

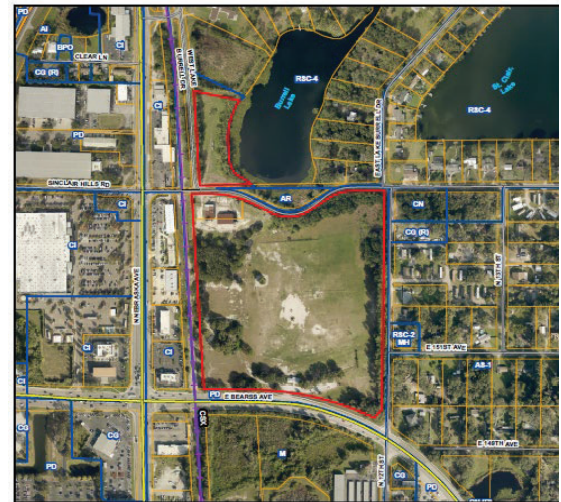


PD Modification Application: PRS 24-0279

BOCC Land Use Meeting Date: April 9, 2024

1.0 APPLICATION SUMMARY

Applicant: Tampa Electric Company
 FLU Category: OC-20 (South of Sinclair Hills Rd);
 R-4 (North of Sinclair Hills Rd.)
 Service Area: Urban
 Site Acreage: Approximately 30.54 acres
 Community Plan Area: Lutz
 Overlay: None
 Request: Minor Modification to PD 03-1124



Existing Approvals:

PD 03-1124 was approved by the Board of County Commissioners on May 25, 2004, for 255,350 square feet of Commercial Intensive (CI) and Commercial General (CG) uses. On 2008, the project was modified (PRS 08-0170) to reduce the total square footage from 255,350 to 240,000 square feet. Changed the building footprints to face Bears Avenue. Increased the height in Area C from 35 feet to 40 feet and permitted 24-hour business operations. Access to North 12th Street was eliminated.

Most Recent Modification:

MM 22-0089 was approved to allow the development of a Tampa Electric Company (TECO) and Peoples Gas System (PGS) public service facility. The proposal is a two phased development comprising a total development of 300,000-square-foot composed of two structures. Phase One will be 160,000 square feet and Phase Two proposed a 140,000-square-foot building. This will be a “secure” facility, meaning that the public cannot enter. The site will be fenced and will have a security gate house at the main entrance and a gated entrance from Sinclair Hills Road.

Request:

The applicant is seeking a Minor Modification to allow flexibility for the location of the sidewalk along either the east or west side of 12th Street. The applicant also proposes to relocate the existing access to the Outdoor Recreational Area to permit limited guest parking for the park, and to redesign the entrance at Sinclair Hills Road to include a roundabout; and associated transportation-related conditions for Sinclair Hills Road and West Lake Burrell Drive, including traffic calming measures.

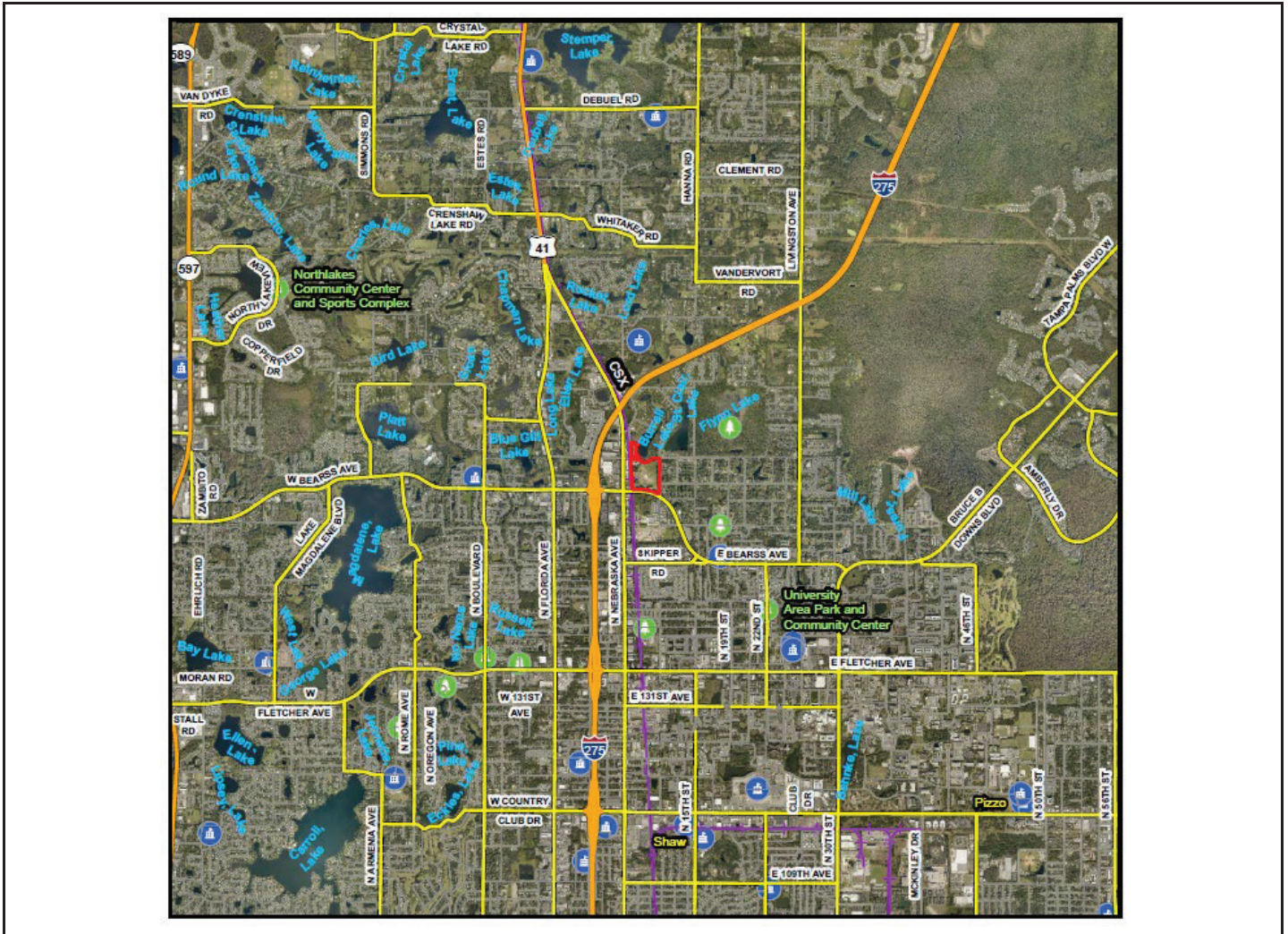
Existing Approval(s):	Proposed Modification(s):
1. Sidewalk along the west side of 12 th Street.	1. Allow flexibility by adding an option to construct the sidewalk along the east side of 12 th Street to preserve existing vegetation.
2. Outdoor Recreation Area is limited to private outdoor recreation with vehicular access limited to maintenance vehicles only.	2. The applicant requests to also allow access to vehicular access to employees and invited guest parking not to exceed 10 parking spaces.
3. Sinclair Hills Road Entrance limited to one access point restricted to left in and right out only.	3. Request to redesign and construct a roundabout at the Sinclair Hills Road entrance. Roundabout would include pedestrian crosswalks connect the

	required 12-foot multi-use path on the south side of Sinclair Hills Road (Cond. 15).
4. Vehicular access to the Outdoor Recreational Area shall be located on Sinclair Hills Road.	5. Relocate the existing access to the Outdoor Recreational Area from Sinclair Hills Rd. to a location along West Lake Burrell Drive. The new relocated access shall be limited to maintenance vehicles, employees and invited guest parking not to exceed 10 parking spaces.

Additional Information:	
PD Variation(s):	None Requested
Waiver(s) to the Land Development Code:	None Requested
Planning Commission Recommendation: N/A	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

The subject site is located slightly east of northeast corner of the Bearss and Nebraska Avenues intersection. The site is currently utilized for a golf driving range and paintball facility, and mostly undeveloped, although recently approved for a TECO public service facility.

- South of the site is M (Manufacturing) zoning within the LI (Light Industrial) future land use category. Developed uses include a mini-warehouse, recycled materials facility and towing and auto repair business with open storage. The project is separated from these uses by Bearss Avenue.
- Immediately east of the subject site is include RSC-2 MH (Residential, Single-Family Conventional 2 units per acre– Mobile Home Overlay) and AS-1 (Agricultural, Single-Family) developed with a mobile home park and single-family residential.
- Southeast of the subject site are CG and CN zoned properties located at the southeast corner of Sinclair Hills Road and 12th Street.
- To the west of the subject site is CSX Railroad ROW (approximately 100 feet wide) abutting the entire western side of the PD boundary. Further west is Commercial Intensive zoning.
- To the north Properties are zoned RSC-4 and AR and are separated from the subject site by Sinclair Hills Road, a 2-lane, local roadway. The AR zoned property is vacant. A substantial portion of the adjacent RSC-4 zoned property consists of a lake approximately 9 acres in size (Burrell Lake).

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Immediate Area Map

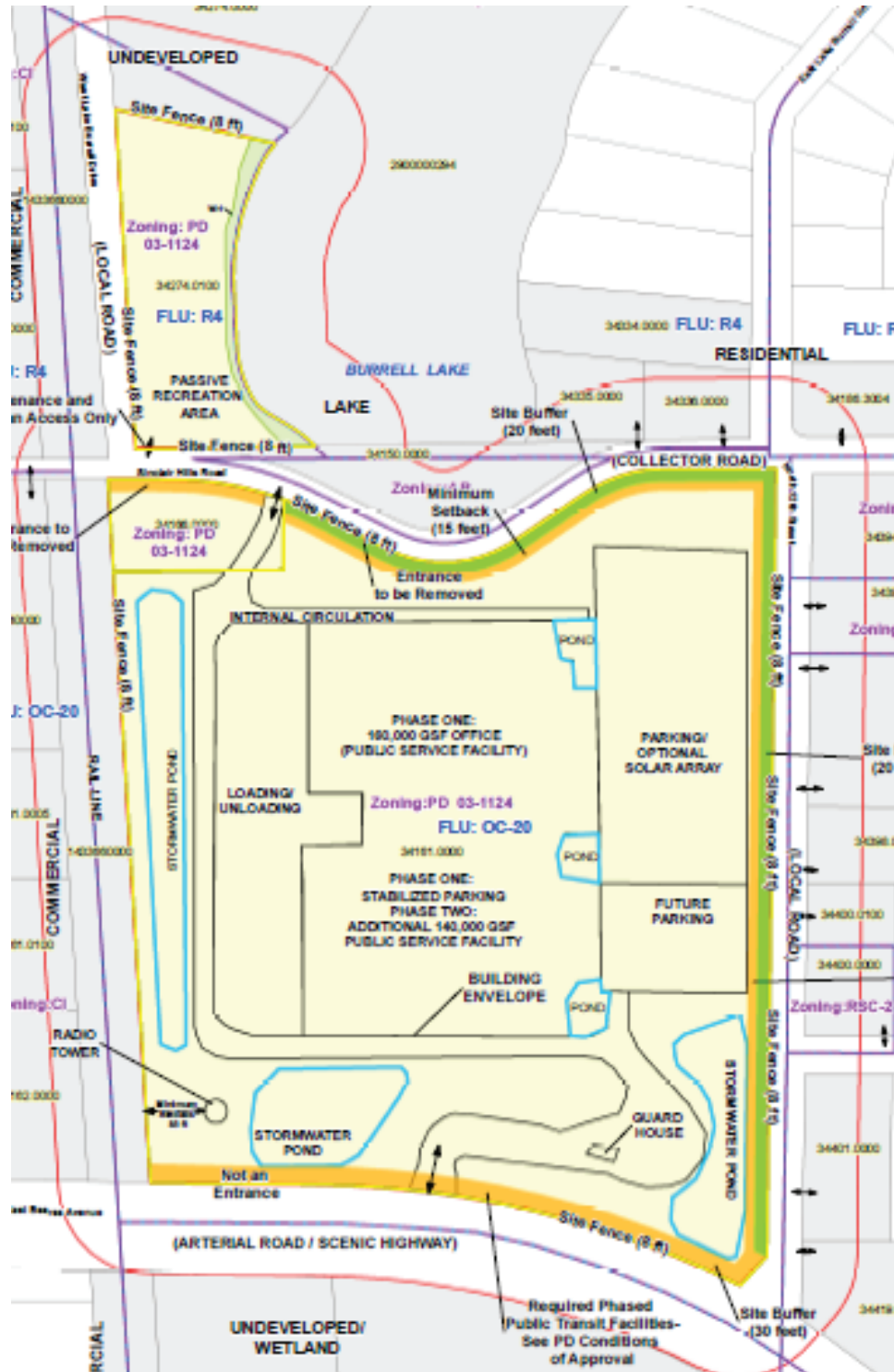


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR & RSC-4	CN: 7,000 sf RSC-4: 10,000 sf	Agricultural and Single-family home	Burrell Lake and residentially developed properties (Apex Lake Estates located NE)
South	M	Max. FAR: 0.75	Manufacturing, processing, intensive commercial, other industrial uses.	Mini-warehouse, recycled materials facility and towing and auto repair business with open storage.
East	RSC-2 MH & AS-1	RSC-2: Min. 21,780 sf AS-1: Min. 43,560 sf	Residential	Mobile home park and single-family residential
West	CI	Max. FAR 0.30	Intense commercial activities	CSX Railroad ROW

