlya@HillsboroughCounty.ORG>
Cc: Gil Martinez <mail@networkforgood.com>; Jackie Maddox <jdmaddox04@gmail.com>
Subject: RZ-PD-00-41 and 2022 Wimauma Village Neighborhood Plan

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

To whom it may concern:

During the May 1 meeting in Wimauma, attendees expressed high levels of concern about how the proposed development would aggravate already-terrible traffic in Wimauma. I live up 301 near 19th, and can testify that the current level of congestion in that area makes me reluctant to drive down there. At several points in the meeting the presenters responded to these concerns by noting, and I paraphrase with minimal editing, "the county is thinking about widening SR 674." Given the absence of an SR 674 widening project on the TIP or LRTP, the county evidently isn't thinking about it all that hard. If and when it's done, this will be a a major construction project that is unlikely to be done without FHWA funds, and FHWA funds have a .0 probability of being available if the project isn't on the TIP. The developer's comment that "the county is thinking about it" is irrelevant to local concerns because there's no evidence of action or a decision on the county's part to back this claim up.

Given the presenters' statement that the first completed homes are probably a couple of years in the future, there is currently no basis for believing that SR 674 widening will *begin*, much less be nearing completion, before a substantial number of homes have been completed and occupied for several years. This project, if successful, will pile hundreds of cars into a larger existing traffic nightmare that will be even more horrible in 5 years even if the project is not built. And this says nothing about the ability of low-income Wimaumans to get to work.

Suggestions:

- Get widening of SR 674 onto the TIP, and start the environmental assessment or EIS that will be necessary for an
 added-capacity project of this scale in this context. The developer knows this area well, and has local knowledge
 and expertise relevant to the MPO. Any help the developer can give in that direction should qualify as a benefit
 under county rules because it directly benefits everyone concerned in a fairly broad radius around the project
 area.
- Work with HART and FTA to develop not only the transit facility proposed for the subdivision, but also one or more on SR 674 so nonresidents don't have to go into the subdivision to catch the bus. The developer should assist HART in identifying additional locations. Any help the developer can give should qualify as a benefit under county rules. Several times Mr. Luce noted that retail follows rooftops. A decent transit stop has a rooftop,

however pitiable it may be, under which folks from more than one other rooftop pass each day. Sounds like a relevant benefit to me.

- The developer should help HART leverage FTA funds for transit stops by helping get these elements onto any necessary transportation plans, and helping develop a request for FTA funds. Any help the developer can give in that direction should qualify as a benefit under county rules.
- In the project's determination of categorical exclusion, FONSI, or ROD, take a hard look at the sections on environmental justice and, especially, indirect and cumulative impacts to ensure that they are robust. The project's environmental findings, if any, will be highly relevant for an SR 674 project, and it could be useful in getting SR 674 on the TIP. Developer assistance on this should qualify as a project benefit because traffic generally and SR 674 specifically are major problems for the greater Wimauma/Sun City area. Importantly, the sections on environmental justice and indirect and cumulative effects are by far the most successful avenues for plaintiffs. These are the areas where the opposition is baked in now and will be for an SR 674 project. If there is no determination of categorical exclusion, FONSI, or ROD for the development project, see the first bullet. The time is already late: the widening will look a whole lot like a benefit for affluent recent home buyers to the exclusion of long-term residents if you don't get started soon.

Thank you for this opportunity to comment.

Very truly yours,

[signed] G. Lain Ellis, PhD 15437 Santa Pola Dr. Wimauma, FL 33598 512/963-2564

From: Sent: To: Cc: Subject: Grady, Brian Thursday, June 15, 2023 8:27 AM Timoteo, Rosalina; Rome, Ashley Heinrich, Michelle FW: Approval of new RZ-PD-230041

Foe the file.

