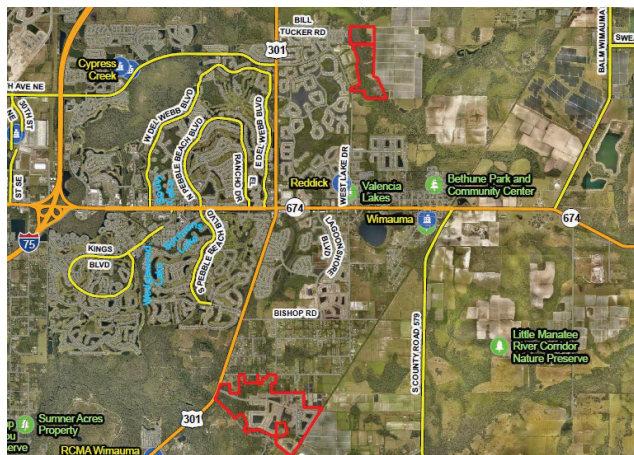




**Rezoning Application:** PD 24-0044  
**Zoning Hearing Master Date:** June 17, 2024  
**BOCC Land Use Meeting Date:** August 13, 2024

## 1.0 APPLICATION SUMMARY

**Applicant:** EPG1, LLC  
**FLU Category:** WVR-2  
**Service Area:** Rural  
**Site Acreage:** 646.95 +/-  
**Community Plan Area:** Wimauma  
**Overlay:** None



### Introduction Summary:

The applicant requests to rezone properties zoned PD 19-0102 (as most recently modified by PRS 23-0879) and AR (Agricultural Rural) to PD 24-0044.

PD 19-0102 covers two non-contiguous development areas with density transferred from the sending area (Bullfrog Creek Mitigation Area) to the receiving area (Berry Bay). The PD is approved for 1,047 residential units, a school site and public use facility under two development options under the previously required job opportunities/employment requirements. This rezoning will remove one of the development options, remove the public school use, and expand the receiving area by 55 acres allowing an additional 110 units.

PD 19-0102 is approved for 12 residential pods (A, B, C, D, E, F, G, I, J, K, L, and M). Since 2019, 969 units have been approved, leaving 78 units to be developed. Of those 78 units, 63 have preliminary plat approval in Pod C and 15 will be used in Pod B. With the addition of the AR-zoned 55 acres, shown as Pod O, 110 units are added. Those units will be allocated to Pods O (new), Pod A of 19-0102 and B of 19-0102. Pod O and Pod A will be fully comprised of the new units while Pod B will contain both existing and new units.

Subsequent to the approval of PD 19-0102, new WVR-2 regulations have been adopted, which requires community benefits, development in a grid-like manner, and adherence to specific development standards. Pod O is the newly added area to contain 2 units per acre; therefore, staff has determined that the number of required community benefits will be based on the acreage of Pod O. Pod O will also be subject to the new WVR-2 regulations. Because Pod B will contain existing and new units, PD 19-0102 requirements will remain. Pod A, while an existing pod of 19-0102 will follow new WVR-2 regulations per the applicant.

Zoning:	Existing		Proposed
District(s)	AR	PD 19-0102	PD 24-0044
Typical General Use(s)	Single-Family Residential and Agriculture	<u>Sending Area:</u> Conservation <u>Option 1 Receiving Area:</u> Residential (1,047 detached, attached, and multi-family units) and public school <u>Option 2 Receiving Area:</u> Residential (1,047 detached, attached, and multi-family units),	<u>Sending Area:</u> Conservation <u>Receiving Area:</u> Residential (1,157 detached and attached units) and public service use

**APPLICATION NUMBER: PD 24-0044**

ZHM HEARING DATE: June 17, 2024

BOCC LUM MEETING DATE: August 13, 2024

Case Reviewer: Michelle Heinrich, AICP

		public service use, and pre-K – 8 public school	
Acreage	55 +/-	Sending Area: 173.6 Receiving Area: 418.21 Total: 591.81	Sending Area: 173.6 Receiving Area: 473.34 Total: 646.94
Density/Intensity	1 unit per 5 acres	1.77 u/a	1.79 u/a
Mathematical Maximum*	11 units	1,047 units	1,157 units

\*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	AR	PD 19-0102	PD 24-0044
Lot Size / Lot Width	5 acres / 150'	Sending Area: Conservation Options 1 and 2 Receiving Area: 4,000 – 6,000 sf / 40-60 feet	Sending Area: Conservation Receiving Area: 4,000 – 6,000 sf / 40-60 feet Pod O and part of Pod B (WVR-2) : 6,000 sf / 50 ft Pod A (WVR-2): 1,800-3,840 sf / 16-32'
Setbacks/Buffering and Screening	50' Front Yard 50' Rear Yard 25' Side Yards	Sending Area: Conservation Options 1 and 2 Receiving Area: 10-20' Front Yard 10-15' Rear Yard 5' Side Yards	Sending Area: Conservation Receiving Area: 10-20' Front Yard 10-15' Rear Yard 5' Side Yards Pod O and part of Pod B (WVR-2): 20-30' Front Yard 10' Rear Yard 5' Side Yard Pod A (WVR-2): 0-10' Front Yard 15' Rear Yard 0' Side Yard
Height	50'	Sending Area: Conservation Options 1 and 2 Receiving Area: 35'/2-stories	Sending Area: Conservation Receiving Area: 35'/2-stories Pod O and part of Pod B: (WVR-2) 35'/1- 3-stories Pod A (WVR-2): 35'/2-3-stories

**Additional Information:**

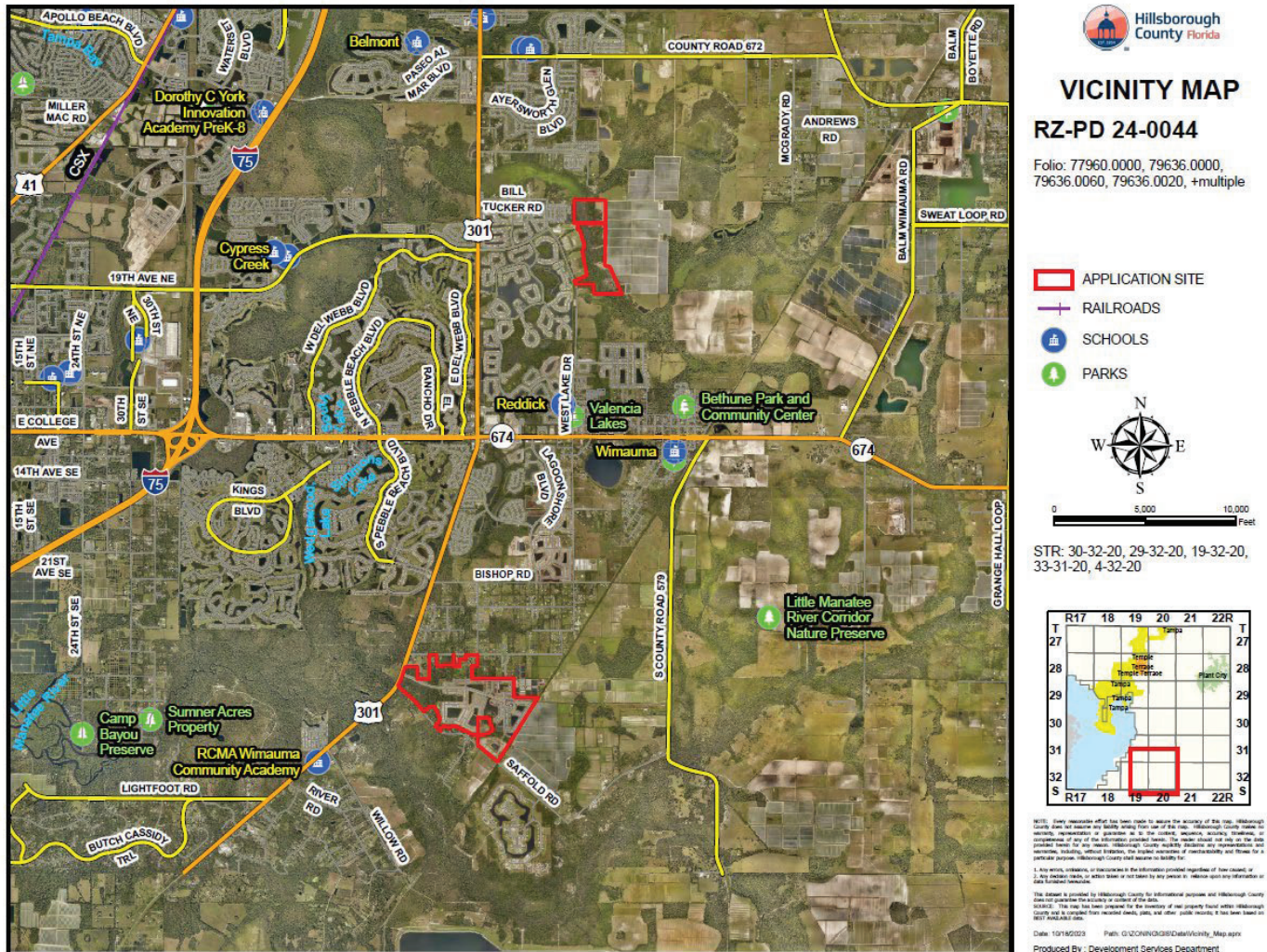
PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	LDC Section 3.24.08 (5): Rowhouse orientation (partial)

**Planning Commission Recommendation:**  
Consistent**Development Services Recommendation:**  
Approvable, subject to proposed conditions



## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



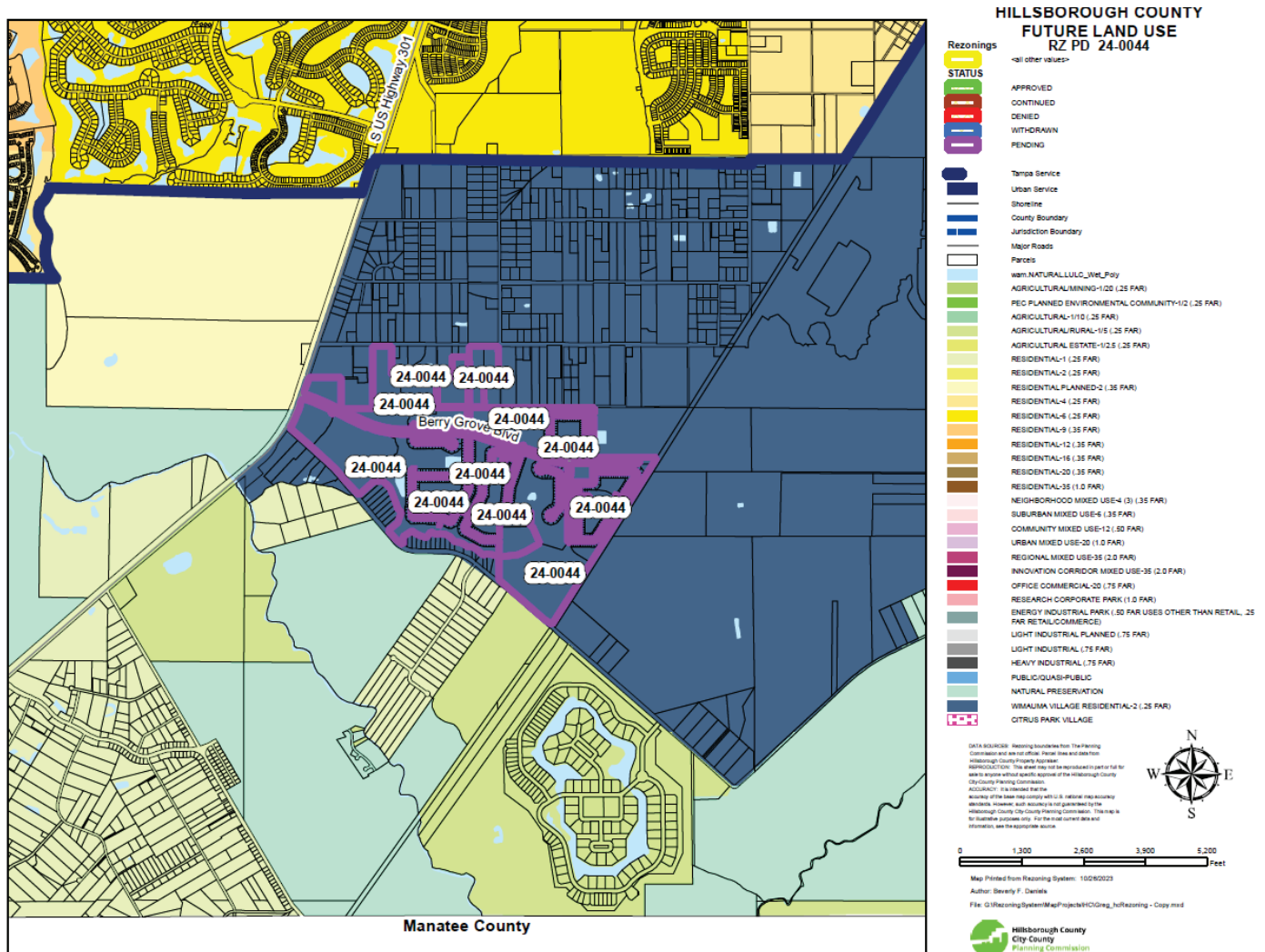
### Context of Surrounding Area:

#### Receiving Area:

The site is located in southern Hillsborough County in the Wimauma community. The area is developed, or approved for development, with residential communities at 2-4 units per acre. The Wimauma Downtown can be found north of the site along SR 674. The area also features large preservation/conservation areas, as well as State Park.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.2 Future Land Use Map (Receiving Area)

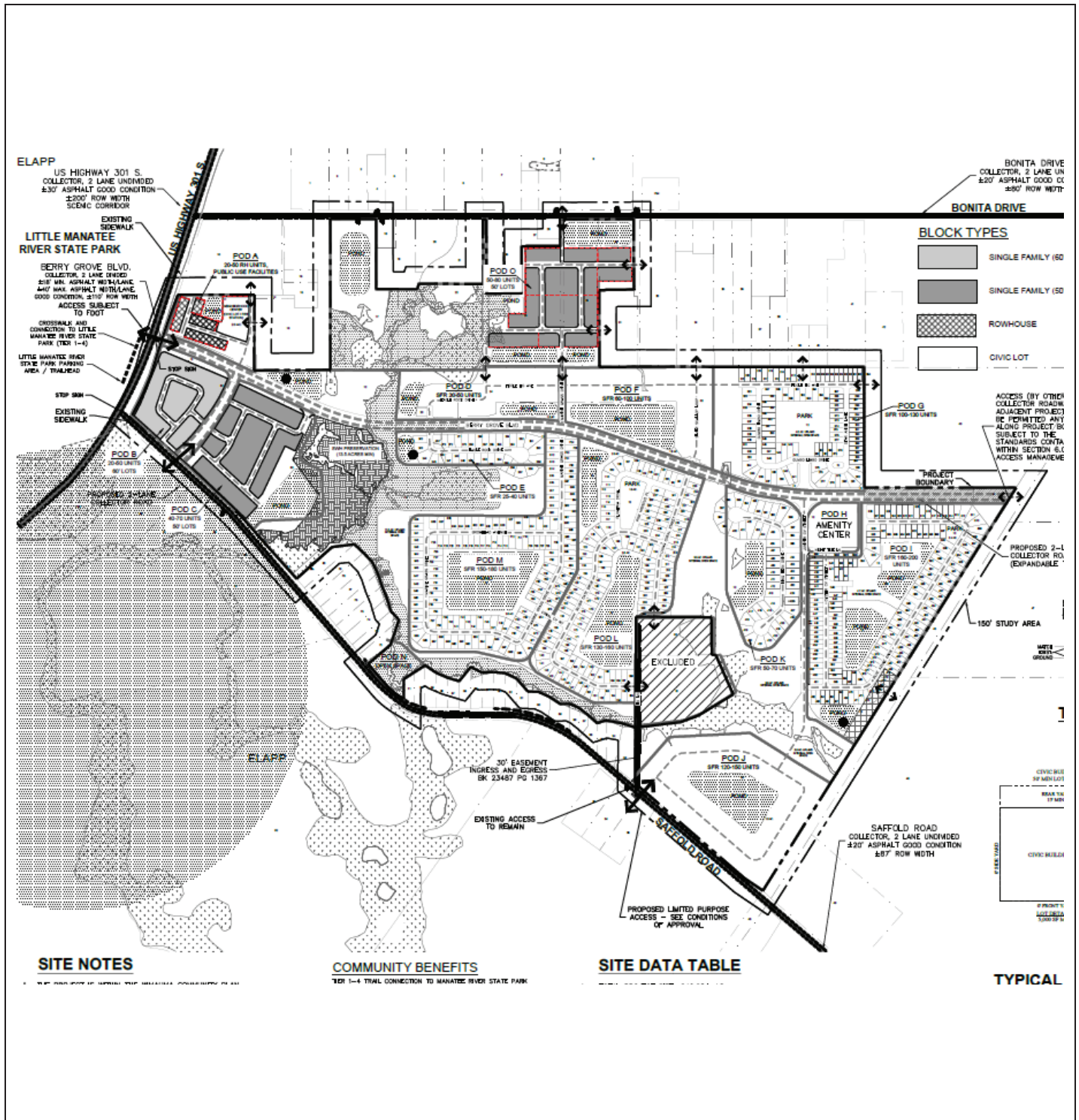


Subject Site Future Land Use Category:	WVR-2
Maximum Density/F.A.R.:	2 units per acre
Typical Uses:	Agriculture, residential uses and residential support uses. Commercial (except as limited by the Wimauma Community Plan), industrial and office uses may be considered in the Wimauma Downtown East District.





Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AS-1 AR	AS-1: 1 unit per acre AR: 1 unit per 5 acres	AS-1 & AR: Single-Family Residential and Agriculture	Single-Family Residential and Agriculture
South	AR, AS-1 & PD	AR: 1 unit per 5 acres AS-1: 1 unit per acre PD: 1 unit per acre	AR & AS-1: Single-Family Residential & Agriculture PD: Single Family Residential	Single-Family Residential, SWFMD/Government, Agriculture, Undeveloped
West	PD 91-0181 PD 80-0147	N/A	Park	Park
East	PD & AR	PD: 2 units per acre AR: 1 unit per 5 acres	PD: Single-Family Residential, Recreation, Residential Support uses AR: Agriculture, Single-Family Residential	PD: Undeveloped AR: Agriculture





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**3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)****Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
US 301	FDOT Principal Arterial - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Berry Bay Blvd	County Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Saffold Road	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Bonita Drive	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

**Project Trip Generation** ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	18,361	1,920	1,954
Proposed	9,648	696	998
Difference (+/-)	-8,713	-1,224	-956

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

**Connectivity and Cross Access** ☐ Not applicable for this request

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

**Design Exception/Administrative Variance** ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Saffold Road/ Substandard Road	Design Exception Requested	Previously Approved
	Choose an item.	Choose an item.
Notes:		

## 4.0 ADDITIONAL SITE INFORMATION &amp; AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input checked="" type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input checked="" type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Service Area/ Water &amp; Wastewater</b> <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input checked="" type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input checked="" type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Impact/Mobility Fees</b> (Fee estimate is based on a 2,000 square foot, Single Family Detached Unit) Mobility: \$13,038 per unit Parks: \$2,145 per unit School: \$8,227 per unit Fire: \$335 per unit Single Family Detached per unit = \$23,745 Rural Mobility, South Park/Fire - 50-80 single family in pod O, amend pod B from 100-150 SF/TH/MF to 20-50 SF total 70-130 new SF				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments



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<b>Planning Commission</b>  <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
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## **5.0 IMPLEMENTATION RECOMMENDATIONS**

### **5.1 Compatibility**

The majority of this application consists of an already approved Planned Development approved in 2019. Staff identified no consistency concerns with the request. Under PD 24-0044, the applicant is enlarging the PD by approximately 55 acres (Pod O). This will connect PD 19-0102 to Bonita Drive via Pod O.

Pod O consists of a significant amount of wetlands/conservation areas, which will place residential development along the west. Areas around Pod O are zoned AR and AS-1 and developed with low density residential and agriculture. A stormwater pond will be located along Bonita Drive, to internalize the development. The site is being developed in accordance with the WVR-2 Residential standards and is similar to other developments in the area.

Given the above, staff finds the project compatible with the surrounding area.

