



Tampa Bay Regional Planning Council

ARS

Annual Report Summary

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DRI #191 - FISHHAWK RANCH HILLSBOROUGH COUNTY RY 2005-06

On July 7, 1989, Hillsborough County granted a Development Order (Resolution No. 89-0172) to the Shimberg-Cross Company, Inc. for a four-phase, 4,870-acre, multi-use development located east of Bell Shoals Road and north of Boyette Road in central Hillsborough County. The Development Order had granted specific approval for only Phase I and conceptual approval of the latter phases.

The Development Order has been amended nine times, the latest adopted on May 10, 2005 (Resolution No. R05-107). The amendments have cumulatively: extended each phase, commencement date and expiration date; reduced allowable residential units; granted specific Phase II approval; revised the legal description to correspond to the sale of 1,934 total acres to Hillsborough County for the Environmental Lands Acquisition Program; modified the geographic phasing of the project; modified the development entitlements and acreages; authorized alternative land uses on select parcels of the project; relocated several land uses; adopted a land use equivalency matrix; authorized replacement of approved golf course for a system of linear parks and trails; eliminated all proposed Phase IV entitlements; added a 2.6-acre/6,000 sq. ft. Day Care and 80-student/6,000 sq. ft. private school site near the Town Center; added four outparcels (two 10-acre parcels, one 20-acre parcel, and a 5-acre parcel) which are internal to DRI; added a 19.8-acre parcel previously exterior to the project, allowed alternative uses on Tract 14; and Map H modifications associated with these revisions. The Development Order expires on December 29, 2020.

The approved phasing schedule is as follows:

PHASE	(YEARS)	OFFICE (Sq. Ft.)	COMMERCIAL (Sq. Ft.)	RESIDENTIAL (Units)	
				Single-Family/ Townhomes	Multi-Family
Phase I	(1993-2002)	0	110,000	2,131	160
Phase II	(2002-2007)	50,000	280,000	2,368	0
Phase III*	(2007-2012)	42,000	0	4	500
TOTAL		92,000	390,000	4,503	660

* - Specific approval of Phase III is contingent upon further review of transportation and air quality in accordance with Chapter 380.06, F.S.

On August 28, 2006, the Developer submitted a Notice of Proposed Change application requesting the following modifications to the Development Order, which remain under review:

- add 89.9± acres to the project (referred to as Tract 47);
- designate the easternmost two acres of Tract 15 as Tract 15A. Allow the alternative use(s) of Office and/or Commercial on Tract 15A in addition to the currently approved Multi-Family;

- modify the Land Use Equivalency Matrix to allow conversion of Retail uses to Mini-Warehouse; and
- removal of Library site dedication requirement as Condition and reference on Master Development Plan.

PROJECT STATUS

Development this Reporting Year: the developer has identified that 443 single-family and 140 townhome units were completed during the reporting period in addition to a 16,766 sq. ft. “Towncenter” Office, 16,748 sq. ft. “Towncenter” Retail, 13,800 sq. ft. Kash ‘N Karry Retail, 6,109 sq. ft. Outback Steakhouse, and a 4,238 sq. ft. Sun Trust.

Cumulative Development: a total of 2,919 single-family homes (of which 426 single-family residential units were within the Fishhawk Trails portion of the project); 379 multi-family residential units; 112,232 sq. ft. of commercial development; 51,208 of office space (including the three day care facilities), two churches and four schools.

Projected Development: no development activity has been identified for the next reporting year.

SUMMARY OF DEVELOPMENT ORDER CONDITIONS

1. Traffic counts have been provided within the Annual Report in accordance with Condition IV.B.1.a. The monitoring, conducted on August 8-10, 2006, revealed that the project is generating 3,634 p.m. peak hour trips (2,013 Inbound/1,921 Outbound) of the overall 4,343 approved trips (2,514 Inbound/1,829 Outbound), nearly 84% of approved p.m. peak hour trips. The monitoring also revealed that the project is generating 42,630 Average Daily Trips of the approved 44,285 (approximately 96 percent). It is noted that the recorded volumes do not reflect traffic that remains within the development. Such reporting shall continue on an annual basis through buildout.
2. While no reductions were assumed in the transportation analysis to account for the successful implementation of Transportation Systems Management (TSM) measures and the fact that no Hartline service is currently available to the Fishhawk area, Condition IV.B.1.b. obligates the developer to prepare, submit and implement a TSM program. The developer had previously proposed the following measures to reduce the p.m. peak hour travel:
 - the developer has established an on-line information portal “available to provide real time information to each resident in Fishhawk Ranch about all sorts of networking opportunities...”;
 - construction of interconnected trails, bike and pedestrian paths throughout the community;
 - designation of parking spaces within the Town Center specifically for alternative types of transportation (e.g. golf carts); and the design and imminent construction of a bus-pull out in conjunction with the Library Parcel located in the Town Center.
3. The developer previously conducted a marketing analysis for retail and office uses in accordance with Condition IV.B.1.e. The study was submitted in conjunction with the RYs 2002-04 Annual Report. The Study concluded that “given the proximity to growing concentrations of households,

including residents of the community itself, Fishhawk Ranch will be an attractive location for neighborhood retail and local-serving office users.” The Study stated that significant commercial uses would not necessarily be supported since “traffic counts are not expected to increase enough over the next decade to support larger-scale, community-serving retail development, and significant capacity of land exists along major thoroughfares that offer better access and visibility” and significant office uses also may not be appropriate since “significant capacity exists in established office cores closer to downtown, including the I-75 corridor north of Brandon.”

4. The Master Stormwater Management/Drainage Plan was previously submitted in conjunction with the RY 1997-98 Annual Report, consistent with Conditions IV.E.1. Stormwater Management Plans are submitted to Hillsborough County and other applicable agencies as part of the plan approval process to coincide with future development.
5. Condition IV.E.2. requires the developer to conduct (and submit) one yearly installment of semi-annual water quality monitoring upon the completion of 25 percent, 50 percent, 75 percent and 100 percent of approved residential units. For each applicable installment, monitoring events shall be conducted in September and May. Results of the “25 percent complete” monitoring were previously provided. Results of the initial surface water monitoring associated with the “50 percent completion” were provided regarding a May 19, 2005 monitoring event as well as results of a second surface water monitoring based on samples taken on August 31, 2005. Results of a September 7, 2006 groundwater monitoring event were also provided in conjunction with the RY 2005-06 Annual Report.
6. The developer has previously acknowledged dedicating a 2.0-acre fire station site (consistent with Condition IV.I.1.g); a total of four school sites; and a 10.059-acre park site.
7. The developer has reported that the Boyette Road extension has been completed.
8. It is noted in Condition III.K of the Development Order that the developer is required to submit annual reports on the “*anniversary of the effective date of this Development Order...*” (i.e. July 25th). It is hereby recognized that this Report, which was received on March 23, 2007, was actually due on July 25, 2006.

DEVELOPER OF RECORD

FishHawk Communities Limited Partnership, 1137 Marbella Plaza Drive, Tampa, FL 33619 is the firm responsible for adhering to the conditions of the Development Order.

DEVELOPMENT ORDER COMPLIANCE

The project appears to be proceeding in a manner consistent with the Development Order with the exception of the issue identified as *Summary of Development Order Condition #8*, above. Hillsborough County is responsible for ensuring compliance with the terms and conditions of the Development Order.