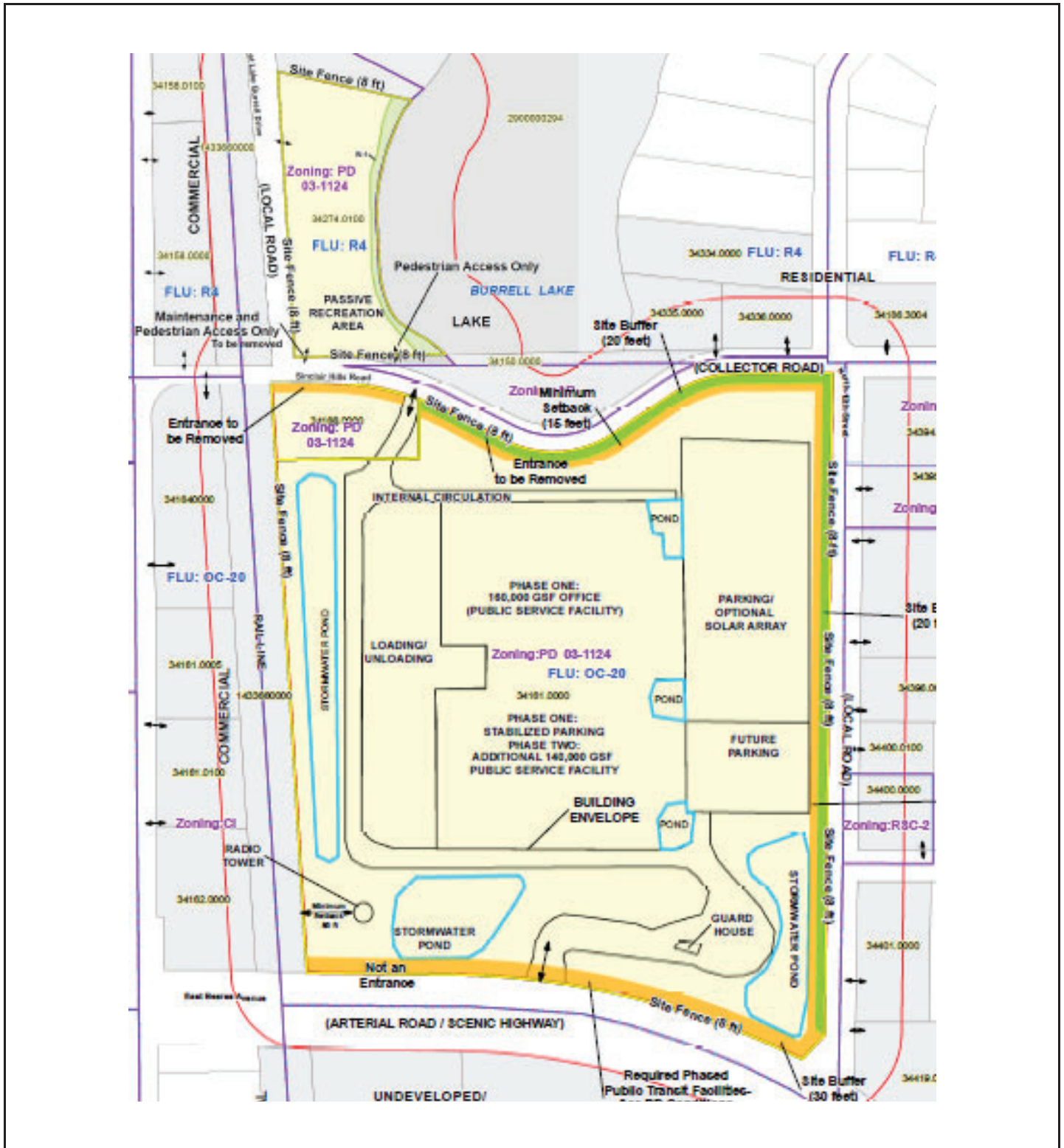
2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Existing Site Plan (Partial)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Bearss Avenue	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Sinclair Hills Road	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
West Burrell Dr.	County Local - Rural	2 Lanes <input checked="" 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
N. 12 th St.	County Local - 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	3,375	534	513
Proposed	3,375	534	513
Difference (+/-)	0	0	0

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Sinclair Hills Rd./Substandard Road	Design Exception Requested	Previously Approved – De minimis
West Lake Burrell Dr./Substandard Road	Administrative Variance Requested	Approvable
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Note, the conditions are the same conditions that currently exist.
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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor: Lowell Road <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Airport Incompatible Area; 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input 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	See Transportation Staff Report.
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Hillsborough County Water Services provide comments for MM 22-0089.
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Impact fee review was provided for MM 22-0089.				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	PC staff previously reviewed MM 23-0089 and found the application consistent.

5.0 IMPLEMENTATION RECOMMENDATION

5.1 Compatibility

Tampa Electric Company (TECO) and Peoples Gas System (PGS), each of which fall within the definition of a “public utility” as defined by 336.02(1), Florida Statutes (2021), have selected property at the northeastern quadrant of the intersection of Bearss Avenue and Nebraska Avenue to jointly develop a new secured operations center.

The subject site is approved for a Tampa Electric Company (TECO) and Peoples Gas System (PGS) Service Facility to assist improving system resiliency and operational sustainability. The facility will be designed to withstand significant storm events. The development site is comprised of three parcels, approximately 30.54 acres in size, with most of the development site located south of Sinclair Hills Road. The development is proposing two phases, with phase one with 160,000 square feet and phase two with 140,000 square feet of development equating to 300,000 square feet of total development. The height of the public service facility will not exceed 55 feet, with the second story with a mezzanine that will function as a third story. The current approval included a Radio and Television Transmitting and Receiving Facility. This tower is proposed to be used by TECO to communicate with their “smart” grid and identify issues faster, improving customer reliability. The tower will be located within the secured facility, inaccessible to the public, and unavailable for commercial uses unrelated to utility operations. The approved tower location is in the southwest corner of the property.

This Minor Modification proposes to allow flexibility to construct the sidewalk along the east side of 12th Street to preserve existing vegetation. If not feasible, the applicant proposes to retain the current option of constructing the sidewalk on the west side of 12th Street. The applicant proposes to add condition 3.1 to allow the developer to relocate the North 12th Street pedestrian sidewalk from the west side of North 12th Street to the east side of North 12th Street, subject to being able to acquire any additional needed right-of-way to relocate the pedestrian sidewalk. The applicant states, the reason for this request to allow flexibility in the placement of the sidewalk is to facilitate the preservation of existing on-site trees and other vegetation within the North 12th Street buffer area. The applicant proposes condition 3.1, reflecting this request.

The applicant proposes to relocate the existing access to the Outdoor Recreational Area from Sinclair Hills Rd. to a location along West Lake Burrell Drive. The new relocated access shall be limited to maintenance vehicles, employees and invited guest parking not to exceed 10 parking spaces. As needed for access to the Outdoor Recreational Area the applicant also proposes modifying traffic conditioning relating to Sinclair Hills Road and West Lake Burrell Drive to add traffic calming including a traffic circle along Sinclair Hills Road. Third, the applicant proposes to redesign and construct a roundabout at the Sinclair Hills Road entrance. Roundabout would include pedestrian crosswalks connect the required 12-foot multi-use path on the south side of Sinclair Hills Road (Condition 15).

The applicant proposes to maintain all existing approved buffers with no additional revisions. The applicant does not request any additional variations to Land Development Code Parts 6.06.00 (Landscaping/Buffering).

5.2 Recommendation

Based upon the above considerations, staff finds the request is **APPROVABLE, subject to conditions**

Prior to PD site plan certification, the following shall be revised:

- Revise “Passive Recreation Area(s)” to Outdoor Recreation Area(s)”.
- Revise “Pedestrian Access Only” to “Pedestrian Access - Typical”.
- Add following note adjacent to West Lake Burrell Access: “Relocated Vehicular Access”.

6.0 PROPOSED CONDITIONS

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan submitted December 28, 2024.

The project shall be limited to the following four development options:

1. The project shall be allowed a maximum of 300,000 square feet of Public Service Facility uses, including (a) a self-support radio tower consistent with these conditions of approval, and (b) other conditional and accessory uses of the AR zoning district that are exclusive to operation of the Public Service Facility by a public utility, as defined by Florida Statutes Section 366.02 (2021), as may be amended from time to time.

Notwithstanding the foregoing, the following conditional uses shall be expressly prohibited under this planned development approval: Municipal Solid Waste Facilities, Yard Waste Transfer Facility, Yard Waste Composting Facility, and Yard Waste Air Curtain Incinerator.

- 1.1 Buildings, parking and retention shall be located as shown on the general site plan. Development standards shall be as follows:
 - 1.1.1 Front setbacks (Bearss Avenue): 30 feet, measured concurrent with any proposed buffer.
 - 1.1.2 Side and rear setbacks: 15 feet, measured in addition to any proposed buffer.
 - 1.1.3 Maximum building height: 55 feet, except for the “excluded portions” of the building as allowed under existing Land Development Code provisions (Section 6.08.01), and provided that buildings with a height greater than 20 feet shall be set back an additional two feet for every one foot of building over 20 feet.
 - 1.1.4 Radio Tower shall include the following:
 - 250-foot maximum height
 - 85-foot minimum setback from all property lines
- 1.2 The project shall be allowed (a) internal security fences, and (b) a perimeter security fence with a wrought iron appearance up to 8 feet in height. Driveways shall meet Transportation Technical Manual requirements for a gated entrance.
- 1.3 Exterior lighting shall comply with Part 6.10.00 Exterior Lighting of the Land Development Code and any exterior lighting within two hundred feet (200’) of 12th Street shall have a Backlight, Up light, Glare (BUG) Rating of 4/0/5 or better.
 - 1.3.1 Prior to the issuance of Certificates of Occupancy, a licensed professional engineer or utility streetlight provider pursuant to section 768.1382 Florida Statutes shall provide certification stating that the exterior lighting as installed complies with the provisions in 1.34.
- 1.4 Outdoor recreational areas shall be limited to outdoor recreational use by employees and invited guests. Improvements may include a gazebo/pavilion, ~~and~~ restrooms, ~~and a maximum of ten (10) total parking spaces for employees and invited guest parking associated with private company events; provided, no parking spaces shall be permitted until the existing vehicular access to the Outdoor Recreation Area has been relocated from Sinclair Hills Road to West Lake Burrell Drive consistent with Condition 17.~~

- 1.5 Pole signs and billboards shall not be permitted. Ground signs shall be limited to a maximum height of six feet, regardless of additional setback that may be provided pursuant with Section 7.04.03 of this Code, and the sign structures shall have architectural detailing and cladding consistent with the buildings they serve. There shall be only one entrance sign at the Sinclair Hills entrance which shall be lighted only during hours of operation and such sign shall not exceed 4 (four) feet in height.
2. Except as may be required during emergency events, temporary or permanent open storage (which shall include but is not limited to pallets, trailers, or pods) and dumpsters shall be screened from view of any adjacent residentially-zoned land or roadways.
3. The developer shall provide a minimum 20 (twenty) foot wide buffer area (a) along the western side of North 12th Street, (b) along Bearss Avenue, and (c) along the southern side of Sinclair Hills Road west from the intersection of North 12th Street and Sinclair Hills Road to the project entrance is located on Sinclair Hills Road. The buffer area shall be planted with native trees a minimum of 12 feet in height and minimum caliper of four inches at the time of planting with a minimum of one tree for every forty (40) feet of frontage. The remainder of the buffer area shall be sodded. To the extent feasible, existing healthy trees that exceed the minimum planting requirement shall be retained within the buffer area, which trees shall count towards the requirements of this paragraph. Along Bearss Avenue, this planting requirement will meet the Urban Scenic Roadways requirements.
 - 3.1 To facilitate the preservation of existing on-site trees and other vegetation within the North 12th Street buffer area, the developer may elect (subject to being able to acquire any additional needed right-of-way and resolution of conflicts) to relocate the pedestrian sidewalk required in accordance with Section 6.03.02 of the LDC in connection with the initial increment of development from the west side of North 12th Street to the east side of North 12th Street.
4. All landscaping shall be irrigated and maintained in accordance with Part 6.06.00 of the LDC, provided that any required dead landscaping shall be replaced within a reasonable time period in order to preserve the benefit of the buffer to the surrounding properties. The project shall be required to utilize public water for all on-site irrigation, unless reclaimed water is available.
5. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetland, and does not grant any implied or vested right to environmental approvals.
6. All internal access (the “throat”) to the driveways must comply with the General Access Standards of the LDC and keep the requisite distance from the edge of pavement of the public roadway, free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site.
7. The Developer shall be permitted one full access driveway on Bearss Ave. and median opening, pending approval of a detailed traffic analysis which shows that the full access driveway will operate in a safe manner. If the traffic analysis shows that a left-out will potentially cause a safety problem, the access may be restricted to a left-in only.
8. The Development shall be limited to one access point onto Sinclair Hills Rd.;
 - 8.1 The driveway onto Sinclair Hills Rd shall be restricted to a right-in, left-out and right-out only and the location of such access point shall be confirmed as part of the traffic study that shall be submitted. The location of the access point must not conflict with the service area of the CSX railroad tracks. The Developer shall construct raised concrete medians restricting the left-in movement or other means as approved by PGM and Public Works. The raised medians may be landscaped.