J. Brian Grady Director, Community Development Division Development Services Department

P: (813) 276-8343 E: <u>GradyB@HCFLGov.net</u> W: <u>HCFLGov.net</u>

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

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From: jwfrierson@gmail.com <jwfrierson@gmail.com>
Sent: Wednesday, June 14, 2023 11:27 PM
To: Grady, Brian <GradyB@HillsboroughCounty.ORG>
Subject: Approval of new RZ-PD-230041

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

Dear Sir,

As minister in the Wimauma community, I endorse the new RZ-PD-230041 proposal. I thank you Gil of the WCPAT is dong an excellent job of working with you and the Eisenhower Group helping the community understand the significance of being involved in what is going on in their community.

A servant of God,

Rev. John W. Frierson, member of the South Hills Church congregation

From:Grady, BrianSent:Thursday, June 15, 2023 9:10 AMTo:Rome, Ashley; Timoteo, RosalinaSubject:FW: REZONIN APPLICATION RZ-PD-23-0041 (900 Acres / 1,800 Homes)

For the file.

J. Brian Grady Director, Community Development Division Development Services Department

P: (813) 276-8343 E: GradyB@HCFLGov.net W: HCFLGov.net

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

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-----Original Message-----From: Martha Kilbourn <mvkilbourn@gmail.com> Sent: Thursday, June 15, 2023 8:57 AM To: Grady, Brian <GradyB@HillsboroughCounty.ORG> Subject: REZONIN APPLICATION RZ-PD-23-0041 (900 Acres / 1,800 Homes)

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

I am writing in support of this application. I think it would be a great addition to our community of Wimauma, especially for families.

Martha Kilbourn 4912 Sandy Brook Circle Wimauma, FL. 34598

From: Sent: To: Subject: Hearings Monday, May 22, 2023 8:10 AM Timoteo, Rosalina; Rome, Ashley; Heinrich, Michelle FW: RZ PD-23-0041

-----Original Message-----From: Michael Lamarca <m.lamarca@icloud.com> Sent: Friday, May 19, 2023 4:19 PM To: Hearings <Hearings@HillsboroughCounty.ORG>; Heinrich, Michelle <HeinrichM@HillsboroughCounty.ORG>; gilbert@wimaumacdc.org; Gormly, Adam <Gormlya@HillsboroughCounty.ORG> Subject: RZ PD-23-0041

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

Good afternoon,

I would like to express my opposition to this project, as it is planned.

Moving density from parcels close and walkable to downtown Wimauma, farther away, leaves "walkable" land un developable and will never meet its "highest and best use". Moving density from the southern parcels to the northern would be more in line with the Wimauma Plan.

The community benefits offered are sub-par, and also not in line with the Wimauma Plan.

The School District does not have capacity, per their report. County Transportation has deemed the plan insufficient. Just the number of TTM exemptions requested is proof alone that the developer is not able to meet their duties. The Planning Commission has also deemed this plan inconsistent with the Wimauma Plan. Add the public opposition to this plan, and there really is no justification to approve this PD as is, unless the developer resolved all the county noted deficiencies, without exemptions or variances.

When we look at what is proposed, it does not inspire community consistent with the Wimauma Plan. The developer is pushing for smaller lots, and tightly packed homes, all in an area where just across the street on Saffold, the homes have true 1 acre lots. If this developer would like to fit in the Community Plan, they would scale back the number of homes, and focus on less homes, maybe real half acre lots on the southern property, and moving that density to the northern parcels, building with the smaller 5,000 sf lots, and adding something to improve Downtown Wimauma, such as retail/commercial.

Also, I am not sure why they can't put small retail/commercial in their development plan? They say it's a county regulation, but I do believe the zoning would allow "non-residential", if that would fit the plan.

Thanks, and have a great weekend,

Mike Lamarca

Sent from my iPhone

From:	Grady, Brian
Sent:	Friday, June 16, 2023 8:09 AM
То:	Odell, Clare; Rome, Ashley; Timoteo, Rosalina
Subject:	FW: Opposition to Application RZ-PD-22-0041

This appears to be related to 23-0041 (as 22-0041 is not an application).

