



# ARS

## Annual Report Summary

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### DRI #191 - FISHHAWK RANCH HILLSBOROUGH COUNTY RY 2011-12

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 1 and conceptual approval of the latter phases.

The Development Order has been amended ten times, most recently on July 22, 2008 (Resolution No. R08-102). The amendments have cumulatively: extended each phase, commencement date and expiration date; reduced allowable residential units; granted specific Phase 2 approval; revised the legal description to reflect 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 (and revised) a Land Use Equivalency Matrix; authorized replacement of approved golf course for a system of linear parks and trails; eliminated all proposed Phase 4 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 six outparcels (one 35.56-acre parcel [Tract 47], one 20-acre parcel, one 19.8-acre parcel, two 10-acre parcels, one 20-acre parcel, and a 5-acre parcel) which are internal to the DRI; modified the internal roadway network; removed the requirement for library site designation; and corresponding Map H modifications. The buildout dates and Development Order expiration dates were further extended to account for 2011 growth management legislation (i.e. establishment of Subsection 380.06(19)(c)2., F.S. & HB7207) plus three Executive Orders signed into law by Governor Scott during 2011 (i.e. Nos. 11-128, 11-172 & 11-202/totaling 325 days). As revised, the Development Order now expires on November 18, 2032.

The approved phasing schedule is as follows:

PHASE (YEARS)	OFFICE (Sq. Ft.)	COMMER- CIAL (Sq. Ft.)	MINI WAREHOUSE (Sq. Ft.)	RESIDENTIAL (Units)	
				Single-Family/ Townhomes	Multi-Family
Phase 1 (thru 12/29/2005)	0	110,000	0	2,131	160
Phase 2 (thru 11/19/2019) <sup>3</sup>	50,000	276,569 <sup>2</sup>	48,315 <sup>2</sup>	2,368	0
Phase 3 <sup>1</sup> (thru 11/19/2022) <sup>3</sup>	42,000	0	0	4	500
<b>TOTAL</b>	<b>92,000</b>	<b>386,569</b>	<b>48,315</b>	<b>4,503</b>	<b>660</b>

1 - Specific approval of Phase 3 is contingent upon further review of transportation and air quality in accordance with Chapter 380.06, F.S.  
2 - Entitlements are reflective of a Land Use Equivalency Matrix conversion dated June 8, 2009 (i.e. 3,431 sq. ft. of Retail → 48,315 sq. ft. of Mini Warehouse).  
3 - Specifically-approved Phase 2 and conceptually-approved Phase 3 were extended by two years in accordance with SB 360 and then the four year and 325 day extension (described above) were applied.

## **PROJECT STATUS**

**Development this Reporting Year:** 36 single-family residential units were completed during the reporting period. In addition, one additional private school, to be known as “The Learning Experience Daycare,” has been identified as under construction.

**Cumulative Development:** a total of 3,202 single-family homes (of which 426 single-family residential units were within Fishhawk Trails); 327 townhomes; 160 multi-family (villa) residential units; 249,102 sq. ft. of commercial development (including four day care facilities totaling 31,549 sq. ft.); 45,878 sq. ft. of office space, 48,315 sq. ft. of Mini Warehouse (as previously identified), three 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 May 29-31, 2012, revealed that the project is generating 4,044 p.m. peak hour trips (2,376 Inbound/1,668 Outbound) of the overall 5,595 approved trips (3,140 Inbound/2,829 Outbound), approximately 72 percent of approved p.m. peak hour trips. The monitoring also revealed that the project is generating 50,561 Average Daily Trips of the approved 58,563 (nearly 86 percent). It was noted that the p.m. peak hour traffic results were inexplicably 15% lower and the daily trips were down almost 10% in comparison with the traffic monitoring last conducted for the project (2010). However, the Developer’s transportation consultant did reveal that the traffic monitoring results did include an estimated 143 p.m. peak hour and 1,973 daily trips which should be excluded from the counts since they are attributable to the Lake Hutto DRI. Traffic monitoring shall continue to be conducted annually through buildout and submitted in conjunction with subsequent Annual Reports.
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 as recognized within the Annual Report submitted in conjunction with the 2002-04 reporting period:
  - 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 and submitted a Retail and Office Marketing Study in accordance with Condition IV.B.1.e. The Study was submitted in association with the RYs 2002-04 Annual Report. The Study concluded with the finding that significant Commercial and/or Office uses would/could not necessarily be supported within the Project for a variety of reasons.

4. The Master Stormwater Management/Drainage Plan was previously submitted in accordance with Condition IV.E.1.
5. Condition IV.E.2. requires the developer to conduct (and submit) semi-annual water quality monitoring of the site. Groundwater and Surface water monitoring was conducted on December 1 & 8, 2011 and July 2 & 16, 2012. The monitoring of Groundwater Sites MW-S1, MW-S2, MW-S3, MW-S4, MW-S5 & MW-S6 and Surface Water Sites LFH-D, LFH-U, FH-D, FH-U and Tract 47D, as conducted by the Applicant's environmental consultant (SCS Engineers), have revealed that several parameters have exceeded State standards at some of the monitoring locations but that these are "*not uncommon for the region and likely the result of naturally occurring processes.*" SCS Engineers concluded that "*the groundwater and surface water monitoring should be continued and that trend analyses should be developed for those compounds or parameters exceeding regulatory standards.*"
6. The developer has asserted that the Boyette Road extension has been previously completed.

#### **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. Hillsborough County is responsible for ensuring compliance with the terms and conditions of the Development Order.