- 8.2 As an alternative to the access improvements described in Condition 8.1 above, and to provide traffic calming measures to Sinclair Hills Rd., the Developer may elect to design and construct a roundabout at the project entrance on Sinclair Hills Rd. The roundabout design shall be consistent with County Public Works standards and include pedestrian crosswalks that connect to the 12-foot multi-use path described in Condition 15 (Sinclair Hills Design Exception) and sidewalks to be constructed adjacent to the Outdoor Recreation Area per Section 6.03.02 of the LDC (Condition 17.3) such that safe and continuous pedestrian access is provided between the project's property on both sides of the roadway.
9. The Development shall not have any access onto 12th Street.
10. When warranted, the developer shall install a traffic signal at the intersection of Bearss Avenue and the main project entrance. All signals must be approved by the Hillsborough County Public Works Department and traffic signals on the State Highway System must also have the approval of FDOT. ~~If warranted, as determined by the traffic study, the traffic signal shall be installed and operational concurrent with the opening of the development.~~ The Developer shall be responsible for the cost of design and installation of the traffic signal and appropriate interconnect with adjacent signals. The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department and/or FDOT. The installation of a traffic signal at this location will require coordination with CSX to incorporate safety features such as signal preemption and other safety features deemed necessary to prevent vehicles from blocking the railroad tracks.
- 10.1 Given the unique nature of the public service facility operations, the developer may elect to design and permit the traffic signal prior to opening and/or full operation of the public service facility if it is determined by a traffic study that the traffic signal will be warranted after opening based on projected traffic volume.
11. The self-support radio tower will be an essential component of the public service facility operations, not a stand-alone principal use, which requires it be located on the subject property to serve the special and unique needs of the facility as follows. The tower will provide the facility with the independent capability to communicate with other company facilities, remotely monitor and control utility infrastructure and communicated with employees. Furthermore, during black sky days, these essential capabilities will be protected within the facility and will be unaffected by potential service interruptions that may occur to third-party off-site towers and support infrastructure. To ensure operation and use of the radio tower is consistent with these special and unique needs, the following conditions shall apply:
- 11.1 The radio tower shall be used exclusively to support the operations of the public service facility and shall not be available to third party commercial uses and services unrelated to the operations of the public service facility.
- 11.2 The radio tower shall be used only by a public utility, as that term is defined by Florida Statutes Section 366.02 (2021), or an equivalent public utility under future laws, or in furtherance of the operations of a public utility.
- 11.3 If the property ceases to be used as a public service facility by a "public utility," as defined by 336.02(1), Florida Statutes (2021), or an equivalent public utility under future laws, for a period exceeding one (1) year, the County may deem the radio tower as abandoned for purposes of this approval and require the removal or demolition of the radio tower.
- 11.4 Except for those matters expressly stated in these conditions of approval, the radio tower shall be constructed and operated consistent with Hillsborough County LDC Section 6.11.79, Radio and Television Transmitting and Receiving Facility.
- 11.5 If approved, the radio tower shall not be required to utilize camouflage techniques in connection with its design.

12. The radio tower shall not result in restriction or interference with air traffic or air travel to or from any existing or proposed airport. Prior to construction plan approval, documentation shall be provided to Hillsborough County showing the Hillsborough County Aviation Authority has reviewed the proposal as required by Airport Zoning Regulations (HCAA Resolution 2010-54, April 1, 2010, as revised) to determine if there is any potential impact on public airports in Hillsborough County. The radio tower shall not be constructed to a height which constitutes a hazard to aviation or creates hazards to persons or property by reason of unusual exposure to aviation hazards.
13. The applicant shall provide the following public transit facilities consistent with the requirements of LDC, Sec. 6.09.03. C. 2. along the project frontage on Bearss Avenue:
- 13.1 Concurrent with Phase 1 development (i.e. development up to 160,000 gsf):
- The developer shall construct a bus bay along Bearss Avenue in accordance with Hillsborough County and HART standards by extending the existing turn lane.
 - The bus bay will include a landing pad and a pedestrian connection from the landing pad to the sidewalk.
- 13.2 Prior to or concurrent with Phase 2 development (i.e. development exceeding 160,000 gsf), the developer shall construct a covered transit stop along Bearss Avenue. The covered transit stop shall be designed according to HART standards Hartline standards.
14. The proposed radio tower location falls within Zone "B" on the Airport Height Zoning Map. Any structure including construction equipment that exceeds 200 feet Above Ground Level will require an Airport Height Zoning Permit and must be reviewed by the Airport Zoning Director.
15. ~~If In connection with PD 22-0089 is approved,~~ the County Engineer ~~will approved~~ a Design Exception (dated January 27, 2021) which was found approvable by the County Engineer (on January 31, 2021), for the Sinclair Hills Road substandard road improvements. As Sinclair Hills Road is a substandard collector roadway, the developer will be required to make certain improvements to Sinclair Hills Road consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer must construct eastbound turn lane into the project access and provide a 12-foot multi-use path on the south side of Sinclair Hills Road from the railroad tracks to 12th Street.
- 15.1 If PD 24-0279 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated March 21, 2024) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L, which was found approvable on March 25, 2024. Approval of this Administrative Variance will waive the substandard roadway improvements on West Burrell Drive in association with the proposed development.
16. The Developer shall construct prior to or concurrent with the initial increment of development the following site access improvements:
- An eastbound left turn lane on to Bearss Avenue.
 - A westbound right turn lane on the Bearss Avenue.
 - If the Developer elects to construct the Sinclair Hills Rd entrance consistent with Condition 8.1, then
~~An eastbound right turn lane on Sinclair Avenue.~~
 - If the Developer elects to construct the Sinclair Hills Rd entrance consistent with Condition 8.2, then
the described roundabout improvements.
17. Vehicular access to the ~~Passive Outdoor Recreational Tract~~ (folio#34274.0100) shall be ~~restricted to maintenance vehicles only. No employee, customer or other guest parking shall be permitted.~~ relocated from Sinclair Hills Road to a location on West Lake Burrell Drive as generally depicted on the General Site Plan. The vehicular access

shall be restricted to (a) maintenance vehicles, and (b) employees and invited guest parking associated with private company events not to exceed then (10) total parking spaces.

17.1 Until such time as the West Lake Burrell Drive entrance is constructed, vehicular access to the Outdoor Recreation Area shall be restricted to maintenance vehicles only. No employee, customer or other guest parking shall be permitted.

17.2 At the time of construction of the West Lake Burrell Drive access connection to the Outdoor Recreation Area (folio no. 34274.0100), the developer shall close the Sinclair Hills driveway and restore the sod and curb/edge of pavement to the typical roadway section standard.

17.3 The developer shall construct a sidewalk along the Outdoor Residential Area (folio no. 34274.0100) Sinclair Hills Road and West Lake Burrell Drive frontage.


18. In the event a roundabout with pedestrian crosswalks is not constructed at the Sinclair Hills Rd entrance consistent with Condition 8.2, The the developer shall may elect to construct a pedestrian crosswalk at an alternative location on Sinclair Hills Rd. consistent with County Public Works standards on Sinclair Hills Drive to provide safe pedestrian access between the project's property on both sides of the roadway.
19. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
20. 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.
21. 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.
22. 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).
23. 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.
24. 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. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
25. 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 the Planning and Growth Management Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.

26. 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.
27. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
284. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan / plat approval.
295. The development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
3026. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.
3127. 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.

SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDNACE WITH HILLSBOROGUH 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.

Zoning Administrator Sign Off:

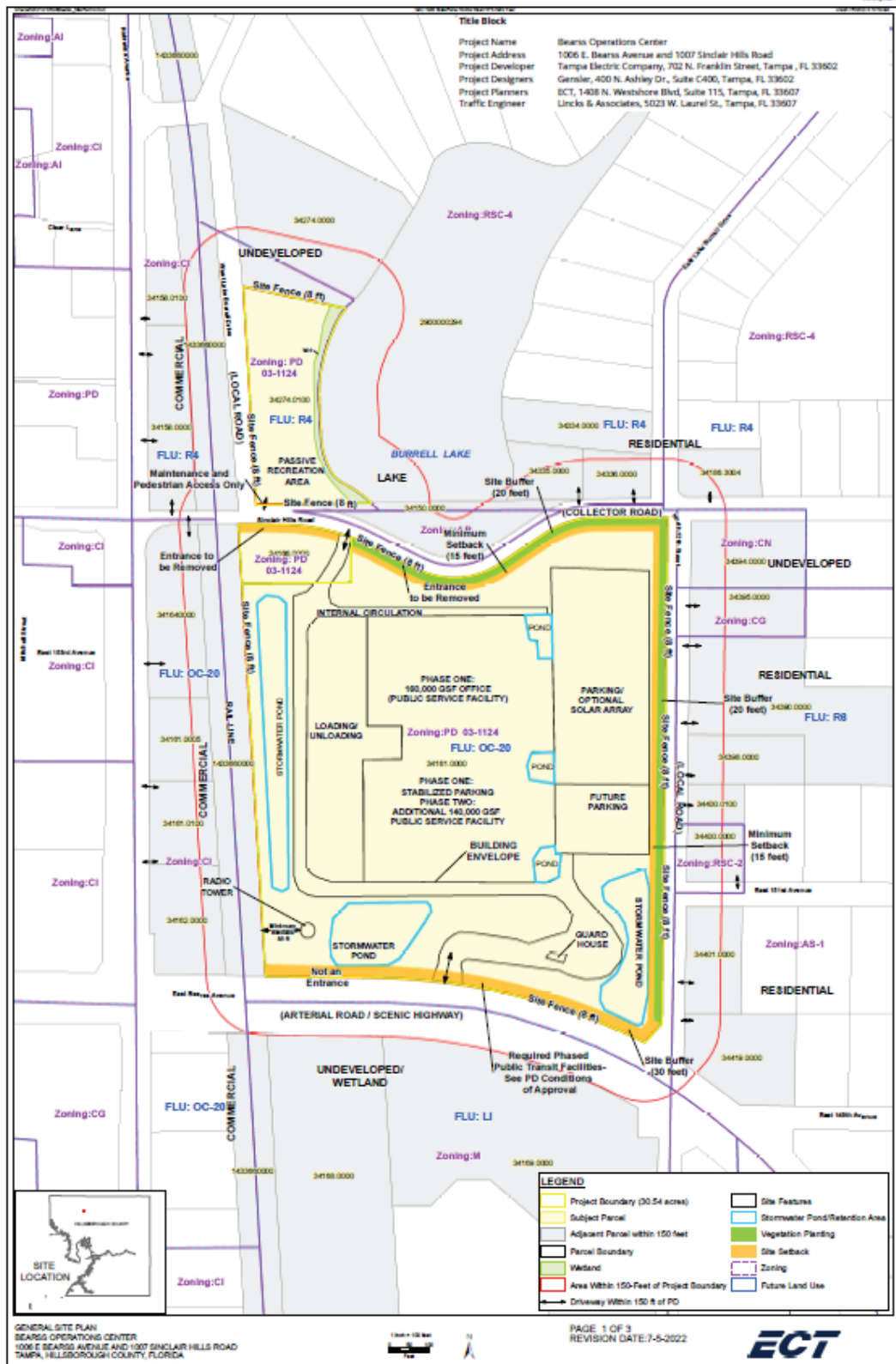


J. Brian Grady
Wed Mar 27 2024 12:31:38

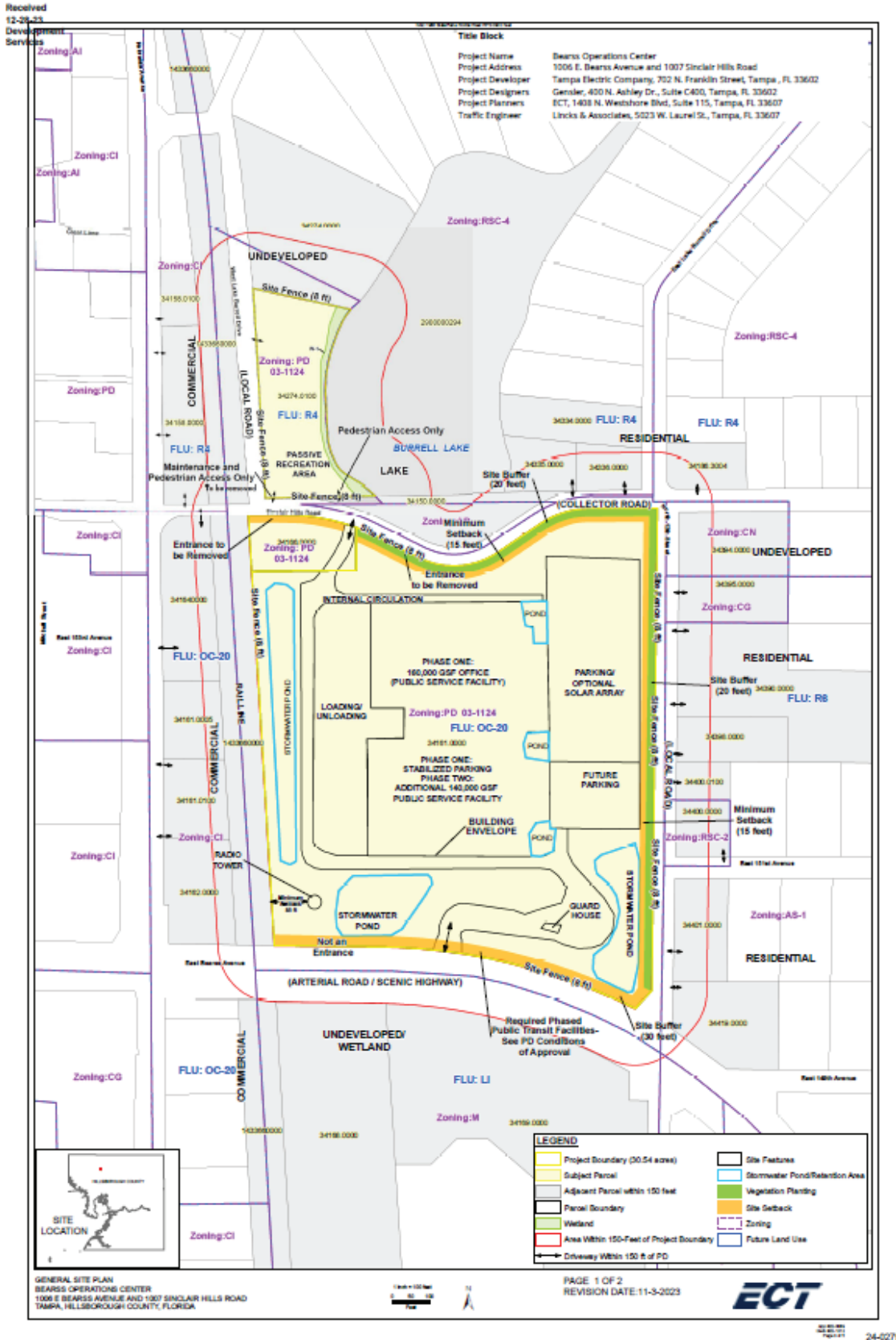
7.0 ADDITIONAL INFORMATION

8.0 Site Plans (Full)

8.1 Approved Site Plan:



8.0 Site Plan
 8.2 Proposed Site Plan (Full):



8.0 FULL TRANSPORTATION REPORT

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Richard Perez, AICP
PLANNING AREA/SECTOR: University Area/Northwest

DATE: 03/25/2024
AGENCY/DEPT: Transportation
PETITION NO: PRS 24-0279

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

CONDITIONS OF APPROVAL

New Conditions:

- If PD 24-0279 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated March 21, 2024) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L, which was found approvable on March 25, 2024. Approval of this Administrative Variance will waive the substandard roadway improvements on West Burrell Drive in association with the proposed development.
- At the time of construction of the West Lake Burrell Dr. access connection to the Passive Recreation Area (folio#34274.0100), the developer shall close the Sinclair Hills Driveway and restore the sod and curb/edge of pavement to the typical roadway section standard.
- The developer shall construct a sidewalk along the Passive Residential Area (folio#34274.0100) Sinclair Hills Rd. and West Lake Burrell Dr. frontage.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Minor Modification (PRS) to approved Planned Development (PD) #08-0170, as most recently amended by MM 22-0089, which consists of three parcels totaling +/- 30.54 ac. The existing PD is approved for up to 300,000 square feet of Public Service Facility Use with an accessory passive recreational tract. The project is proposed to be built out in two phases. The site is located 300 feet west of the of the intersection of Nebraska Ave and Bearss Ave. The Future Land Use designation of the site is Office Commercial 20 (OC-20) and Residential 4 (R-4).

This modification proposes to:

- A) relocate the access to the passive recreational tract from Sinclair Hills Rd. to West Lake Burrell Rd.,
- B) allow the construction of the required frontage sidewalk along 12th Street on the east side of the road as an alternative to the west side,
- C) allow for a roundabout to be constructed at the project entrance on Sinclair Hills Rd. as an optional alternative to auxiliary lane site access improvements previously approved, and
- D) allow the option to design and build a traffic signal at the project entrance on Bearss Ave. prior to opening an operating the facility.

There is no proposed change to use or intensity (square footage) of the site.

Trip Generation Analysis

The applicant submitted the trip generation and site access analysis conducted to support the previously approved PD zoning entitlements. There is no proposed change in land use or intensity. Utilizing data from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition, staff has prepared a calculation of the potential trips generated under the existing PD approval, utilizing a generalized worst-case scenario.

Approved PD Zoning (Existing Entitlements):

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 300,000 sf of Office Uses (ITE code 715)	3,375	534	513
<i>Less Internal Capture Trips</i>	0	0	0
<i>Less Pass-By Trips</i>	0	0	0
Net New External Trips	3,375	534	513

The proposed minor modification will not result in any change in approved maximum potential trip generation.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Bearss Ave. is a 4-lane, Hillsborough County maintained, arterial roadway, characterized by +/-12 feet travel lanes. The existing right-of-way on Bearss Ave. is +/-150 feet. There are bike lanes and sidewalks on both sides of Bears Ave within the vicinity of the project.

In the vicinity of the project, Bearss Ave. is shown on the Hillsborough Corridor Preservation Plan as a future 6-lane enhanced roadway. Although there is no typical section for 6-lane roadways, the minimum right-of-way necessary is calculated by taking the typical section for a 4-lane urban, divided, collector roadway (TS-6 within the Hillsborough County Transportation Technical Manual), which requires a minimum of 110-feet, and adding an additional 24 feet for Two extra lanes (for a total of 134 feet of right-of-way required). Given there is +/- 150 feet of right-of-way available along the project's frontage, no right-of-way preservation is required.

Sinclair Hills Road is a substandard 2-lane, Hillsborough County maintained, collector roadway characterized by +/- 10-foot travel lanes within +/-50ft of right-of-way. There are no marked bicycle or pedestrian facilities on either side of Sinclair Hills Road in the vicinity of the project.

There is a previously approved design exception to propose constructing a 12-foot multi-use path on the south side of Sinclair Hills Rd. from the railroad tracks to 12th Street. Additional details of the request are discussed below in the section titled Previously Approved Design Exception.

West Lake Burrel Dr. is a substandard 2-lane, Hillsborough County maintained, local roadway characterized by +/- 10-foot travel lanes within +/-50ft of right-of-way. There are no marked bicycle or pedestrian facilities on either side of the roadway in the vicinity of the project.

The applicant is requesting an LDC, Sec. 6.04.02.B. administrative variance to waive Sec. 6.04.03.L requirements to improve the substandard roadway. Additional details of the request are discussed below in the section titled Requested Administrative Variance.

N. 12th Street is a substandard 2-lane, Hillsborough County maintained, local roadway characterized by +/- 10-foot travel lanes within +/-50ft of right-of-way. There are no marked bicycle or pedestrian facilities on either side of 12th St. in the vicinity of the project.

The project does not take access to the N. 12th St. as such no substandard roadway improvements are required.

SITE ACCESS AND CONNECTIVITY

Approved access to the primary office portion of the project is via a single access connection to Bearss Ave. and single access connection to Sinclair Hills Road.

The approved PD zoning requires the following site access improvements as found to be warranted in the developer's transportation analysis consistent with Section 6.04.04.D. of the LDC:

- An eastbound left turn lane on to Bearss Avenue.
- A westbound right turn lane on the Bearss Avenue.
- An eastbound right turn lane on Sinclair Hills Road.

The passive recreational tract for employee use has an existing vehicular access connection on Sinclair Hills Rd. that is restricted to maintenance vehicles only. The proposed modification will eliminate this restricted connection on Sinclair Hills Rd. and proposes a new access connection on West Lake Burrell Dr. As previously approved, the developer will be required to construct a pedestrian crosswalk between the entrance to the primary office portion of the site (south of Sinclair Hills Rd.) and the passive recreational tract to ensure safe crossing. The applicant is proposing to include the construction of a roundabout and traffic calming features as an alternative to the eastbound turn lane and to enhance pedestrian safety. If the developer chooses this option, the roundabout and traffic calming features are subject to approval by the Hillsborough County Public Works Department.

No access is provided to N. 12th Street due to the nature of the proposed use and safety concerns previously documented by the applicant. The use proposed contains a security element that requires the design of the site plan to limit access and to specifically limit access from unauthorized personnel. Additionally, the approved PD includes a condition of approval to provide substantial buffering along N. 12th St. As part of the proposed modification the applicant is proposing to allow the option to construct the required sidewalk along the project frontage on N. 12th St. on the opposite side of the roadway. The proposed option would support the site's security measures, avoid removing existing trees along the west side of the roadway that provide additional natural buffering, and would likely provide a more direct and safer pedestrian connection between the residential neighborhood to the east and the multi-use path to be constructed on Sinclair Hills Rd.

REQUESTED ADMINISTRATIVE VARIANCE – WEST LAKE BURRELL DR.

The applicant's EOR submitted a Section 6.04.02.B. Administrative Variance request (dated March 21, 2024) for West Lake Burrell Dr. requesting relief from the Section 6.04.03.L requirement to improve West Lake Burrell Dr., between Sinclair Hills Rd. and the project access, to current County standards for a TS-7, Rural Local Roadway Typical Section as found within the Hillsborough County Transportation Technical Manual (TTM). On March XX, 2024 the County Engineer found the variance approvable. As such, no improvements to that portion of West Lake Burrell Dr. would be required.

PREVIOUSLY APPROVED DESIGN EXCEPTION - SINCLAIR HILLS ROAD

As Sinclair Hills Road is a substandard collector roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request (dated January 27, 2021) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found approvable by the County Engineer on January 31, 2021 and subsequently approved the Design Exception on October 17, 2022, for the Sinclair Hills Road substandard road improvements. Specifically, the developer is required to construct a 12-foot multi-use path on the south side of Sinclair Hills Road from the railroad tracks to 12th Street.

On March 25, 2024, the County Engineer found this proposed modification to be de minimis and as such the previously approved Design Exception remains unchanged.

ROADWAY LEVEL OF SERVICE (LOS)

Sinclair Hills Road was not included in the 2020 Level of Service (LOS) Report.

Level of Service (LOS) information is reported below.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
BEARSS AVE	NEBRASKA AVE	BRUCE B DOWNS BLVD	D	C

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

From: Williams, Michael [WilliamsM@hcfl.gov]
Sent: Monday, March 25, 2024 2:02 PM
To: Steven Henry [shenry@lincks.com]
CC: Tirado, Sheida [TiradoS@hcfl.gov]; Michael Brooks [mbrooks@bsrfirm.com]; Lampkin, Timothy [LampkinT@hcfl.gov]; Perez, Richard [PerezRL@hcfl.gov]; PW-CEIntake [PW-CEIntake@hcfl.gov]; De Leon, Eleonor [DeLeonE@hcfl.gov]
Subject: FW: PRS 24-0279 - Administrative Variance Review
Attachments: 24-0279 AVAdd 03-22-24.pdf

Importance: High

Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PRS 24-0279 APPROVABLE.

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

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hcfl.gov

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HCFL.gov
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Friday, March 22, 2024 5:38 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: PRS 24-0279 - Administrative Variance Review
Importance: High

Hello Mike,

The attached AV is Approvable to me, please copy the following people in your response:

shenry@lincks.com
mbrooks@bsrfirm.com
lampkint@hcfl.gov
perezrl@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@hcfl.gov
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpaf.fl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input checked="" type="checkbox"/> New Request <input type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. West Lake Burrell Drive AV <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. West Lake Burrell Drive AV - 2nd Submittal <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
Project Name/ Phase	Bearss Operation Center PRS24-0279
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
Folio Number(s)	34274.0100, 34161.0000 , 34166.0000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>	
Name of Person Submitting Request	Steven J. Henry, PE
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>	
Current Property Zoning Designation	PD
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>	
Pending Zoning Application Number	PRS24-0279
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	PI 6477
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	



LINCKS & ASSOCIATES, INC.

March 22, 2024

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

Re: Bearss Operations Center
PRS 24-0279
Folio 34274.0100
34161.0000
34166.0000
Lincks Project No. 21170

The purpose of this letter is to request an Administrative Variance Per the Land Development Code Section 6.04.02.B to meet Land Development Code Section 6.04.03L for West Lake Burrell Drive from Sinclair Hills Road to the project access.

The developer proposes to amend the current Planned Development (PD) for the property to add access to West Lake Burrell Drive for the passive park. The park is to be for TECO employees only and not open to the public.