J. Brian Grady

Director, Community Development Division Development Services Department

P: (813) 276-8343 E: <u>GradyB@HCFLGov.net</u> W: <u>HCFLGov.net</u>

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

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From: Kathy Oliver <kaoli9@yahoo.com>
Sent: Thursday, June 15, 2023 2:34 PM
To: Grady, Brian <GradyB@HillsboroughCounty.ORG>
Subject: Opposition to Application RZ-PD-22-0041

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

- To: Zoning Master
- Re: Application RZ-PD-22-0041 900 acres/1800 + residential units Saffold Road & County Road 579

I am writing in opposition to the rezoning application referenced above. The proposed development directly impacts me as I live on County Road 579 south of Saffold Road. Rezonings such as these are stepping stones to urban sprawl which we as a community have been emphatic about avoiding.

The Future Land Use (FLU) Section of the Comprehensive Plan is being updated to serve as a long-range guide for future land development in unincorporated Hillsborough County. The first two goals of this section are as follows:

Goal 1: Maintain a land use pattern that concentrates growth in the Urban Service Area and is supported by existing or planned public facilities and services.

Goal 2: Ensure that the character, compatibility public and location of land uses optimize the combined potential for economic benefit, fiscal sustainability, protection of natural resources and maintaining viable agriculture. Ensure density and intensities are maintained through the Future Land Use Map.

The proposed planned development fails to meet these goals on all counts. It would bring high density apartments, townhomes, cottage homes, and single-family homes to rural lands well outside the Urban Service area. The land is zoned agricultural and adjacent to ELAPP land on the east and south sides. This development is not consistent with surrounding land uses and could potentially bring great harm in terms of invasive species, fire potential, and harm to wildlife and water resources.

County Road 579 and Saffold Road are noted as substandard. Hillsborough County has not maintained the roads in the area other than patches on the numerous potholes which do not last. The bridge over the Little Manatee River was slated to be replaced 10 years ago but has only undergone repairs to shore it up. The addition of thousands more cars, trucks, and construction vehicles would be highly detrimental to roads and bridges.

The added vehicles on the roads will exacerbate the traffic problems on US 301 and its feeder roads. The heavy traffic makes it extremely difficult and dangerous to enter onto 301. Berry Bay and another development along 579 are already underway. A third development including a school will make traffic so much worse. Berry Bay has been open for over a year and Eisenhower Group has not completed the required traffic light at the entrance. They should not be approved for further projects when they have failed to protect the safety of residents in their development and the surrounding areas.

The developer has completely ignored economic stimulus in the Wimauma town center. The thousands of new residents will be constantly on the roads commuting to jobs further afield.

The developer has included 10% affordable housing as a community benefit but could not even give an estimate of the price point in a recent community meeting.

For these reasons, I ask that you deny the rezoning of this 900 acre property in rural Wimauma, outside the Urban Service Area.

Sincerely,

Katherine Oliver 3805 County Road 579 Wimauma, FL 33598

Sent from Mail for Windows

From: Sent: To: Cc: Subject: Grady, Brian Thursday, June 15, 2023 8:24 AM Timoteo, Rosalina; Rome, Ashley Heinrich, Michelle FW: rezoning

For the file.

J. Brian Grady Director, Community Development Division Development Services Department

P: (813) 276-8343 E: <u>GradyB@HCFLGov.net</u> W: <u>HCFLGov.net</u>

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

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From: Suzy Reingold <suzy.reingold@yahoo.com>
Sent: Wednesday, June 14, 2023 7:28 PM
To: Grady, Brian <GradyB@HillsboroughCounty.ORG>
Subject: rezoning

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I support the rezoning project in Wimauma and hope that this is approved easily.