### **5.2 Recommendation**

Approvable, subject to conditions.

6.0 PROPOSED CONDITIONS

**Approval** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted April 22, 2024.

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

1. Residential development shall be limited to a maximum of 1,157 residential units.
2. Pods B, C, D, E, F, G, I, J, K, L, and M shall meet the following:

2.1 Limited to single-family detached residential. Each pod shall be limited to the maximum number of units provided for each pod on general site plan.

2.2 Single-family detached lots and units shall be developed in accordance with the following:

Minimum lot size: 4,000 sf

Minimum lot width: 40 feet

Minimum front yard setback: 10 feet (unless otherwise stated)

Minimum garage setback: 20 feet

Minimum side yard setback: 5 feet

Minimum rear yard setback: 10 feet

Maximum building height: 35 feet/2-stories

Minimum lot size: 5,500 sf

Minimum lot width: 50 feet

Minimum front yard setback: 20 feet\*

Minimum side yard setback: 5 feet

Minimum rear yard setback: 15 feet

Maximum building height: 35 feet/2-stories

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

Minimum lot size: 6,000 sf

Minimum lot width: 60 feet

Minimum front yard setback: 20 feet\*

Minimum side yard setback: 5 feet

Minimum rear yard setback: 15 feet

Maximum building height: 35 feet/2-stories

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

2.3 Single-family detached lots developed at a width under 50 feet shall comply with the following:

2.3.a No more than 65% of the single-family detached lots within Pods B, C, D, E, F, G, I, J, K, L, and M may be under 50 feet in width. If the project will be platted by pod or phase, individual pods or phases shall meet this requirement for each individual pod or phase submitted for plat review. If these percentages will be blended throughout Pods B, C, D, E, F, G, I, J, K, L, and M, each plat



shall provide a table providing the number and percentage of lots under 50 feet in width proposed and approved within Pods B, C, D, E, F, G, I, J, K, L, and M. If when blended an individual pod or phase at platting will exceed the percentage maximum of lots under 50 feet in width, the permissibility for lots under 50 feet in width will be restricted accordingly elsewhere in Pods B, C, D, E, F, G, I, J, K, L, and M .

- 2.3.b Single-family detached units shall provide a 2-car garage with a minimum 18 foot wide driveway.
- 2.3.c Garages shall be permitted to extend a maximum of 5 feet in front of the primary residential structure if an entry feature over the primary entrance facing the street is provided. The minimum garage setback shall be 20 feet. Notwithstanding condition 2.2, the primary residential structure setback shall be a minimum of 25 feet. The offset created by these two setbacks shall be occupied by an entry feature and the offset amount shall serve as the minimum depth required of the entry feature. The entry feature shall be permitted to extend further into the front yard at minimum setback of 10 feet. The entry feature shall consist of, but not be limited to, a covered stoop, a covered porch or other architectural feature. If no entry feature is provided, the garage shall not be flush or placed closer to the street than any portion of the front façade.
- 2.3.d Should garages be located behind the front plane of the primary residential structure, the primary residential structure shall provide a minimum 10 foot front yard setback and the garage shall provide a minimum 20 foot front yard setback. The offset between these setbacks shall be a minimum of 10 feet. This offset shall not require the use of any entry feature or covered porch. Should an entry feature or covered porch be provided, the minimum front yard setback of 10 feet shall apply.
- 2.3.e Garage doors shall not account for more than 60% of the width of the street facing building façade.
- 2.3.f All driveways shall be located in an alternating pattern on the left or right side of the unit's front façade. Homes shall not have the same driveway location (left or right side) as the adjacent home. The alternating pattern may be adjusted at corner lots as necessary.
- 2.3.g Street trees may include alternating shade and ornamental trees, subject to the review and approval of Natural Resources staff.
- 2.3.h Each unit's primary entrance door shall face the roadway.
- 2.3.i A maximum of 30% of the units on lots under 50 feet in width in Pods B, C, D, E, F, G, I, J, K, L, and M may be 1-story in height. A minimum of 70% of the units on lots under 50 feet width in Pods B, C, D, E, F, G, I, J, K, L, and M shall be 2-stories in height. If the project will be platted by pod or phase, individual pods or phases shall meet this requirement for each individual pod or phase submitted for plat review. If these percentages will be blended throughout Pods B, C, D, E, F, G, I, J, K, L, and M, each plat shall provide a table providing the number and percentage of 1-story and 2-story units proposed and approved within Pods B, C, D, E, F, G, I, J, K, L, and M. If when blended an individual pod or phase at platting will exceed the 1-story height percentage maximum, the permissibility for 1-story units will be restricted accordingly elsewhere in Pods B, C, D, E, F, G, I, J, K, L, and M.

- 2.3.j All 2-story units shall provide a transition between the first and second floor to break up the façade by using one or more of the following:
- i. A roof feature with a minimum projection of 1 foot from the wall surface. The projection shall consist of overhangs or other roof elements.
  - ii. A horizontal banding of 6 to 8 inches in height that projects at least 2 inches from the wall surface.
  - iii. A change in materials between the first and second floors.
- 2.4 Buildings and uses within the amenity center (Pod H) shall be developed in accordance with the following:
- |                             |                   |
|-----------------------------|-------------------|
| Minimum front yard setback: | 10 feet           |
| Minimum side yard setback:  | 5 feet            |
| Minimum rear yard setback:  | 10 feet           |
| Maximum building height:    | 35 feet/2-stories |
- Buffering and screening where adjacent to any residential uses shall be required.
- 2.5 A minimum of 168.4 acres shall be used for open space within the project. The calculation of land area used for open space shall not include the land area for sidewalks required by the LDC. The developer shall provide contiguity and connection to open space and conservation areas throughout the project via paved or unpaved bicycle/pedestrian trails, sidewalks and pathways.
- 2.6 Prior to preliminary plat approval for any number of residential units above six hundred sixty three (663) but at or under 946 residential units within Pods B, C, D, E, F, G, I, J, K, L, and M, the developer shall provide documentation that demonstrates that additional job opportunities (Employment Requirements) exist within the Wimauma Community Plan Village that are not already allocated to this planned development, any other planned development zoning within the boundaries of the Wimauma Community Plan Village, or any pending or approved preliminary subdivision plats or multifamily site development applications within the boundaries of the Wimauma Community Plan Village.
- Said documentation to demonstrate Employment Requirement compliance shall be provided on the preliminary subdivision plat or multi-family site development plan in the form of a table that includes the following: (1) the folio numbers and the heated square footage being allocated for any additional residential units above 663 residential units within the subject PD; and, (2) the folio numbers and heated square footage already allocated to the subject PD, other planned development zonings within the boundaries of the Wimauma Community Plan Village, and any pending or approved preliminary subdivision plats or multi-family site development applications within the boundaries of the Wimauma Community Plan Village. This table shall be annotated as to which projects are assigned to the provided folios and heated square footage.
- Both the number of jobs required by the additional residential units above 663 but at or under 946 residential units and the number of jobs that must exist within the boundaries of the Wimauma Community Plan Village shall be based upon the assumptions set forth in the Employment and Services Requirements section of Objective 48 of the Hillsborough County Comprehensive Plan. As required by Objective 48 of the Comprehensive Plan, the Wimauma Village Residential-2 employment and shopping

requirements are hereby identified for tracking purposes in these conditions of approval as Attachments A and B.

The above condition shall not apply to residential units above 946 to the maximum of 1,047 within Pods B, C, D, E, F, G, I, J, K, L, and M .

3. Pod O shall meet the following:

- 3.1 Limited to single-family residential detached utilizing the Standard House Lot Type per LDC Section 3.24.08 at a 50 foot width. Pod O shall be limited to the maximum number of units provided on general site plan.
- 3.2 Within Pod O, a minimum of 22 acres of open space shall be provided. A minimum of 6.6 acres of continuous open space shall be provided. A minimum of 5.3 acres (with the Community Benefit) shall be provided and include (1) 2.2 acres of internal open space, (2) 1 acre of MUTs (active recreation), and (3) 2.1 acres of internal open space that is not MUTs. Uses within the internal open space shall be as provided in LDC Section 3.24.03.A.5.
- 3.3 Blocks shall be developed in compliance with LDC Section 3.24.04.
- 3.4 Garage access shall be from the roadway to a front loading garage.

4. Pod A shall meet the following:

- 4.1 Limited to single-family attached dwellings developed utilizing the Rowhouse Lot Type per LDC Section 3.34.08, unless otherwise noted.
  - 4.1.a. The two blocks to the west of the Neighborhood Center may be oriented towards a MUT.
- 4.2 Blocks shall be developed in compliance with LDC Section 3.24.04.
- 4.3 Pod A shall provide a 2-acre Neighborhood Center. Development within the Neighborhood Center shall be in compliance with LDC Section 3.24.03.B.3 (Buffering and Screening) and LDC Section 3.24.03.C.

5. The project shall provide the following three Community Benefits:

- 5.1 Additional internal open space (Tier 2-7). Pod O shall provide additional internal open space and internal recreation space as outlined in condition 3.2. The acreages of each type of open space shall be provided on each preliminary plat and construction plan for Pod O.
- 5.2 Trail crossing to the Little Manatee River State Park Trailhead (Tier 1-4). The project shall provide a trail crossing at the signalized intersection of US Hwy 301 and Berry Grove Boulevard. This crossing shall connect the from the Berry Grove Boulevard MUT within the project to the Little Manatee River State Park Trailhead. Provision of this crossing as specified above shall be provided by the construction plan approval of Pod O.
- 5.3 Land dedication and conveyance of a County Fire Station within the Neighborhood Center within Pod A (Tier 1-2) .