According to the Hillsborough County Roadways Functional Classification Map, West Lake Burrell Drive is classified as a local roadway. The subject site is within the Hillsborough County Urban Service Area.

The request is for an Administrative Variance to TS-7 of the Hillsborough County Transportation Technical Manual for West Lake Burrell Drive from Sinclair Hills Road to the project access. The segment of West Lake Burrell Drive currently has the following characteristics:

- Two (2) lane rural roadway
- Ten (10) foot lanes
- No paved shoulders
- Existing right of way of approximately 50 feet
- No sidewalks

The following provides a summary of the existing road compared to the elements of TS-7:

- 1) Lane Width – TS-7 has 12 foot lanes. The existing roadway has 10 foot lanes.

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

Mr. Mike Williams
March 22, 2024
Page 2

- 2) Shoulders – TS-7 has 8 foot shoulder with 5 feet paved. The existing roadway has no paved shoulders.
- 3) Sidewalk – TS-7 has 5 foot sidewalk on both sides of the road. There are no sidewalks.
- 4) Drainage Ditches – TS-7 has road side ditches on both sides of the road. There are minimal to no ditches on the roadway.
- 5) Right of Way - TS-7 has 96 feet of right of way. The existing road has 50 feet of right of way.

(a) there is an unreasonable burden on the applicant,

There is limited right of way along West Lake Burrell Drive including CSX on the west side of the roadway. In addition, due to the limited proposed use of the property as a passive park for TECO employees, it would be an unreasonable burden on the project to improve the road to TS-7 standards.

(b) the variance would not be detrimental to the public health, safety and welfare,

The existing roadway has ten (10) foot lanes. In addition, there are existing speed bumps on the road. Improving the roadway to TS-7 standards would likely increase speeds along the roadway which is not consistent to the purpose of speed bumps. Given the traffic and function of the road, the variance would not be detrimental to the public health, safety and welfare. The project will include the construction of sidewalks along the parcel's frontage on West Lake Burrell Drive and Sinclair Hills Road, which will increase pedestrian safety.

(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

The only reasonable access to the passive park is West Lake Burrell Drive.

Mr. Mike Williams
March 22, 2024
Page 3

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

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

- Disapproved**
- Approved**
- Approved with Conditions**

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

Sincerely,

**Michael J. Williams
Hillsborough County Engineer**

APPENDIX



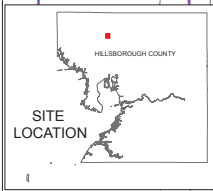
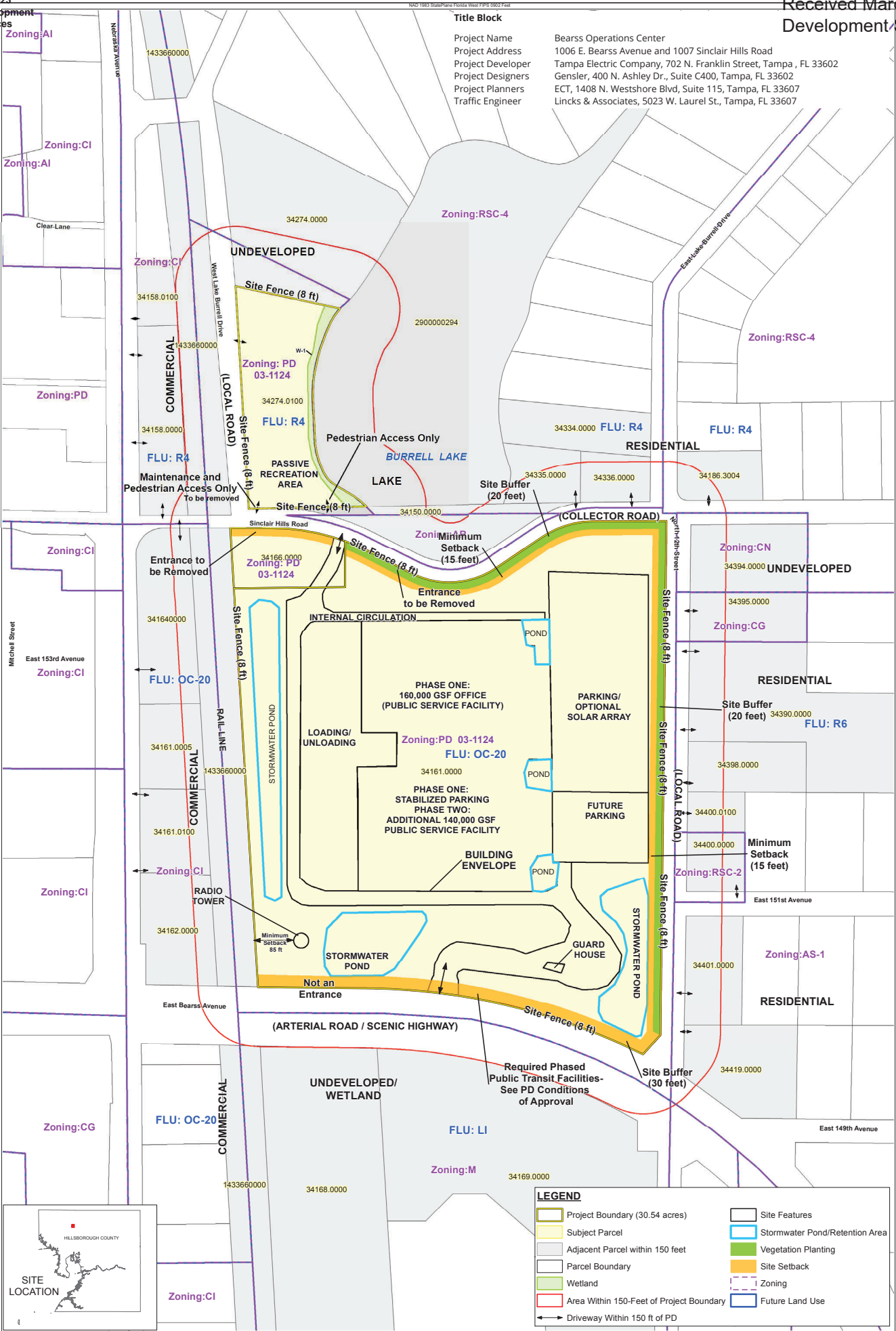
PD PLAN



NAD 1983 StatePlane Florida West FIPS 1002 Foot

Title Block

Project Name: Bearss Operations Center
Project Address: 1006 E. Bearss Avenue and 1007 Sinclair Hills Road
Project Developer: Tampa Electric Company, 702 N. Franklin Street, Tampa, FL 33602
Project Designers: Gensler, 400 N. Ashley Dr., Suite C400, Tampa, FL 33602
Project Planners: ECT, 1408 N. Westshore Blvd, Suite 115, Tampa, FL 33607
Traffic Engineer: Lincks & Associates, 5023 W. Laurel St., Tampa, FL 33607



LEGEND

- Project Boundary (30.54 acres)
- Subject Parcel
- Adjacent Parcel within 150 feet
- Parcel Boundary
- Wetland
- Area Within 150-Feet of Project Boundary
- Driveway Within 150 ft of PD
- Site Features
- Stormwater Pond/Retention Area
- Vegetation Planting
- Site Setback
- Zoning
- Future Land Use

GENERAL SITE PLAN
BEARSS OPERATIONS CENTER
1006 E BEARSS AVENUE AND 1007 SINCLAIR HILLS ROAD
TAMPA, HILLSBOROUGH COUNTY, FLORIDA



PAGE 1 OF 2
REVISION DATE: 11-3-2023



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



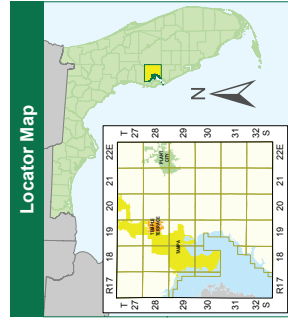
Legend

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

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

- PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 4.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 5.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.07.00 FENCES AND WALLS
- PART 6.08.00 FENCES AND WALLS
- PART 12.01.00 DEFINITIONS
- OTHER PARTS OF THE LDC NOT LISTED ABOVE.

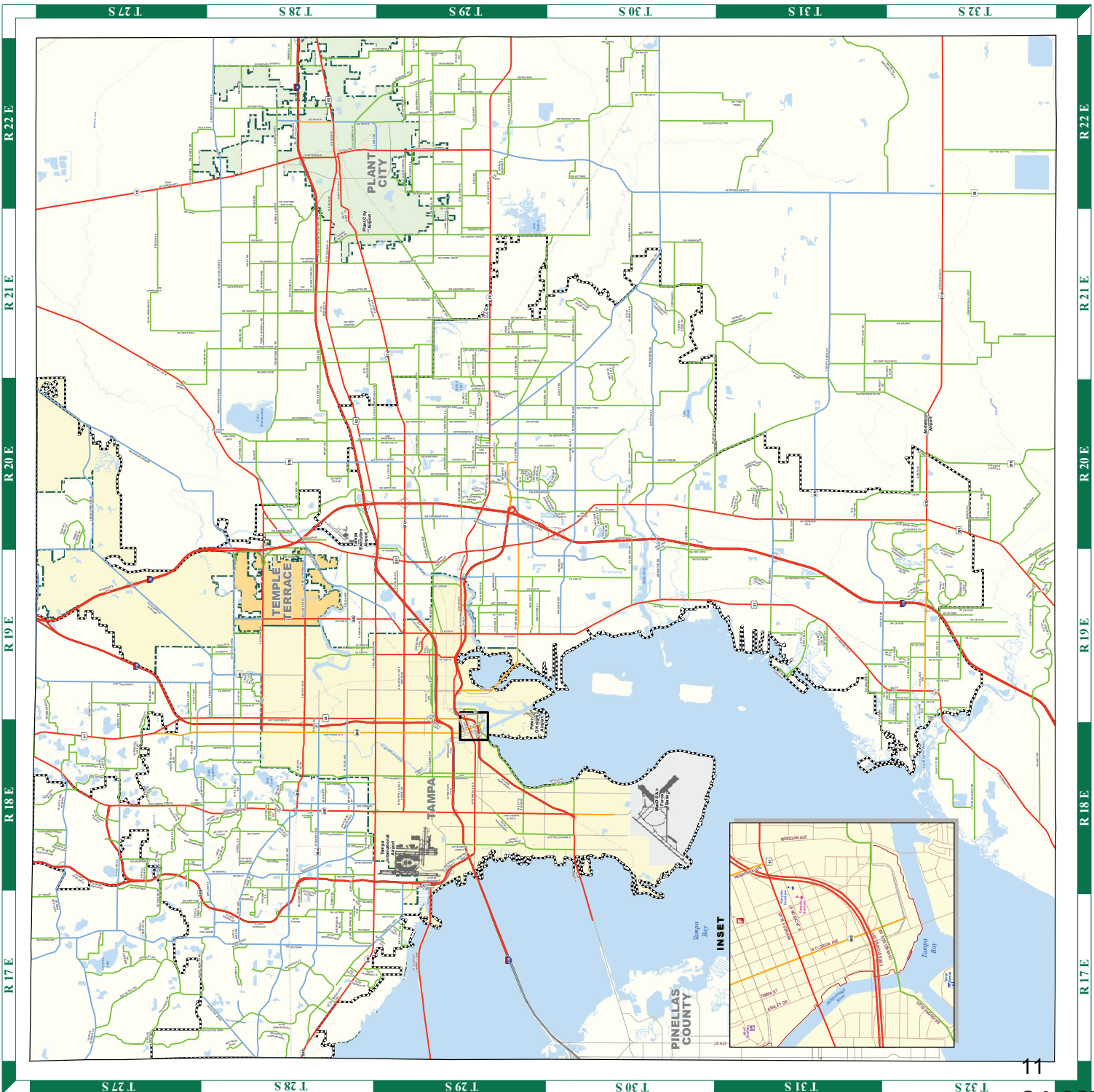
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighbourhood Traffic Calming Program.



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

SOURCE: This map has been prepared for the inventory of road property lines within Hillsborough County and is based on the most current available data. The map is not to be used for any purpose other than that for which it was prepared. Users of the map are hereby notified that the above-stated public information sources should be consulted for verification of the information contained on this map.