Suzy Reingold 4953 Marble springs Circle Wimauma, FL 33598

From:	Odell, Clare
Sent:	Thursday, June 15, 2023 9:21 AM
То:	Rome, Ashley; Timoteo, Rosalina; Heinrich, Michelle
Subject:	FW: Rezoning Request RZ-PD 23-0041

From: ramel26@juno.com <ramel26@juno.com> Sent: Wednesday, June 14, 2023 8:05 PM To: Grady, Brian <GradyB@HillsboroughCounty.ORG> Subject: Rezoning Request RZ-PD 23-0041

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

Good Evening.

My name is Brian Slater

I am the Chair of the Civic Relations Committee, which is sanctioned by the POA Board of Directors at Valencia Lakes, 16003 Valencia Club Drive, Wimauma 33598.

I had attended one of the public meetings with regard to this project back on May 1st at the Wimauma Civic Center. At that very explosive meeting, I raised some serious concerns with regard to the infrastructure plans that the developer was presently to us.

That area is extremely rural, with CR579 as well as Saffold Road both being two lanes, one in each direction, that are baely wide enoguh for traffic, with no sidewalks, and no lights with complete vegetated areas along the roadways.

I questioned the representatives that were present as to what their plans were when it comes to the roadways in the area. These developers told the Wimauma residents that were present that the roadways would be re-paved and that curbing would be placed on one side of the roadway.

To me, that scenario is unacceptable based upon the amount of homes that are being planned for this residential development. I also cannot understand how the Wimauma CDC can even give its approval for such a project because I do not see how it fits under the WVR-2 plan that was put into place for Wimauma.

Presently, we have an insurmountable issue as we speak, along SR674, between US301 and West Lake Drive, due to the mounting residential construction presently taking place in such a small area, recent commercial construction along with future commercial construction that is being planned at the intersection of West Lake Drive and SR674. Furthermore, the Hillsborough County School District is building an education complex consisting of three schools that will empty out onto an inadequate two lane roadway. To the south of the school project, Lennar Homes is building a planned community and, Southshore Bay has a new entrnace that opens onto Bishop Road, which now connects the community from north to south between SR674 and Bishop Road.

All of this development is snarling traffic along SR674 on a daily basis because, east of US301, SR674 is only two lanes, because of the rural nature of the community of Wimauma. These planned development projects are simply out of control.

I am planning to attend the meeting, watching the proceedings on the Hillsborough County channel on Spectrum.

There are many residents who live in our community of Valencia Lakes that are very disappointed with all of this explosive development just outside of our gates.

Thank you for your time. Brian Slater, Chair Civic Relations Committee Valencia Lakes, Wimauma email: ramel26@juno.com mobile: 813-597-5486

From:	Grady, Brian
Sent:	Thursday, June 15, 2023 4:08 PM
То:	Rome, Ashley; Timoteo, Rosalina
Cc:	Heinrich, Michelle
Subject:	FW: Wimauma CDC - Community Plan Task Force (WCPAT) Report RZ-PD-23-0041
Attachments:	FINAL PER ED Discussion- Community Benefits WCPAT Eisenhower RZPD230041.pdf

For the file.

J. Brian Grady

Director, Community Development Division Development Services Department

P: (813) 276-8343 E: <u>GradyB@HCFLGov.net</u> W: <u>HCFLGov.net</u>

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

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From: Gilbert@wimaumacdc.org <Gilbert@wimaumacdc.org>
Sent: Thursday, June 15, 2023 3:45 PM
To: Gormly, Adam <Gormlya@HillsboroughCounty.ORG>; Grady, Brian <GradyB@HillsboroughCounty.ORG>
Cc: executivedirector <executivedirector@wimaumacdc.org>
Subject: Wimauma CDC - Community Plan Task Force (WCPAT) Report RZ-PD-23-0041

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Good Day, Gentlemen

I am pleased to inform you that our efforts to extract impactful community benefits from this rezoning have not been in vain. Please find the attached report of the Community Benefits, its terms and conditions; as well as a call for **Hillsborough County Mobility Fee investment in Wimauma**.