- 5.3.a The County and the Developer will use their best efforts to reach a mutually agreeable dedication agreement within three (3) years from the zoning approval of PD 24-0041 (the “Agreement Period”).
  - 5.3.b Any and all roadways within the Planning Development serving and/or providing access to the Neighborhood Center shall be platted to the Neighborhood Center’s property lines. In no event shall there be any intervening land restriction access to the Fire Station Site.
  - 5.3.c Should the County 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.
- 6. 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 (dated March 21, 2019 and last revised April 18, 2019) and which was approved by the County Engineer (on April 25, 2019), including:
  - a. Within Segment A (i.e. Saffold Rd. between US 301 and a point +/- 1,900 feet to the southeast) and Segment C (i.e Saffold Rd. between the easternmost project boundary and a point approximately 1,800 feet to its northwest) the developer shall:
    - i. Widen the existing roadway such that there are 11-foot wide travel lanes;
    - ii. Construct 6-foot wide stabilized shoulders along both sides of the roadway; and;
    - iii. Mill and resurface the existing roadway; and,
    - iv. Construct a 10-foot wide multi-purpose pathway in lieu of the required 5-foot wide sidewalk and 5-foot paved shoulder.
  - b. Within Segment B (i.e. the +/- 3,500 foot segment of Saffold Rd. between Segments A and Segment C) the developer shall:
    - i. Be permitted to maintain the existing 10-foot wide travel lanes;
    - ii. Construct 6-foot wide stabilized shoulders along both sides of the roadway; and,
    - iii. Notwithstanding anything within the approved Design Exception (dated April 25, 2019) to the contrary, construct a 10-foot wide multi-purpose pathway (in lieu of the required 5-foot wide sidewalk and 5-foot paved shoulder) along the +/- 500 foot portion of the proposed project which fronts Segment C.
- 7. The developer shall dedicate and convey to Hillsborough County up to 15 feet of right-of-way, for a distance of approximately 50 feet on either side of:
  - a. the Dug Creek stormwater cross drain under Saffold Rd.; and,
  - b. the stormwater cross drain located +/- 300 feet to the northwest of the Dug Creek stormwater cross drain.
- 8. The developer shall construct a minimum 5-foot wide sidewalk along the project’s West Lake Dr. frontage concurrent with construction of the first increment of development within Designated Receiving Area, or concurrent with development of the single-family dwelling within the Designated Sending Area, whichever occurs first.
- 9. With regards to the Designated Receiving Area:

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

10. With regards to required site access improvements:

10.1 The developer shall construct the following improvements:

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

10.2 The developer shall construct the following additional improvements:

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

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

11. With regards to certain internal roadways:

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

12. With each increment of development, the developer shall conduct a signal warrant analysis to determine if a traffic signal is warranted at the intersection of Berry Bay Blvd and US 301. If warranted and approved by FDOT, the developer shall install the signal. Concurrent with the signalization of the intersection, the developer shall install a crosswalk for pedestrians and bicyclists at the intersection.
13. Concurrent with the signalization and construction the crosswalk at the intersection, the developer shall construct a multi-use path along the west side of US 301 connecting the development to the Little Manatee River State Park North Trail Head trailhead located on the west side of US 301. Improvements are subject to FDOT approval.
14. Blocks within the project shall comply with block size and other applicable requirements of the LDC, unless otherwise noted. 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.
15. 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.
16. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site construction plan may be modified from the certified site plan to avoid tree removal.
17. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals and where land alterations are restricted.
18. An evaluation of the property identified the potential existence of significant wildlife habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map. The potential for upland significant wildlife habitat within the boundaries of the proposed application shall require the site plan to identify its existence by type (mesic or xeric) and location and how the Land Development Code preservation and/or mitigation provisions for upland significant wildlife habitat will be addressed.
19. An evaluation of the property supports the presumption that listed animal species may occur or have restricted activity zones throughout the property. Pursuant to the Land Development Code (LDC), a wildlife survey of any endangered, threatened or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. This survey information must be provided upon submittal of the preliminary plans through the Land Development Code's Site Development or Subdivision process. Essential Wildlife Habitat as defined by the LDC must be addressed, if applicable, within the overall boundaries of this rezoning request.
20. 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.



21. The construction and location of any proposed environmental impacts are not approved by this review, but shall be considered by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code (LDC).
22. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of Development Services for review and approval. Use of the agricultural exemption provisions to the Land Alteration regulations is prohibited.
23. The subject application is adjacent to the Little Manatee River Preserve. Per LDC 4.01.11, compatibility of the development with the preserve will be ensured with a compatibility plan that addresses issues related 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.
24. 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.
25. 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.
26. 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).
27. 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.

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

28. The Designated Sending Area depicted on the site plan, shall be limited to one dwelling unit for the entire 173.61 acre Designated Sending Area. Prior to preliminary plat approval for the Designated Receiving Area, the developer shall submit to Hillsborough County a proposed deed restriction in the form of conservation easement consistent with Section 704.06, Florida Statutes, which shall encumber the Designated Sending Area, limit the development within the Designated Sending Area to one, single residential dwelling unit, and be enforceable by Hillsborough County. The conservation easement must be accepted by the Hillsborough County Board of County Commissioners and recorded in the official public records of Hillsborough County prior to preliminary plat approval.
  - 28.a A maximum of 1 single-family detached lot shall be permitted where depicted on the general site plan. Development shall be in accordance with the AR zoning district development standards.

- 28.b Notwithstanding the above, the Bullfrog Creek Mitigation Designated Sending Area shall also permit conservation and passive agricultural uses.
- 28.c. Access to the one (1) single-family dwelling unit may be permitted anywhere along the PD frontage where adjacent to the Ingress and Egress Easement (as recording in OR Book 25621 Page 624) serving the property;
- 28.d. Additional access shall be permitted in the location specified on West Lake Dr. or anywhere along the Ingress and Egress Easement necessary to provide for maintenance of these lands.
29. 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.
30. 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.

**Zoning Administrator Sign Off:****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

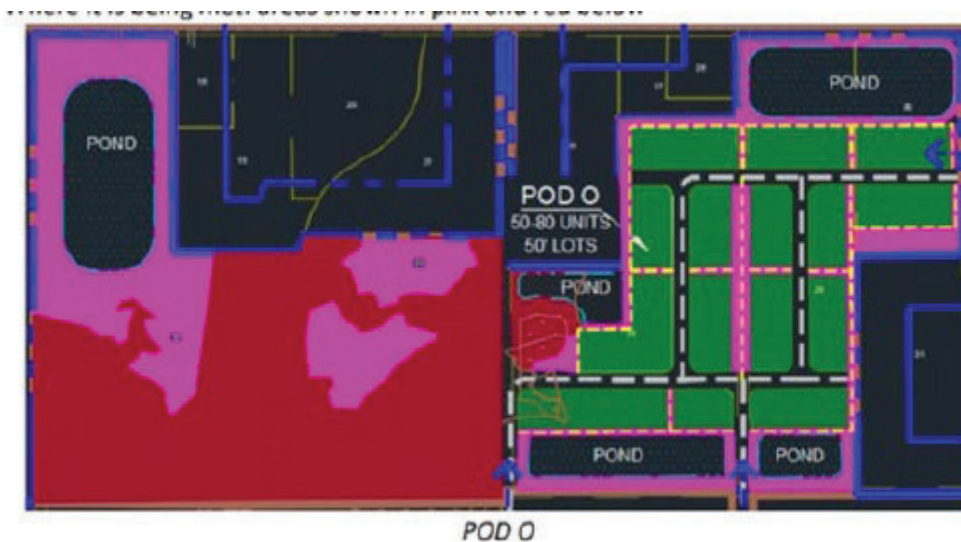
The majority of the receiving area was approved under previous WVR-2 Comprehensive Plan Policies which required clustered residential, open spaces and the presence of job opportunities/employment within the Wimauma Plan Area before residential could be development. The updated WVR-2 Comprehensive Plan Policies and new Land Development Code standards require a pedestrian oriented development pattern, open space, and neighborhood centers.

### PD 19-0109 & PD 24-0044 density transfer:

PD 19-0102 is approved for 12 residential pods (A, B, C, D, E, F, G, I, J, K, L, and M). Since 2019, 969 units have been approved, leaving 78 units to be developed. Of those 78 units, 63 have preliminary plat approval in Pod C and 15 will be used in Pod B. With the addition of the 55 acres, 110 units are added. Those units will be allocated to Pods O (new), A and B. Pod O and Pod A will be fully comprised of the new units while Pod B will contain both existing and new units.

### PD 24-0044 Open Space:

Newly added area consists of 55.13 acres. A total of 40% (22 acres) is to be set aside for open space. Of that percentage, 30% is to be contiguous and 10% is to be internal open space. Areas shown in red and pink represent the total open space acreage (29.7). Contiguous is shown in red at 17.1 acres (6.6 required) and internal open space is shown in pink at 12.6 (2.2 required).



Open Space	Contiguous (30%)	Internal (10%)	Total Open Space(40%)
Required	6.6	2.2	22.0
Provided	25.8 (all western red and pink areas)	2.2 (eastern pink area)	28.0
Difference	19.2 +	0	6.0 +

### Neighborhood Center:

A Neighborhood Center is not required for sites under 100 acres size. However, the new PD is provided a 2 acre Neighborhood Center within Pod A, the undeveloped portion of PD 19-0102. The Neighborhood Center is to include uses such as parks, government/public service uses, schools, daycare centers and churches. The project will provide a public service use within the center.

Community Benefits:

The area being added (Pod O) will require at least three community benefits to be provided.

#1: Increase in internal recreation space and increase in internal open space. Under Community Benefit 2-7, the project will increase internal recreation by 25% (1.0 acres required) and increase in internal open space by 35% (2.0 acres). The existing PD provides a 4 acre amenity center, which is not limited to neighborhood residents. This along with 3.0 more acres of internal recreation/internal open space will be provided.

Open Space CB	Internal Recreation (4.0)	Internal Open Space (2.2)
Required	1.0 (25% increase from 4.0)	0.77 (35% increase from 2.2)
Provided	1.0 (Pod O multi-use trails)	2.1 (eastern pink area excluding multi-use trails)
Difference	0.0	1.33 +

#2: Contribution towards furthering a defined community goal within the Wimauma Community Plan (Tier 1-4). The project will provide a multi-use trail/crosswalk over Hwy 301 (at the signalized intersection of Berry Bay Grove and US Hwy 301) to a trail head at Little Manatee State Park. This will connect to the internal MUTs within the neighborhood. This furthers the Community Plan goal of connectivity within the area.

#3: Land dedication and conveyance to the County for uses such as parks, civic uses and public service uses to be provided (Tier 1-2). The applicant is proposing a 2-acre site for a County Fire Station within Pod A. The minimum acreage to be dedicated is 2 acres.