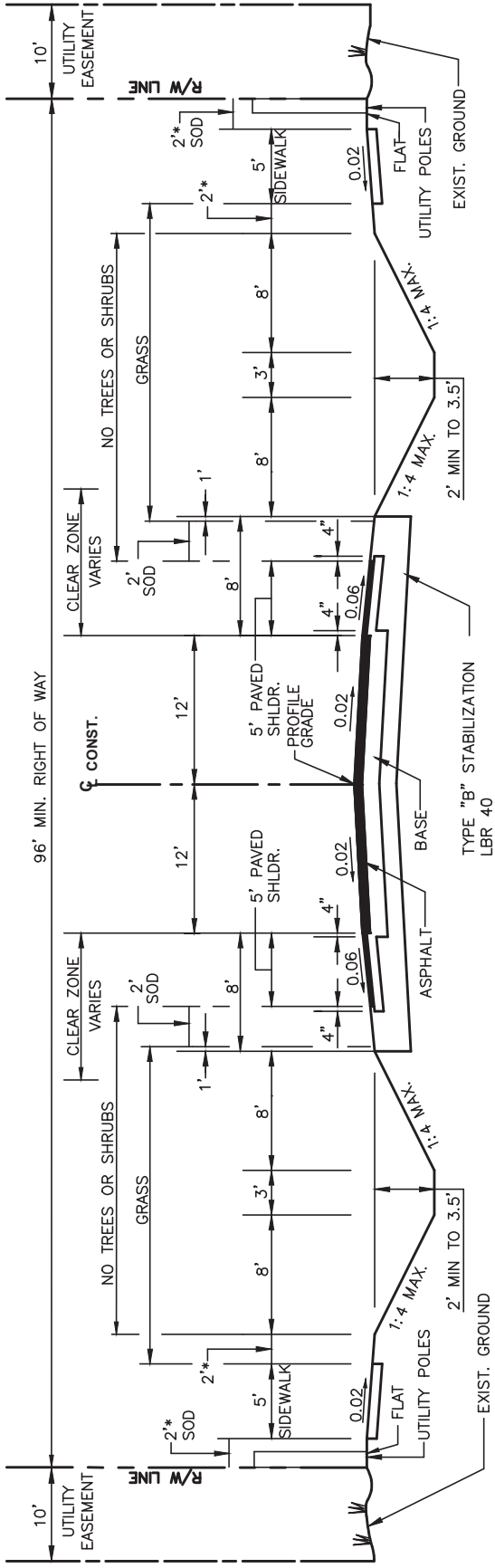
601 E. Kennedy Blvd
Tampa, FL 33602
(813) 272-5610
printroom@hillsboroughcounty.org



TS-7



DRAWING NO. **TS-7**
SHEET NO. 1 OF 1



TYPICAL SECTION

N.T.S.
FOR LESS THAN 10,000 AADT
MAX. ALLOWABLE DESIGN SPEED – 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

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



**TRANSPORTATION
TECHNICAL
MANUAL**

REVISION DATE:
10/17

From: Williams, Michael [WilliamsM@hcfl.gov]
Sent: Monday, March 25, 2024 2:24 PM
To: Perez, Richard [PerezRL@hcfl.gov]
CC: Tirado, Sheida [TiradoS@hcfl.gov]
Subject: RE: PRS 24-0279: TECO Sinclair Hills Rd DE De Miminis Determination
Attachments: 22-0089.APPROVED.Bearss TECO-SubstandardRd.DE_DeMinimis_Determination_For Signature.pdf

Rick,

I reviewed and agree that the changes proposed in this zoning modification can be considered de minimis for purposes of the attached, previously approved. Design exception.

Mike

From: Perez, Richard <PerezRL@hcfl.gov>
Sent: Wednesday, March 20, 2024 12:27 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Tirado, Sheida <TiradoS@hcfl.gov>
Subject: PRS 24-0279: TECO Sinclair Hills Rd DE De Miminis Determination
Importance: High

Good afternoon, Mike.

Please find attached the Design Exception for the substandard condition of Sinclair Hills Rd., previously found approvable and approved, with a new signature block ready for you to find as De Minimis relative to the current minor modification under review.

Please provide me a copy once you have signed.

Thanks!

Richard L. Perez, AICP (he/him/his)

Executive Planner

Development Services Department, Transportation Review Section

P: (813) 307-1767
E: perezrl@HCFLGov.net
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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Perez, Richard

From: Steady, Alex
Sent: Wednesday, March 23, 2022 10:17 AM
To: Perez, Richard
Subject: FW: MM 22-0089 Design Exception
Attachments: 22-0089 DEAddInf 01-31-22.pdf

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

From: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Sent: Monday, January 31, 2022 6:29 PM
To: Steven Henry <shenry@lincks.com>
Cc: Mora, Kristin M. <KMMora@tecoenergy.com>; Lampkin, Timothy <LampkinT@hillsboroughcounty.org>; Steady, Alex <SteadyA@hillsboroughcounty.org>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Subject: FW: MM 22-0089 Design Exception
Importance: High

Steve,
I have found the attached Design Exception (DE) for PD 22-0089 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Ingrid Padron (padroni@hillsboroughcounty.org or 813-307-1709) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

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

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Monday, January 31, 2022 4:45 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: RE: MM 22-0089 Design Exception
Importance: High

Hi Mike,

The attached DE is approvable to me, please copy the following people in your email:

KMMora@tecoenergy.com
shenry@lincks.com
LampkinT@hillsboroughcounty.org
SteadyA@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE (*she/her/hers*)
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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From: Rome, Ashley <RomeA@hillsboroughcounty.org>
Sent: Monday, January 31, 2022 3:26 PM
To: Allen, Cari <AllenCA@hillsboroughcounty.org>; Amber Dickerson <amber.dickerson@hcps.net>; Andrea Papandrew <papandrewa@plancom.org>; Blinck, Jim <BlinckJ@HillsboroughCounty.ORG>; Brown, Gregory <BrownGr@hillsboroughcounty.org>; Cabrera, Richard <CabreraR@HillsboroughCounty.ORG>; Dalfino, Jarryd

<DalfinoJ@hillsboroughcounty.org>; Santos, Daniel <daniel.santos@dot.state.fl.us>; David Skrelunas <David.Skrelunas@dot.state.fl.us>; DeWayne Brown <brownd2@gohart.org>; Dickerson, Ross <DickersonR@HillsboroughCounty.ORG>; Ellen Morrison <ellen.morrison@swfwmd.state.fl.us>; Franklin, Deborah <FranklinDS@hillsboroughcounty.org>; Greg Colangelo <colangeg@plancom.org>; Hansen, Raymond <HansenR@hillsboroughcounty.org>; Holman, Emily - PUD <HolmanE@HillsboroughCounty.ORG>; Hummel, Christina <HummelC@hillsboroughcounty.org>; Impact Fees <ImpactFees@hillsboroughcounty.org>; James Hamilton <jkhilton@tecoenergy.com>; Jillian Massey <masseyj@plancom.org>; Justin Willits <WillitsJ@gohart.org>; Kaiser, Bernard <KAISERB@HillsboroughCounty.ORG>; Karla Llanos <llanosk@plancom.org>; Katz, Jonah <KatzJ@hillsboroughcounty.org>; Kyle Brown <kyle.brown@myfwc.com>; landuse-zoningreviews@tampabaywater.org; Mineer, Lindsey <Lindsey.Mineer@dot.state.fl.us>; Lindstrom, Eric <LindstromE@hillsboroughcounty.org>; Mackenzie, Jason <MackenzieJ@hillsboroughcounty.org>; Matthew Pleasant <matthew.pleasant@hcps.net>; McGuire, Kevin <McGuireK@HillsboroughCounty.ORG>; Melanie Ganas <mxganas@tecoenergy.com>; Melissa Lienhard <lienhardm@plancom.org>; Olivia Ryall <oryall@teamhcso.com>; Perez, Richard <PerezRL@hillsboroughcounty.org>; Petrovic, Jaksa <PetrovicJ@HillsboroughCounty.ORG>; Pezone, Kathleen <PezoneK@hillsboroughcounty.org>; Ratliff, James <RatliffJa@hillsboroughcounty.org>; Hessinger, Rebecca <HessingerR@hillsboroughcounty.org>; Renee Kamen <renee.kamen@hcps.net>; Revette, Nacole <RevetteN@HillsboroughCounty.ORG>; Carroll, Richard <CarrollR@HillsboroughCounty.ORG>; Rochelle, Randy <RochelleR@HillsboroughCounty.ORG>; Rodriguez, Dan <RodriguezD@gohart.org>; RP-Development <RP-Development@hillsboroughcounty.org>; Salisbury, Troy <SalisburyT@hillsboroughcounty.org>; Sanchez, Silvia <sanchezs@epchc.org>; Shelton, Carla <SheltonC@HillsboroughCounty.ORG>; Steady, Alex <SteadyA@hillsboroughcounty.org>; Tapley, Kimberly <tapleyk@epchc.org>; Thompson, Mike <Thompson@epchc.org>; Tony Mantegna <tmantegna@tampaairport.com>; Turbiville, John (Forest) <TurbivilleJ@HillsboroughCounty.ORG>; Valdez, Rick <ValdezR@HillsboroughCounty.ORG>; Woodard, Sterlin <Woodard@epchc.org>; Yeneka Mills <millsy@plancom.org>
Cc: Grady, Brian <GradyB@HillsboroughCounty.ORG>; Lampkin, Timothy <LampkinT@hillsboroughcounty.org>; Timoteo, Rosalina <TimoteoR@HillsboroughCounty.ORG>; Padron, Ingrid <PadronI@hillsboroughcounty.org>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>; Williams, Michael <WilliamsM@HillsboroughCounty.ORG>

Subject: RE MM 22-0089

Good Day All,

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

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

Planner assigned:

Planner: Timothy Lampkin

Contact: lampkint@hillsboroughcounty.org

Have a good one,

Ashley Rome

Planning & Zoning Technician

Development Services Dept.

P: (813) 272-5595

E: romea@hillsboroughcounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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LINCKS & ASSOCIATES, INC.

January 27, 2022

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 22nd Floor
Tampa, FL 33602

Re: Bearss TECO
Folio Number
R MM 22-0089
Lincks Project No. 21170

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Sinclair Hills Road from US 41 to 12th Street. The subject property is currently zoned Planned Development to allow up to 240,000 square feet of commercial uses. Tampa Electric Company proposes to modify the existing Planned Development to allow up to 300,000 square feet of office.

According to the Hillsborough County Functional Classification Map, Sinclair Hills Road is classified as a collector roadway and the subject site is within the Hillsborough County Urban Service Area.

Tables 1, 2 and 3 provide the trip generation comparison for the approved and proposed Planned Developments. As shown in Tables 1 and 3, the proposed modification would result in a net decrease in daily and PM peak hour project traffic.

The access to serve the project is proposed to be via one full access to Bearss Avenue and one full access to Sinclair Hills Road.

The request is for a Design Exception to TS-7 of the Hillsborough County Transportation Technical Manual for Sinclair Hill Road from US 41 to 12th Street. This segment of Sinclair Hills Road is currently a two-lane roadway. The following exceptions are requested to accommodate the proposed project.

- 1) Right of Way – TS-7 has 96 feet of right of way. The right of way along the property frontage is approximately 50 feet.
- 2) Shoulders – TS-7 has 8 foot shoulders with 5 foot paved. The existing roadway has approximately 6 foot unpaved shoulders along the subject section.
- 3) Sidewalk – TS-7 has sidewalk on both sides of the roadway. There is currently no sidewalks along the subject section of roadway.

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

Mr. Mike Williams
January 27, 2022
Page 2

The justification for the Design Exception is as follows:

1. There is limited right of way on the north side of Sinclair Hills Road.
2. The developer proposes the following improvements:
 - a. Provide an eastbound right turn lane into the project access
 - b. Provide a 12 foot multi-use path on the south side of Sinclair Hills Road from the railroad tracks to 12th Street.

Figure 1 illustrates the limits of the proposed improvements and Figure 2 illustrates the proposed Typical Section.

Based on the above, it is our opinion, the proposed improvements to Sinclair Hills Road will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

Mr. Mike Williams
January 27, 2022
Page 3

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

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

- Disapproved**
- Approved**
- Approved with Conditions**

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E.

Michael J. Williams Digitally signed by
Michael J. Williams
Date: 2022.10.17
17:33:27 -04'00'

Sincerely,

Michael J. Williams
Hillsborough County Engineer

The County Engineer has reviewed zoning modification application # PRS 24-0279 and determined the changes to be de minimis. As such, the previous approval shall stand.

Michael J. Williams, P.E.
Hillsborough County Engineer on _____

TABLE 1
DAILY TRIP GENERATION COMPARISON

Scenario	Land Use	ITE LUC	Size	Daily Trip Ends (1)	Passerby Capture (2)	New Daily Trip Ends
Approved	Retail	820	240,000 SF	12,130	4,124	8,006
Proposed	Office	715	300,000 SF	3,921	0	3,921
			Difference	<8,209>	<4,124>	<4,085>

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

(2) Source: ITE Trip Generation Handbook, 3rd Edition.

• Passerby Trip Ends:

• Retail - 34%

12,130 x 0.34 = 4,124

TABLE 2
AM PEAK HOUR
PROJECT TRAFFIC COMPARISON

Scenario	Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Passerby Capture (2)			New AM Peak Hour Trip Ends		
				In	Out	Total	In	Out	Total	In	Out	Total
Approved	Retail	820	240,000 SF	171	104	275	58	35	93	113	69	182
Proposed	Office	715	300,000 SF	498	61	559	0	0	0	498	61	559
			Difference	<327>	<43>	284	<58>	<35>	<93>	385	<8>	377

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

(2) Source: ITE Trip Generation Handbook, 3rd Edition.