A special acknowledgment to your department (LDS) as well as Steve Luce and Kami Corbett for their willingness to work alongside us in making Wimauma a community for all.

See you on Tuesday.

Thanks,

Gil Martinez

Director,

Economic Development and Planning

Wimauma CDC

813-634-6243

Cell 754-226-4773



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Wimauma Community Plan Activation Task Fore (WCPAT)

WCPAT Meeting Date:

Application:

May 25, 2023

RZ-PD-23-0041 Eisenhower Group (900 Acres/1,800 Homes + Community Benefits)

WCPAT RECOMENDATION

In an effort to safeguard that the intent and spirt of the Wimauma Village Neighborhood Plan are honored, the Wimauma CDC, by way of the WCPAT has performed its due diligence and met with the Eisenhower Group to discuss the Re-Zoning Application # RZ-PD-23-0041. The purpose of the meeting was to discuss elements of the plan that pertain to the required Community Benefits as well as other concerns, regarding infrastructure, roadway capacity, environmental impacts, housing, agriculture and economic development opportunities. Based on these discussions and the established commitments, the Wimauma CDC recognizes the proposed Re-Zoning and its Community Benefits as being consistent with WVR-2.

The 900 Acre/1,800 homes Planned Development has offered the following as Community Benefits which are intended to be accessible and/or serve the community at large. The following are community-based recommendations requested by the WCPAT that will further enhance the projects delivery of meaningful community benefits.

- 2 Multi-Use Trails (One of which leads north on CR 579 to downtown).
 - o Internal Trail (amenities as proposed)
 - Multi-Use Trail along CR 579 from Saffold to SR 674 (Environmental Sensitive Lighting, Dedicated Bike Lane, Seating)
 - Benches, 911 Kiosk, Trail Parking Area in Sending Lands)
- **Community Accessible Public Park** (10+/-Acres) with **public parking**. Amenities including:
 - o Pickle Ball, Basketball, Tennis Courts
 - o Baseball Diamond

- Soccer Field
- Shaded Playground
- Public Parking
- Public Restrooms
- o Outdoor Pavilion
- Public School- Dedicated land to the Hillsborough County School District
- 12.5 Acres above the required open space
 - Require restoration and management plans for the "open space" as well as the sending area. There must be some kind of plan for these areas to prevent them from turning into problematic weed fields and non-native vegetation. This must include a maintenance and monitoring schedule to ensure long-term compliance. These plans must be put in place to prevent these areas from turning into problematic weed fields and non-native vegetation. The concept of open space as a community benefit cannot be realized if the functional habitat is not maintained.
- Dedicated acreage commitment to Child Care, Civic Space, Open-Air Market, and Religious Facilities.
 - Developer responsible for construction of Child Care Facilities
 - Provide Sufficient public Parking for Open-Air Market

• 180 Units of Affordable Housing

 The Eisenhower Group will set aside 180 homes at affordable housing rates as a Community Benefit. The Wimauma CDC requests the right of first refusal to facilitate this community benefits into a community good. The Wimauma CDC will either directly facilitate the program or outsource the work to a community partner to facilitate program.

• 10 Acres Community Urban Farmland

 The Eisenhower Group will set aside 10 or more acres of land for community agricultural use. The Wimauma CDC requests the right of first refusal to facilitate this community benefits into a community good. The Wimauma CDC will either directly facilitate the program or outsource the work to a community partner to facilitate program.

Additional points for improved Community Benefits as follows:

- > Alternative to Oak Trees along pathways. (Native Florida Friendly tree).
- Defines end use of sending area. No Re-zoning covenants, and deed restrictions; protecting that it remains open space and managed.
- The projected Mobility Fees associated with this project are upward of \$20Million. On behalf of Wimauma residents and business owners, the Wimauma CDC, by way of the WCPAT requests the BOCC allocate the collected fees in its totality be direct towards investments in safety and roadway improvements in Wimauma.