Wimauma Blocks:

The project will comply with the maximum block requirements within Pods O and A and contain only entitlements from the new area added. Pod B will consist of units provided by the new acreage and 15 units previously approved. Therefore, Pod B is not proposed to follow the WVR-2 block requirements. Staff does not object to this proposal as portions of Pod B have already been platted, which could account for as much as 75% of the units within Pod B.

Connectivity:

The newly added average will be internally connected to the existing development. Additionally, access to Bonita Drive will now be available to the remainder of the development through Pod O. This area is within a larger area that permits east/west access via Berry Grove Boulevard between neighborhoods and north/south access between Saffold Road, Berry Grove Boulevard and Bonita Drive. Multiple cross access points on project perimeters (which do not impact environmentally sensitive areas) will allow for future connections. Additionally, no areas will be gated restricting vehicular access.

Lot Types:

The original PD permits single-family detached residential utilizing 40, 50 and 60 foot wide lots. These would be comparable to a "standard house lot type" which can consist of varying sizes and widths (counted as two). Also permitted were multi-family and single-family attached units. The previous requirements did not require various housing types. Under the new PD, single-family attached units will remain (Pod A) and develop using the WVR-2 Rowhouse Lot Type. New single-family detached units (Pod O) will utilize the WVR-2 Standard House Lot Type. A Civic Lot Type will be provided in the neighborhood Center (Pod A) for the proposed County Fire Station. This provides 4 lot types, as required by neighborhoods less than 100 acres in size. Within Pods O, A and B, the Rowhouse Lot Type will provide at least 10% of the new 110 units and remaining 15 units (125) – the minimum percentage.

Development Standards:

Standard House Lot Types in Pod O and the Civic Lot Type in Pod A will be met. The Rowhouse lots (Pod A) will comply with the majority of the development standards with the exception of orientation to the street for a portion of the

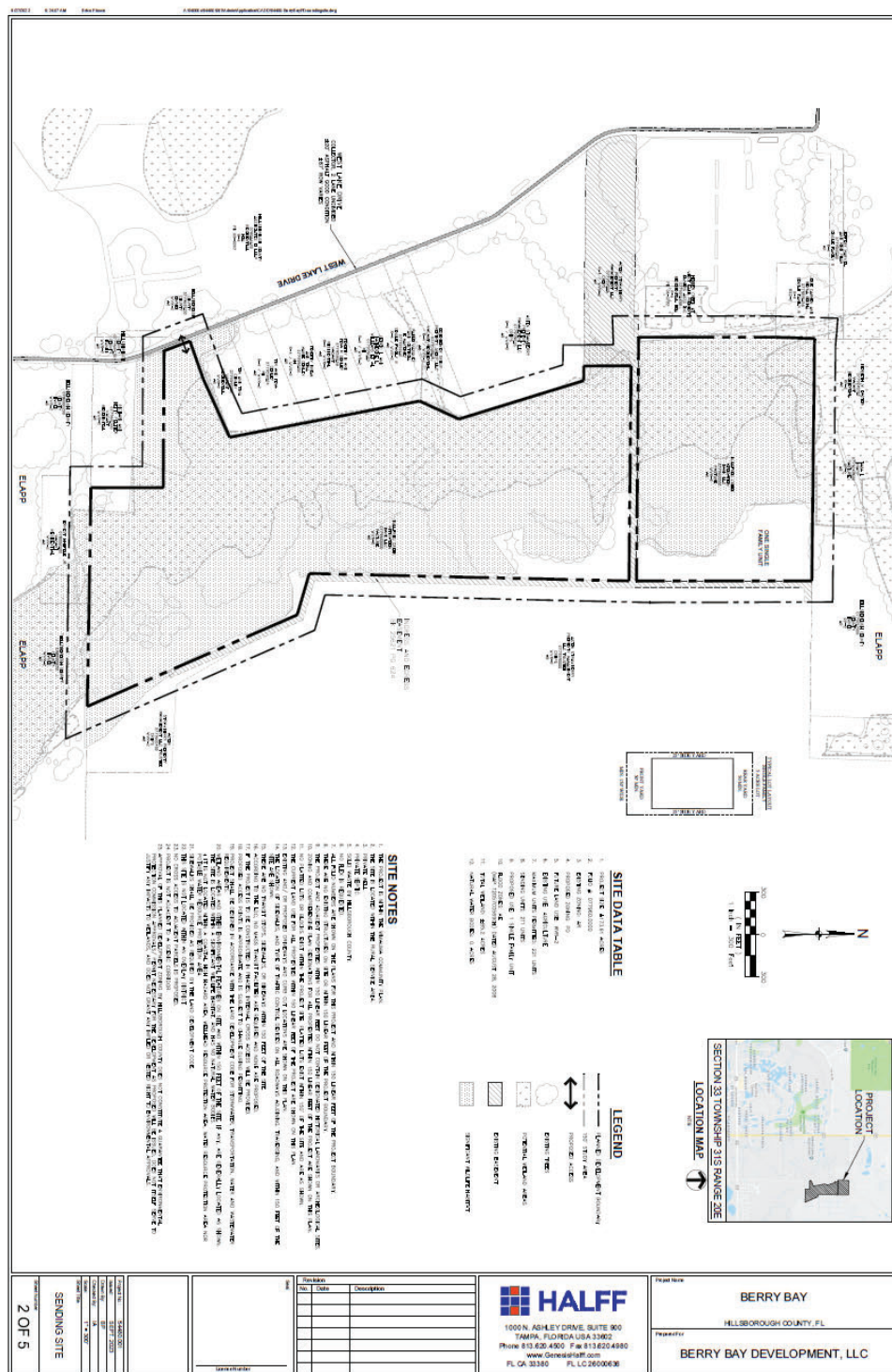


rowhouses - LDC Section 3.24.08 (5). The two rowhouse buildings to the west of the Neighborhood Center and pond will be oriented towards the multi-use trail. Parking will remain to be located to the rear as required. Given the configuration, the alternative would be to be oriented towards the alley, which is less preferred. Orientation to the MUTs meets the intent of the WVR-2 concept, which is to locate parking to the rear of the residence and orient the units towards community areas which have pedestrian options.

## 8.0 PROPOSED SITE PLAN (FULL)

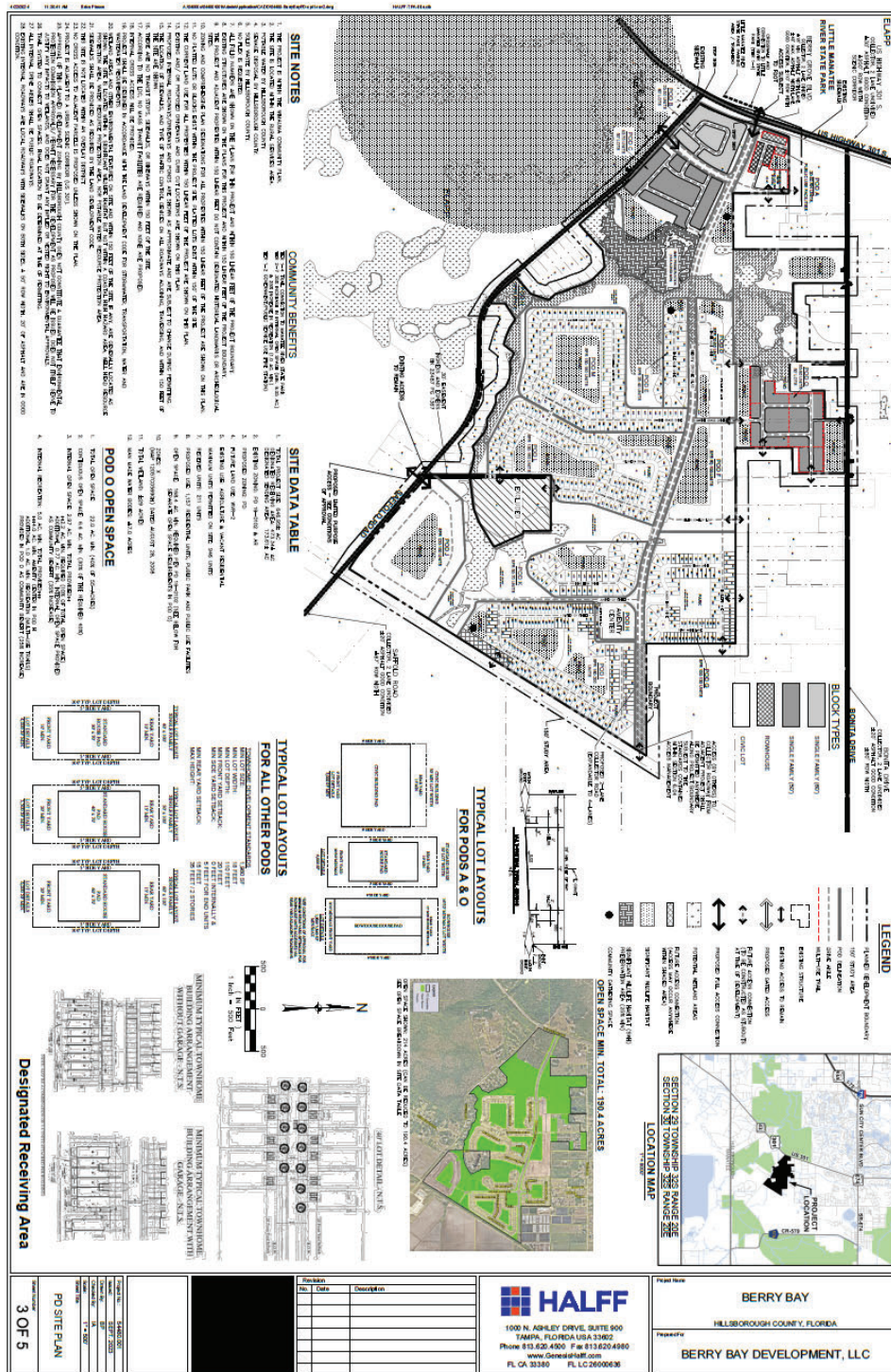


8.0 PROPOSED SITE PLAN (FULL)





## 8.0 PROPOSED SITE PLAN (FULL)





## 8.0 PROPOSED SITE PLAN (FULL)

[illegible]

## 8.0 PROPOSED SITE PLAN (FULL)

[illegible]



**9.0 FULL TRANSPORTATION REPORT (see following pages)**

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 6/10/2024

REVIEWER: Alex Steady, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Wimauma/ South

PETITION NO: PD RZ 24-0044

☐

This agency has no comments.