- Passerby Trips Ends:

- Retail - 34%

In: 171 x 0.34 = 58

Out: 104 x 0.34 = 35

Mr. Mike Williams
January 27, 2022
Page 6

TABLE 3
PM PEAK HOUR
PROJECT TRAFFIC COMPARISON

Scenario	Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)			Passerby Capture (2)			New PM Peak Hour Trip Ends		
				In	Out	Total	In	Out	Total	In	Out	Total
Approved	Retail	820	240,000 SF	509	551	1,060	173	187	360	336	364	700
Proposed	Office	715	300,000 SF	79	445	524	0	0	0	79	445	524
			Difference	<430>	<106>	<536>	<173>	<187>	<360>	<257>	81	<176>

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

(2) Source: ITE Trip Generation Handbook, 3rd Edition.

- Passerby Trips Ends:

- Retail - 34%

In: 509 x 0.34 = 173

Out: 551 x 0.34 = 187

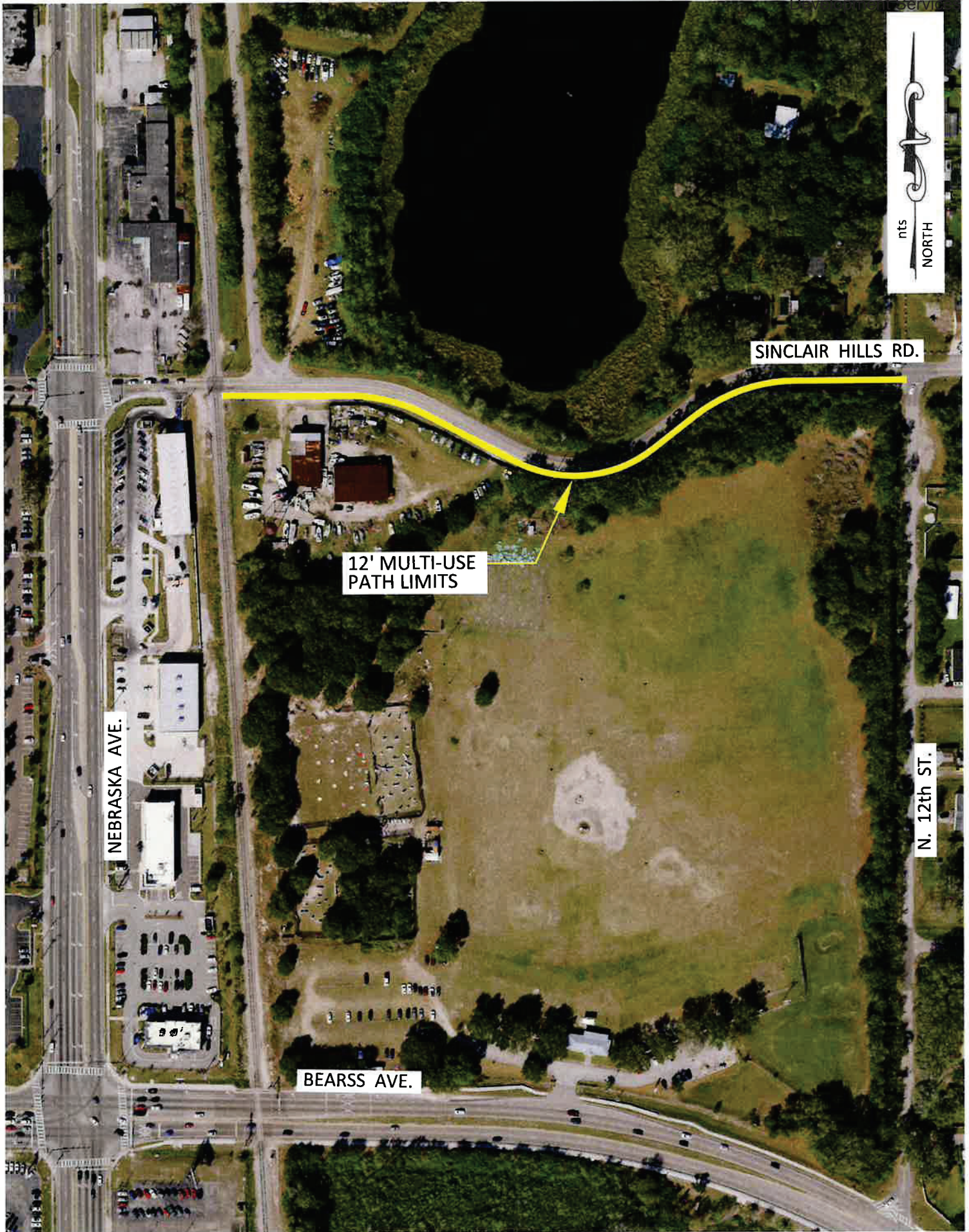
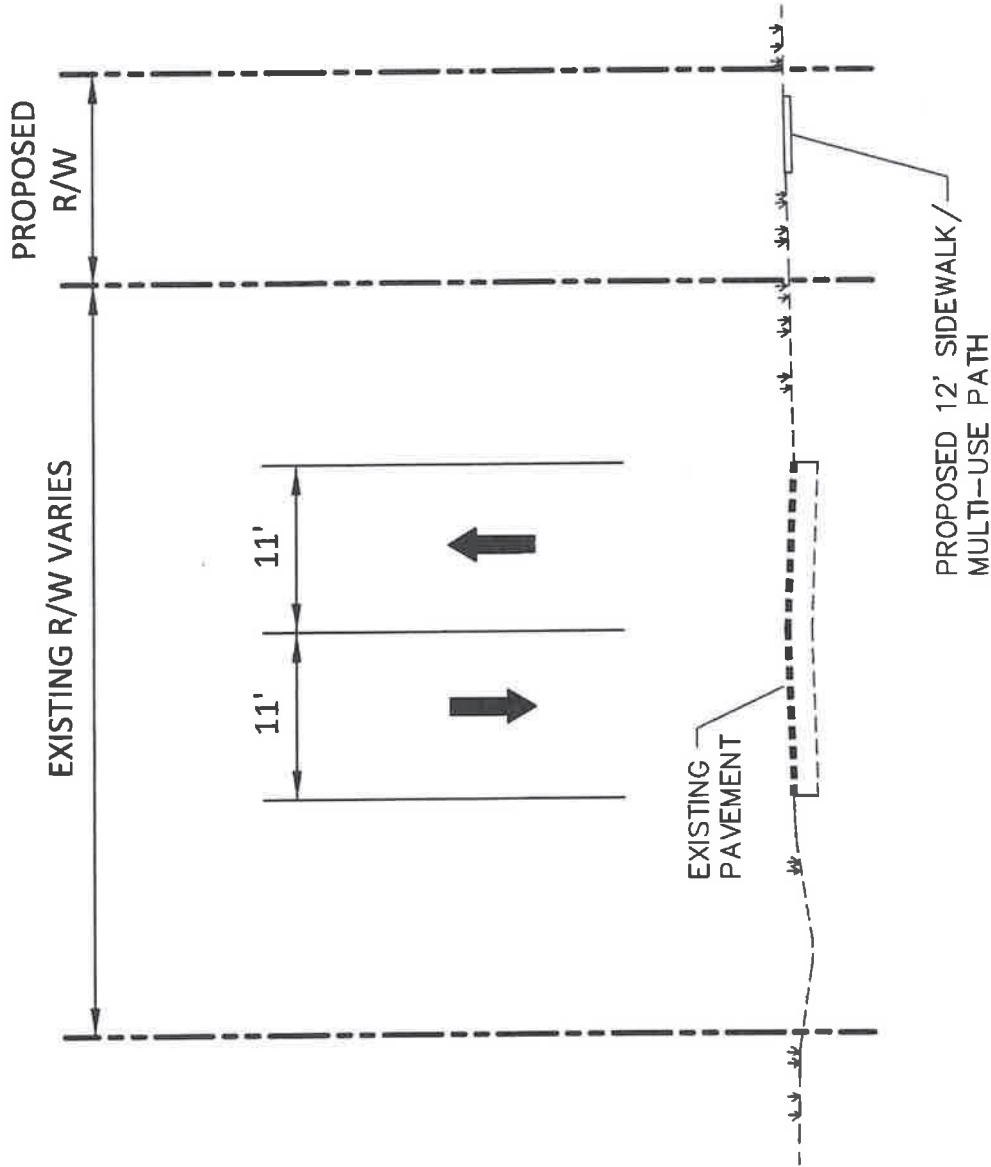


FIGURE 1
 SINCLAIR HILLS ROAD
 IMPROVEMENT LIMITS
 225-0089

FIGURE 2



TYPICAL SECTION SINCLAIR HILLS ROAD

APPENDIX



PD PLAN



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



**HILLSBOROUGH COUNTY
 ROADWAYS
 FUNCTIONAL CLASSIFICATION**
Infrastructure & Development Services



Legend

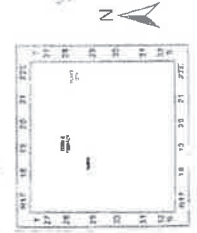
- Functional Classifications
 Authority Classification
- State, Principal Arterial
 - State, Arterial
 - Hillsborough, Arterial
 - Hillsborough, Collector
 - Urban Service Area Boundary
 - City Limits

The Hillsborough County Roadway Functional Map will be used to identify and classify existing and proposed roads within the county. The map will be used to determine the functional classification of roads. Some, but not all, examples of these include are as follows:

PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
 PART 3.10.00 CITRUS PARK VILLAGE DEVELOPMENT STANDARDS
 PART 3.11.00 PLANNED DEVELOPMENT STANDARDS
 PART 3.12.00 SUBDIVISION STANDARDS AND GUIDELINES
 PART 4.07.00 FENCES AND WALLS
 PART 4.08.00 UTILITIES
 PART 5.01.00 UTILITIES
 PART 5.02.00 UTILITIES
 OTHER PARTS OF THE JDC NOT LISTED ABOVE.

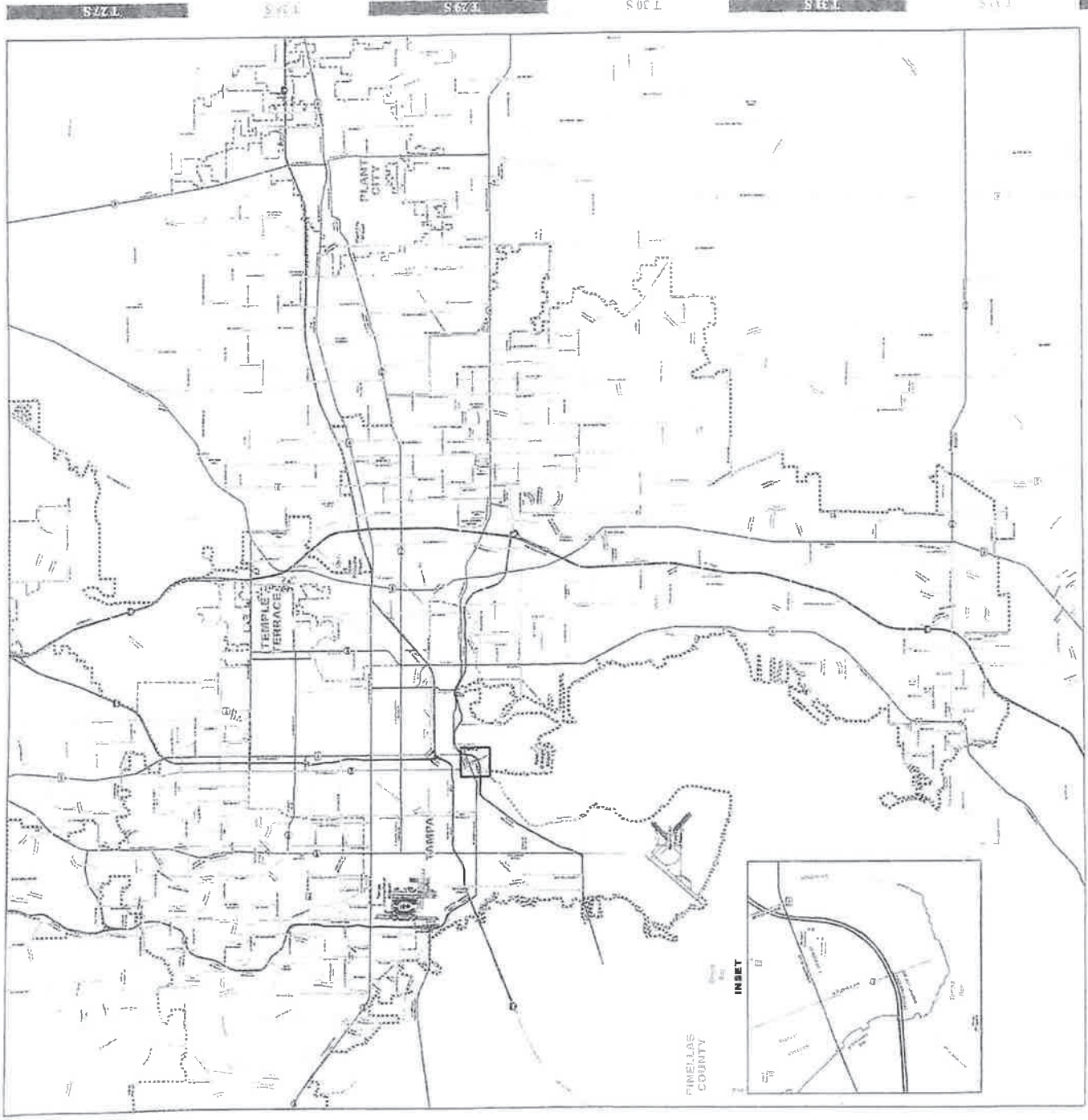
The location of the Urban Service Area Boundary is shown in the LOC, Functional Classification of Roadway Map. The Urban Service Area Boundary is shown in the LOC, Functional Classification of Roadway Map. The Urban Service Area Boundary is shown in the LOC, Functional Classification of Roadway Map.