☐

This agency has no objection.

☒

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

☐

This agency objects for the reasons set forth below.

### **PD 19-0102 CONDITIONS**

Staff notes that following previously approved transportation-related conditions of approval for 19-0102 (most recently modified by 23-0879) shall be carried forward:

- As Saffold Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Saffold Rd., under Development Option 1, consistent with the Design Exception (dated March 21, 2019 and last revised April 18, 2019), and which was approved by the County Engineer (dated on April 25, 2019), including:
  - a. Within Segment A (i.e. Saffold Rd. between US 301 and a point +/- 1,900 feet to the southeast) and Segment C (i.e Saffold Rd. between the easternmost project boundary and a point approximately 1,800 feet to its northwest) the developer shall:
    - i. Widen the existing roadway such that there are 11-foot wide travel lanes;
    - ii. Construct 6-foot wide stabilized shoulders along both sides of the roadway; and;
    - iii. Mill and resurface the existing roadway; and,
    - iv. Construct a 10-foot wide multi-purpose pathway in lieu of the required 5-foot wide sidewalk and 5-foot paved shoulder.
  - b. Within Segment B (i.e. the +/- 3,500 foot segment of Saffold Rd. between Segments A and Segment C) the developer shall:
    - i. Be permitted to maintain the existing 10-foot wide travel lanes;
    - ii. Construct 6-foot wide stabilized shoulders along both sides of the roadway; and,
    - iii. Notwithstanding anything within the approved Design Exception (dated April 25, 2019) to the contrary, construct a 10-foot wide multi-purpose pathway (in lieu of the required 5-foot wide sidewalk and 5-foot paved shoulder) along the +/- 500 foot portion of the proposed project which fronts Segment C.
- The developer shall construct a minimum 5-foot wide sidewalk along the project's West Lake Dr. frontage concurrent with construction of the first increment of development within Designated Receiving Area, or concurrent with development of the single-family dwelling within the Designated Sending Area, whichever occurs first.
- The developer shall dedicate and convey to Hillsborough County up to 15 feet of right-of-way, for a distance of approximately 50 feet on either side of:
  - a. the Dug Creek stormwater cross drain under Saffold Rd.; and,



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

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

  - a. A southbound to eastbound left turn lane on US 301 onto Saffold Rd.
  - b. A southbound to eastbound left turn lane on US 301 at the project entrance (i.e. onto the proposed east-west collector roadway);
  - c. A northbound to eastbound right turn lane on US 301 at the project entrance (i.e. onto the proposed east-west collector roadway);
  - d. A westbound to southbound left turn lane on the proposed east-west collector roadway onto US 301;
  - e. An eastbound to northbound left turn lane on Saffold Rd. onto the proposed north-south collector roadway;
  - f. An eastbound to northbound left turn lane on Saffold Rd. into the easternmost project driveway.
- Under Development Option 1, the developer shall construct the following additional improvements:
  - a. A southbound to westbound right turn lane on the proposed north-south collector roadway onto Saffold Rd.; and,
  - b. An eastbound to northbound left turn lane on Saffold Rd. onto the proposed north-south collector roadway.;
- In addition to the above improvements that may require the developer to dedicate and convey (or otherwise acquire) additional right-of-way, the developer shall preserve any additional right-of-way necessary to accommodate construction (by others) of a westbound to southbound left turn left turn lane on Saffold Rd. onto US 301.
- With regards to certain internal roadways:

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

## **CONDITIONS OF APPROVAL**

In addition to the conditions that carry over from 19-0102, the following conditions shall be conditions of approval for the new 24-0044 PD:

- With each increment of development, the developer shall conduct a signal warrant analysis to determine if a traffic signal is warranted at the intersection of Berry Bay Blvd and US 301. If warranted and approved by FDOT, the developer shall install the signal. Concurrent with the signalization of the intersection, the developer shall install a crosswalk for pedestrians and bicyclists at the intersection.
- Concurrent with the signalization and construction the crosswalk at the intersection, the developer shall construct a multi-use path along the west side of US 301 connecting the development to the Little Manatee River State Park North Trail Head trailhead located on the west side of US 301. Improvements are subject to FDOT approval.
- Blocks within the project shall comply with block size and other applicable requirements of the LDC. 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.
- 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.

## **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting to add 55 acres to the currently approved Berry Bay PD (19-0102) to create a new Planned Development. The 55 acres being added are currently zoned Agricultural Rural (AR). The proposed PD requests entitlements of 1,157 Single-Family Dwelling Units and a 10,000 sf Fire Station. The PD removes previously approved school and daycare uses in Option 1 and eliminates Option 2. The future land use of the site is Wimauma Village Residential – 2 (WVR-2).

### ***Trip Generation Analysis***

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis.

Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 11<sup>th</sup> Edition.

Existing Zoning:

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

Proposed Zoning:

Zoning, Land Use/Size	24-Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1,157 Single Family Detached Dwelling Units (ITE 210)	9,589	691	993
PD 10,00 s.f. Fire Station (ITE 575)	50	5	5
	9,648	696	998

Trip Generation Difference:

Zoning, Land Use/Size	24-Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>-8,713</b>	<b>-1,224</b>	<b>-956</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The PD has access to US 301, Saffold Road, Berry Bay Blvd, and Bonita Drive.

US 301 is a 2-lane, undivided, principal arterial roadway maintained by FDOT. The roadway lies within a +/- 180-foot wide right-of-way along the project's frontage. There are sidewalks along the east side US 301 within the vicinity of the proposed project.

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

The area being added to the PD "Pod O" will have direct access to Berry Grove Blvd. and Bonita Drive. 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. Berry Grove Blvd. lies within +/-110 feet of right of way in the vicinity of the project. There are 5-foot-wide sidewalks present along both sides of the roadway. Bonita Drive is a 2-lane, undivided, substandard, Hillsborough County-maintained collector roadway. The roadway is characterized by +/- 10-foot travel lanes. Bonita Drive lies within +/- 80ft of right of way in the immediate vicinity of the proposed project. There are no sidewalks or bike lanes on either side of the roadway within the vicinity of the project.

**SUBSTANDARD ROADWAY IMPROVEMENTS**

The subject PD has access to Saffold Road, Berry Bay Boulevard, and Bonita Drive. Previous Rezonings have addressed the substandard roadway improvements required on both Saffold Road. Berry Bay Boulevard was built according to previously approved conditions from the Berry Bay PD. Both the substandard requirements and conditions for Berry Bay Blvd will be carried forward.

Given that Saffold Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (on March 21, 2019 and last revised April 18, 2019) for Saffold Rd. during the 19-0102 zoning application to determine the specific improvements that would be required by the County Engineer. The County Engineer approved that variance (on April 25, 2019). Given that no changes to entitlements or transportation related conditions are proposed nearby Saffold Roadway, the existing approved Design Exception will be carried forward.

Berry Bay Boulevard was built per the required conditions from the original Berry Bay PD as a two-lane collector roadway with a sufficient right of way to be expandable to a 4 lane in the future. The conditions requiring the specific requirements for Berry Bay Blvd are being carried forward, no additional improvements are required.

Pod O will have a maximum of 78 dwelling units and will have access to both Berry Bay Blvd and Bonita Drive. The applicant submitted additional traffic analysis concerning access to Bonita from Pod O. The submitted analysis shows that since Berry Bay Blvd will be the most convenient route and is planned to be a signalized intersection in the future, only an estimated 40% of homes in POD O will utilize Bonita Drive. Staff has reviewed this analysis and due to the projected reduced use of the access, the location of the access being in a less convenient location for the larger PD, and the existing geometry of the roadway, substandard roadway improvements were not required for the subject rezoning to Bonita Drive.

#### **SITE ACCESS AND CONNECTIVITY**

For Pod O, the applicant is proposing one (2) access connections to serve the additional PD acreage to Berry Bay Blvd. and one (1) access connection to Bonita Drive.

Pod O includes two separate access points to the east to provide connectivity to connect to future development.

Based on the site access analysis submitted by the applicant, no additional site access improvements are required based on the trips generated by the proposed PD.

#### **TRANSIT FACILITIES**

Consistent with Sections 6.02.17 and 6.03.09 of the LDC, transit facilities are not required for the subject project.

#### **ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

Saffold Road, Berry Bay Blvd, and Bonita Drive are not regulated roadways and, as such, were not included in the Level of Service report.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
US Hwy 301	Manatee County	SR 674	D	C

Source: [\*2020 Hillsborough County Level of Service \(LOS\) Report\*](#)



## Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
US 301	FDOT Principal Arterial - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Berry Bay Blvd	County Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Saffold Road	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Bonita Drive	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	18,361	1,920	1,954
Proposed	9,648	696	998
Difference (+/-)	-8,713	-1,224	-956

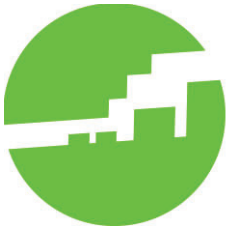
\*Trips reported are based on net new external trips unless otherwise noted.

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East		Vehicular & Pedestrian	Vehicular & Pedestrian	Meets LDC
West	X	Vehicular & Pedestrian	None	Meets LDC
Notes:				

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

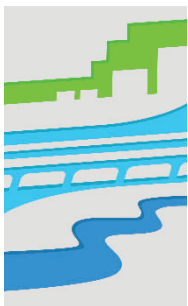
### 4.0 Additional Site Information & Agency Comments Summary

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



# Hillsborough County City-County Planning Commission

Unincorporated Hillsborough County Rezoning	
<b>Hearing Date:</b> June 17, 2024	<b>Petition: PD 24-0044</b>
<b>Report Prepared:</b> June 5, 2024	<b>Berry Bay (Multiple Folios)</b>  <i>East of South US Highway 301, south of Bonita Drive, and north of Saffold Road</i>
Summary Data:	
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	<b>Wimauma Village Residential-2 (2 du/ga; 0.25 FAR)</b>
<b>Service Area</b>	<b>Rural</b>
<b>Community Plan</b>	<b>Wimauma &amp; SouthShore Areawide Systems</b>
<b>Request</b>	Rezone to add approximately 55 acres and 110 dwelling units to the existing Planned Development (19-0102)
<b>Parcel Size</b>	646.95 ± acres
<b>Street Functional Classification</b>	South US Highway 301 – <b>Arterial</b> Saffold Road – <b>Collector</b> Bonita Drive – <b>Collector</b>
<b>Locational Criteria</b>	N/A
<b>Evacuation Zone</b>	D & E



## **Context**

- The 646.95 ± acre subject site is located east of South US Highway 301, south of Bonita Drive, and north of Saffold Road.
- The site is located within the Rural Area and located within the limits of the Wimauma Community Plan and the SouthShore Areawide Systems Plan.
- The subject site is located within the Wimauma Village Residential-2 (WVR-2) Future Land Use category, which can consider densities of up to 2 dwelling units per gross acre by demonstrating a Wimauma Village Plan concept and by providing community benefits identified in the Comprehensive Plan on at least 5.0 acres. Otherwise, the gross residential density may not exceed 1 dwelling unit per 5 gross acres. In no event shall contiguous open space constitute less than 30% of the gross site acreage. In addition to this requirement internal open space shall constitute no less than 10% gross site acreage. The WVR-2 Future Land Use category is intended to designate areas inside the boundaries of the Wimauma Village Plan that are suited for agricultural development in the immediate horizon of the Plan, but may be suitable for the expansion of the Wimauma Village as described in the Comprehensive Plan. Typical allowable uses within the WVR-2 Future Land Use category include agriculture, residential uses and residential support uses.
- WVR-2 extends to the north and east. The Residential Planned-2 (RP-2), Natural Preservation (N), and Agricultural/Rural-1/5 (AR-1/5) Future Land Use categories extend to the west and south. The Agricultural/Mining-1/20 (AM-1/20) Future Land Use category is located further east. The Residential-6 (RES-6) Future Land Use category is located further north.
- The existing land use pattern on the subject site consists of single-family homes as well as vacant uses intended for the Berry Bay housing development, which was approved by Planned Development 19-0102. According to the Hillsborough County property appraiser, there are also public institutional, light industrial, and agricultural uses on the subject site. Single family, vacant, and agricultural uses extend to the north. Agricultural uses extend to the east. Public institutional and single family uses extend to the south. Agricultural, single family, public institutional, multi-family, and recreation/open space uses extend to the west of the subject site. The surrounding area is mostly residential in character with agricultural and vacant uses interspersed throughout.
- The subject site is currently zoned as Agricultural Rural (AR) and Planned Development (PD 19-0102). The Agricultural Single Family (AS-1), AR, and PD zoning districts are located to the north. AR zoning extends to the east. AR and PD zoning extends to the south. Agricultural Single Family Conventional (ASC-1), PD, AR, and AS-1 zoning extends to the west.
- The applicant requests to add approximately 55 acres and 110 dwelling units to the previously approved Planned Development 19-0102. The requested density increase would not exceed 1,157 dwelling units.

## **Compliance with Comprehensive Plan:**

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

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

### **Land Use Categories**

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

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

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

#### **Policy 8.3: Calculating Density**

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

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

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

## **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 9.1:** *Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.*

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

## **Neighborhood/Community Development**

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

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

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

**Policy 16.3:** *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, and where appropriate, shall reflect efforts to encourage gopher tortoise and other Significant and Essential Wildlife Habitat protection.

**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 16.14:** Community gathering places shall be provided within residential developments, where feasible and necessary, to improve and enhance the quality of life within neighborhoods by providing areas that promote and encourage interaction among residents by allowing for neighborhood gatherings and providing for enhanced community cohesiveness. These places shall be functionally designed and improved to allow for leisure activity and be accessible to the residents of the proposed 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 17: Neighborhood and Community Serving Uses**

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

**Policy 17.1:** Residential support uses (childcare centers, adult care centers, churches, etc.) is an allowable land use in any of the residential, commercial and industrial land use plan categories consistent with the following criteria:

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

#### **WIMAUMA VILLAGE RESIDENTIAL-2**

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

The purpose of the WVR-2 land use plan category is to discourage the sprawl of low-density residential development into rural areas, to protect and conserve agricultural lands, to provide a residential base to support commercial development in downtown Wimauma and direct potentially

*incompatible development away from environmental areas (i.e., wetlands, corridors, significant native habitats, etc.). The intent of this Objective is to support private property rights, promote community benefits that protect the rural nature of the community on the whole, and preserve the areas' natural, cultural, and physical assets.*

**Policy 48.1: Development Intent**

*Development within WVR-2 is intended to do the following:*

- 1. Prioritize the timeliness of appropriate land use, zoning, growth and development within the Rural Service Area;*
- 2. Provide for a compatible transition of land use between the rural and Urban Service Area;*
- 3. Preserve the rural character, encourage opportunities for continued agriculture;*
- 4. Offset biological and ecological impacts of new development;*
- 5. Maintain surface water quality and improve where possible;*
- 6. Provide an interconnected system of native habitat preserves, greenways, parks, and open space;*
- 7. Provide multimodal mobility options and connectiveness that reduces impacts of new single occupancy vehicle trips;*
- 8. Encourage and support non-residential uses within Downtown Wimauma along and in proximity to SR 674;*
- 9. Create efficiency in planning and in the provision of infrastructure;*
- 10. Balance housing with workplaces, jobs, retail and civic uses; and*
- 11. Provide a variety of housing types to support residents of diverse ages, incomes, family sizes, and lifestyles.*

**Policy 48.2: Location & Boundaries**

*The Wimauma Village Residential-2 land use plan category is located inside the boundaries of the Wimauma Village Plan and generally conforms to those properties previously classified as Residential Planned-2.*

**Policy 48.3: Residential Gross Density**

*The WVR-2 land use allows consideration of up to 2 dwelling units per gross acre provided that the development is meeting the adopted provisions of this section and the LDC. Otherwise, the gross residential density may not exceed 1 dwelling unit per 5 gross acres. Connectivity, open space, diversity of housing type and provision of Community Benefits are required in order to obtain the maximum density. Required storm water ponds, when not internally located to the housing site and when associated with larger reserved open space, may be excluded from the net acreage calculation. In no event shall open space constitute less than 40% of the gross site acreage with 30% of open space being contiguous and 10% of open space internally located to the PD site.*

**Policy 48.4: Residential Development**

*The WVR-2 is residential in character with a mix of housing types including single family attached and detached homes and multi-family dwelling units. Homes located in the WVR-2 zone are normally set back from the front property line to allow a front yard with a porch or stoop; lots often*

*have private rear yards. Residential support uses may be considered internal to the development or as part of a community benefit.*

**Policy 48.6: Open Space, Conservation Area, and Agricultural Land**

*Open Space, Conservation Area, and Agricultural Land (including parks, forestry, outdoor recreation, ELAPP lands, public uses, 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 in WVR-2 for Open Space, Conservation Area, or Agricultural Land preferably at edges which are adjacent to rural land areas. Specific percentage standards for Open Space, Conservation Area, and Agricultural Land within the WVR-2 are established by the overall gross site acreage of each Planned Development. Open space shall constitute no less than 40% of the gross site acreage for a Planned Development with 30% of the open space being contiguous or adjoining and 10% of the open space being internally located to the PD site.*

**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.*

**Policy 48.8: Approvals & Tracking**

*All approvals shall be through a planned unit development requiring, at a minimum, integrated site plans controlled through performance standards to achieve developments that are compatible with surrounding land use patterns. All rezoning inside the Wimauma Village Residential-2 (WVR-2) land use plan category shall be through a Planned Development district and shall comply with the LDC.*

**Policy 48.10: Mobility and Access**

*New development must accommodate the future street network through grid-like patterns as represented in the Plan. Each neighborhood must provide an interconnected network of streets, alleys or lanes, and other public passageways such as bicycle network or trail network, through provision, at a minimum, of the following:*

- 1. Safe, convenient pedestrian access and circulation patterns within and between developments.*
- 2. A continuous network of pedestrian walkways within and between developments, providing pedestrians the opportunity to walk (rather than drive) between destinations.*
- 3. A friendlier, more inviting environment by providing a pedestrian network that offers clear circulation paths from Off-Street Parking Areas to building entrances.*
- 4. A continuous network of bicycle lanes and trails within and between developments, providing cyclists and pedestrians the opportunity to travel or commute (rather than drive) between destinations.*

5. Adequate consideration for the access needs of disabled residents and visitors through the provision of special parking spaces, accessible routes between Off-Street Parking Areas and buildings, passenger loading zones and access to other facilities in order to give disabled persons an increased level of mobility.
6. For the purpose of developing a greenway trail referred to as the conceptual South County Greenway-Wimauma (TECO Corridor), as defined in the Wimauma Downtown Overlay in the LDC:

- a) in the case of property adjacent to or co-located with the conceptual South County Greenway-Wimauma, dedicated right-of-way for the greenway trail, or
- b) in the case of property not adjacent to the conceptual South County Greenway, trail connections between neighborhoods that connect future development with the proposed or existing greenway trail adjacent to the conceptual South County Greenway-Wimauma, existing residential neighborhoods, Wimauma Elementary School, Downtown Wimauma, and facilities identified in the Hillsborough County Greenways and Trails Master Plan.

**Policy 48.13: Community Benefits under Wimauma Village Plan**

Developments within the Wimauma Village Residential-2 land use plan category that request approval under the Wimauma Village Plan concept shall offer community benefits.

**ENVIRONMENTAL AND SUSTAINABILITY SECTION**

**GOAL 3:** Support the preservation, conservation, restoration, and management of natural resources while maintaining or enhancing environmental quality.

**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.

**LIVABLE COMMUNITIES ELEMENT: Wimauma Community Plan**

**GOALS AND STRATEGIES**

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
  - 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

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

• **Residential Gross Density**

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

• **Open Space**

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

**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.*

**LIVABLE COMMUNITIES ELEMENT: SouthShore Areawide Systems Plan**

**Economic Development Objective**

*The SouthShore community encourages activities that benefits residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life.*

**The community desires to pursue economic development activities in the following areas:**

**1. Land Use/ Transportation**



*a. Analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)*

*b. Recognize preferred development patterns as described in individual community plans, and implement the communities' desires to the greatest extent possible (including codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.*

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

The approximately 646.95 ± acre subject site is located east of US Highway 301, south of Bonita Drive, and north of Saffold Road. The site is located within the Rural Area and located within the limits of the Wimauma Community Plan. The applicant requests to incorporate a 55-acre addition to the existing Berry Bay development and to be considered for an additional 110 dwelling units.

The subject site is located within the Rural Area. Objective 4 of the Future Land Use Element (FLUE) establishes that the Rural Area will provide for areas of low density rural residential uses that can exist without the threat of suburban or urban encroachment. It is the goal that no more than 20% of all population growth within the County will occur in the Rural Area. The subject site is located within the Wimauma Village Residential-2 (WVR-2) Future Land Use category, which is one of the planned villages identified by FLUE Policies 4.1 and 4.2.

FLUE Objective 8 and Policy 8.1 establish land use categories within the Future Land Use Map (FLUM) and their potentially permissible uses. Per Policy 8.2, each use must be evaluated for compliance with the FLUE and applicable development regulations. Similarly, FLUE Policy 8.3 establishes that densities shall be applied on a gross residential acreage basis. Densities within the WVR-2 Future Land Use category may not exceed 1 dwelling unit per 5 acres unless developments are meeting the adopted provisions of Objective 48 and its associated policies along with those established within the Land Development Code (LDC).

Objective 9 and Policy 9.2 require new developments to meet or exceed all local, state, and federal land development regulations. At the time of uploading this report, official comments from Development Services and Transportation staff were not yet available. On April 18, 2024, the Hillsborough County Environmental Protection Commission (EPC) provided revised comments stating that in the site plan's current configuration, a resubmittal is not necessary. Therefore, the proposal is consistent with Goal 3, Objective 3.5, Policy 3.5.1, and Policy 3.5.2 of the Environmental and Sustainability Section. The proposal must adhere to all environmental and zoning regulations to be in compliance with these objectives and policies. Similarly, FLUE Policy 48.8 requires Planned Developments within the WVR-2 FLU category to be in compliance with the LDC. This proposal is therefore subject to all WVR-2 requirements as established by Code.

The site contains a Significant Wildlife Habitat. On December 19, 2023, the Natural Resources agency stated no objection to the proposal, subject to provided conditions. Per the conditions provided by Natural Resources, Planning Commission staff acknowledge that the proposal is in compliance with FLUE Objective 13 and Policy 13.6.

The proposal is consistent with FLUE Policies 16.1, 16.3, 16.10, 16.14, 16.11, 16.17, and 16.18. FLUE Policy 16.7 requires that neighborhoods shall be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent

neighborhoods together. The site plan depicts several street stub outs to the east, west, and south. The site plan also shows a connection to Bonita Drive, allowing an opportunity to connect to the north. This meets the intent of FLUE Policy 48.10, which requires new development to accommodate the street network through grid-like patterns as represented in the Comprehensive Plan.

FLUE Objective 48 establishes that the purpose of the WVR-2 Future Land Use category is to discourage the sprawl of low-density residential development into rural areas and to protect and conserve agricultural lands. 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. In order to meet this intent, FLUE Policy 48.3 allows consideration of up to 2 dwelling units per gross acre provided that the development is meeting the adopted provisions of this section and the LDC. Otherwise, the gross residential density may not exceed 1 dwelling unit per 5 gross acres. Connectivity, open space, diversity of housing type and the provision of Community Benefits are required in order to obtain the maximum density.

The proposed addition to the existing Berry Bay development is approximately 55 acres. Therefore, per FLUE Objective 48.7, at least three community benefits must be provided (with at least one being from Tier 1 of the table). There are three proposed community benefits which meet the criteria established by FLUE Objective 48.7. The proposed open space community benefit meets the criteria established in Tier 2-7 of FLUE Objective 48.7, as it provides at least a 35% increase in internal open space and a 25% increase in recreation. The second proposed community benefit (Tier 1-4) is a crosswalk and connection to Little Manatee River State Park, which furthers connectivity goals in the Wimauma Village Community Plan. The third proposed community benefit (Tier 1-2) is for two acres of land to be set aside and used as a civic lot/fire station within "Pod A" as depicted on the site plan. A fire station is a residential support use that is compatible with the surrounding development pattern Civic uses such as a fire station require acceptance of land dedication from Hillsborough County. Conditions of Approval will be implemented to require the applicant to come back with a Major Modification to change this the Community Benefit. Overall, the request is consistent with FLUE Policy 48.3, 48.7, and 48.13 and can be considered for the maximum residential density of 2 dwelling units per acre.

Per FLUE Policy 48.6, open space shall constitute no less than 40% of the gross site acreage for a Planned Development with 30% of the open space being contiguous or adjoining and 10% of the open space being internally located to the PD site. For the proposed 55-acre addition, there must be at least 22 acres of open space and at least 6.6 acres of open space located within. There must also be 2.2 acres of total internal open space. The proposal meets these requirements. These lands are also internal to the site, which meets the 10% requirement.

The subject site is located within the limits of the SouthShore Areawide Systems Plan and the Wimauma Village Community Plan. Goal 6 of the Wimauma Village Community Plan seeks to ensure a balanced transportation system that connects new streets with existing streets to provide multiple north-south and east-west through routes for pedestrians and vehicles. The connection to Bonita Drive on the site plan supports this goal. Goal 9 of the Wimauma Community Plan further establishes that the maximum density of 2 dwelling units per acre shall only be considered if the request is consistent with the Comprehensive Plan and the LDC. The request meets the Community Benefits requirements under

Objective 48 of the FLUE. Similarly, as part of its Economic Development Objective, the SouthShore Areawide Systems Plan seeks to recognize the preferred development patterns as described in individual community plans. Overall, the request is consistent with the intent of both the Wimauma Village Community Plan and the SouthShore Areawide Systems Plan and is therefore consistent with the Livable Communities Element.

Overall, staff finds that the proposed request is consistent with the WVR-2 requirements as established by the Future Land Use Element, Environmental and Sustainability Section, and the Livable Communities Element. The Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

#### **Recommendation**

Based upon the above considerations, the Planning Commission staff finds the proposed Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*.

HILLSBOROUGH COUNTY  
FUTURE LAND USE  
RZ PD 24-0044

Rezonings



STATUS

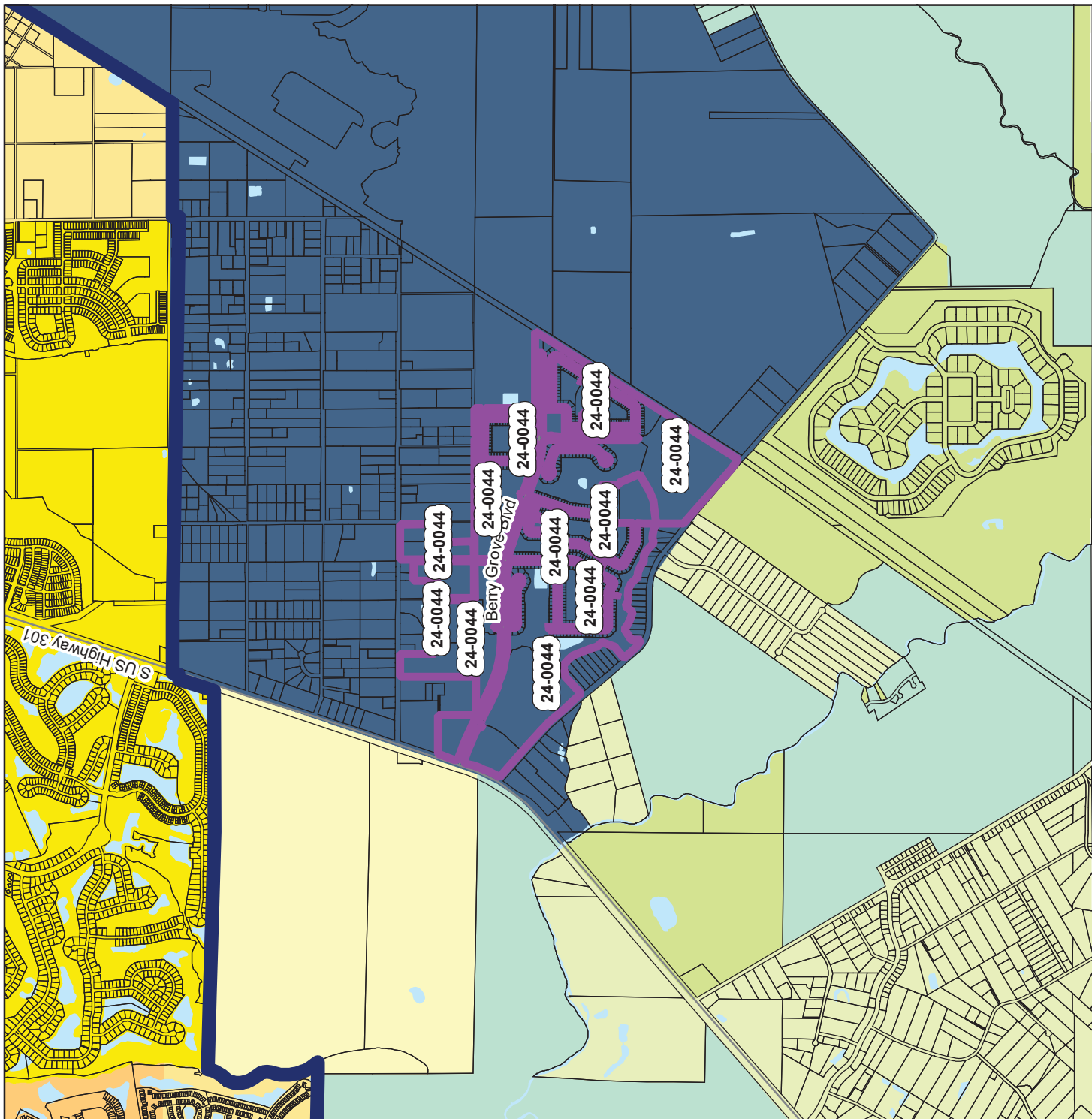


- wam NATURAL LULC\_Wet\_Poly
- AGRICULTURAL/MINING-1/20 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is for informational purposes only and is not intended to be used as a legal document. It is intended that the map be used in conjunction with the official zoning ordinance. ACCURACY: It is intended that the map be used in conjunction with the official zoning ordinance. Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate website.



Map Printed from Rezoning System: 10/26/2023  
Author: Beverly F. Daniels  
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Manatee County



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