Locator Map



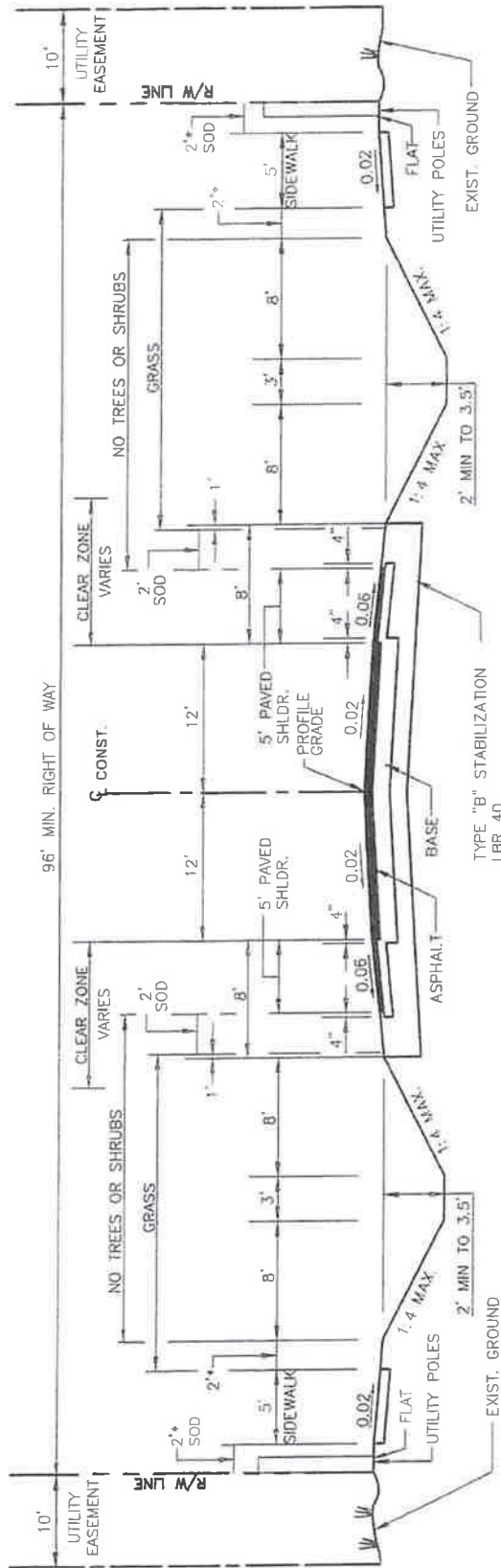
NOTE: Every user must read the entire map and understand the purpose of the map. The map is intended for informational purposes only. It is not intended to be used as a legal document. The map is not intended to be used as a legal document. The map is not intended to be used as a legal document.

DATE: 1/24/22
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]



TS-7





TYPICAL SECTION

N.T.S.
 FOR LESS THAN 10,000 AADT
 MAX. ALLOWABLE DESIGN SPEED ~ 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

DRAWING NO. TS-7
 SHEET NO. 1 OF 1

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



**TRANSPORTATION
 TECHNICAL
 MANUAL**

REVISION DATE:
 10/17

ROADWAY ASSESSMENT



Sinclair Hills Road



Parcels

Sinclair Hills Road

Special Field Survey for Substandard Road Assessment

N. Nebraska Ave to N. 12th Street (1,478')

By: WLR

Date of Survey: 12/15/21

Speed Limit: 30 mph

Type of Road: 2 lane, crown, asphalt

Pav't condition: poor, weak base

Shoulder cond.: unstabilized, some erosion

Swales: none defined well

Notes: * Shoulders nominal at 6' or as defined by obstructions

	Lane Pavement	
	Left Slope	Right Slope
Minimum:	22.4'	0.3%
Maximum:	25.4'	4.2%
Average:	23.9'	2.2%

Station	Left Slopes and Swales			Lane Pavement			Right Slopes and Swales			
	Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Left Slope	Width	Right Slope	Total/Paved/Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)
1+00		-5% AFR		*6'/0'/11%	22.4'	-3.2%	-			Type F C&G
LT 0+32 U.P. 4.5' BOC, 0+60 end C&G, 1+12 U.P. 6' LT, 1+47 U.P. 5.5' LT, 1+81 & 2+34 Railroad stop bars, 2+87 Lake Burrell Dr, 3+81 U.P. 6' LT										
RT 0+25 Traffic Pole 30.4' RT, 1+53 end of C&G, 1+84 Railroad gate 8' RT										
Notes 0+00 set at EOP N. Nebraska Ave. (signalized intersection), 1+98 centerline Railroad, Pav't Cond: poor w/ cracks & patches										
4+00		-3% AFR		*5'/0'/3%	23.4'	-0.3%	*6'/0'/+2%	15'/+2%	-	+6% AFR
LT 4' BWF 35' LT, 6' CLF 38' LT										
RT 6' CLF 23' RT										
Notes										
8+00	+10% AFR	0'	2'/-4%	*6'/0'/-4%	25.4'	+2.6%	*6'/0'/+1%			+1% AFR
LT Trees 12' LT, 9+00 low point in road drains directly to lake										
RT 6' CLF 23' RT, 8+35 U.P. 14' RT										
Notes Vehicle tracking off road inside curves, Road in superelevation on curves, Pav't cond: poor with cracking at wheel tracks										
10+00		-11% AFR		*6'/0'/-11%	24.0'	-0.5%	*6'/0'/-4%	5'/-4%	5'	8'+20%
LT 23' to lake edge, 10+77 U.P. 20' LT										
RT 4' BWF 19' RT, 6' CLF 20' RT, Trees 19' RT										
Notes										
12+00	-1.3% AFR		6'/0'/0%	6'/0'/0%	24.2'	-4.2%	*6'/0'/-3%	5'/-3%	2'	7'+33%
LT Mailbox 4' LT, Trees 14' LT, 12+35 U.P. 14' LT, 14+32 centerline E. Lake Burrell Dr										
RT 4' BWF 20' RT, 6' CLF 21' RT, Trees 18' RT, 12+22 E Inlet 7' RT, 12+55 U.P. 16' RT, 14+50 E Inlet 11' RT, 14+78 centerline N. 12 th St.										
Notes										
Notes:										
1. Segment is a flushed shoulder roadway except for first 60', shoulders are not paved and shoulder slopes vary from -11% to +11%.										
2. There are no defined swales and a portion of the left drainage is directly to Lake Burrell.										
3. Utility poles have less than 6' clear from the edge of pavement at stations 1+12 LT, 1+47 LT, and 3+81 LT and there are no dedicated light poles										
4. There's a railroad crossing in good condition at 1+98.										
5. Pavement condition is poor throughout with patching and traverse, longitudinal and fatigue cracking										
6. There is shoulder erosion on the inside of the two curves from vehicles tracking off the pavement										
7. Signalized intersection at beginning with N. Nebraska Ave.										
8. Vehicle traffic appears to be greater than 2000 AADT and through truck traffic of more than 2 axles is not allowed										
9. Most traffic signs are less than the FDOT recommended 12' from edge of pavement and are not breakaway										
10. Westbound speed limit is 30 mph. There is no posted eastbound speed limit for this segment and is assumed to be 30 mph.										

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
Bearss Avenue	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Sinclair Hills Road	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
West Burrell Dr.	County Local - Rural	2 Lanes <input checked="" 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
N. 12 th St.	County Local - 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	3,375	534	513
Proposed	3,375	534	513
Difference (+/-)	0	0	0

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Sinclair Hills Rd./Substandard Road	Design Exception Requested	Previously Approved – De minimis
West Lake Burrell Dr./Substandard Road	Administrative Variance Requested	Approvable
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"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Staff Report.



**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted July 5, 2022.

1. The project shall be allowed a maximum of 300,000 square feet of Public Service Facility uses, including (a) a self-support radio tower consistent with these conditions of approval, and (b) other conditional and accessory uses of the AR zoning district that are exclusive to operation of the Public Service Facility by a public utility, as defined by Florida Statutes Section 366.02 (2021), as may be amended from time to time.

Notwithstanding the foregoing, the following conditional uses shall be expressly prohibited under this planned development approval: Municipal Solid Waste Facilities, Yard Waste Transfer Facility, Yard Waste Composting Facility, and Yard Waste Air Curtain Incinerator.

- 1.1 Buildings, parking and retention shall be located as shown on the general site plan. Development standards shall be as follows:
 - 1.1.1 Front setbacks (Bearss Avenue): 30 feet, measured concurrent with any proposed buffer.
 - 1.1.2 Side and rear setbacks: 15 feet, measured in addition to any proposed buffer.
 - 1.1.3 Maximum building height: 55 feet, except for the “excluded portions” of the building as allowed under existing Land Development Code provisions (Section 6.08.01), and provided that buildings with a height greater than 20 feet shall be set back an additional two feet for every one foot of building over 20 feet.
 - 1.1.4 Radio Tower shall include the following:
 - 250-foot maximum height
 - 85-foot minimum setback from all property lines
- 1.2 The project shall be allowed (a) internal security fences, and (b) a perimeter security fence with a wrought iron appearance up to 8 feet in height. Driveways shall meet Transportation Technical Manual requirements for a gated entrance.
- 1.3 Exterior lighting shall comply with Part 6.10.00 Exterior Lighting of the Land Development Code and any exterior lighting within two hundred feet (200’) of 12th Street shall have a Backlight, Up light, Glare (BUG) Rating of 4/0/5 or better.
 - 1.3.1 Prior to the issuance of Certificates of Occupancy, a licensed professional engineer or utility streetlight provider pursuant to section 768.1382 Florida Statutes shall provide certification stating that the exterior lighting as installed complies with the provisions in 1.4.
- 1.4 Outdoor recreational areas shall be limited to use by employees and invited guests. Improvements may include a gazebo/pavilion and restrooms.
- 1.5 Pole signs and billboards shall not be permitted. Ground signs shall be limited to a maximum height of six feet, regardless of additional setback that may be provided pursuant with Section 7.04.03 of this Code, and the sign structures shall have architectural detailing and cladding

consistent with the buildings they serve. There shall be only one entrance sign at the Sinclair Hills entrance which shall be lighted only during hours of operation and such sign shall not exceed 4 (four) feet in height.

2. Except as may be required during emergency events, temporary or permanent open storage (which shall include but is not limited to pallets, trailers, or pods) and dumpsters shall be screened from view of any adjacent residentially-zoned land or roadways.
3. The developer shall provide a minimum 20 (twenty) foot wide buffer area (a) along the western side of North 12th Street, (b) along Bearss Avenue, and (c) along the southern side of Sinclair Hills Road west from the intersection of North 12th Street and Sinclair Hills Road to the project entrance is located on Sinclair Hills Road. The buffer area shall be planted with native trees a minimum of 12 feet in height and minimum caliper of four inches at the time of planting with a minimum of one tree for every forty (40) feet of frontage. The remainder of the buffer area shall be sodded. To the extent feasible, existing healthy trees that exceed the minimum planting requirement shall be retained within the buffer area, which trees shall count towards the requirements of this paragraph. Along Bearss Avenue, this planting requirement will meet the Urban Scenic Roadways requirements.
4. All landscaping shall be irrigated and maintained in accordance with Part 6.06.00 of the LDC, provided that any required dead landscaping shall be replaced within a reasonable time period in order to preserve the benefit of the buffer to the surrounding properties. The project shall be required to utilize public water for all on-site irrigation, unless reclaimed water is available.
5. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetland, and does not grant any implied or vested right to environmental approvals.
6. All internal access (the “throat”) to the driveways must comply with the General Access Standards of the LDC and keep the requisite distance from the edge of pavement of the public roadway, free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site.
7. The Developer shall be permitted one full access driveway on Bearss Ave. and median opening, pending approval of a detailed traffic analysis which shows that the full access driveway will operate in a safe manner. If the traffic analysis shows that a left-out will potentially cause a safety problem, the access may be restricted to a left-in only.
8. The Development shall be limited to one access point onto Sinclair Hills Rd. The driveway onto Sinclair Hills Rd shall be restricted to a right-in, left-out and right-out only and the location of such access point shall be confirmed as part of the traffic study that shall be submitted. The location of the access point must not conflict with the service area of the CSX railroad tracks. The Developer shall construct raised concrete medians restricting the left-in movement or other means as approved by PGM and Public Works. The raised medians may be landscaped.
9. The Development shall not have any access onto 12th Street.
10. When warranted, the developer shall install a traffic signal at the intersection of Bearss Avenue and the main project entrance. All signals must be approved by the Hillsborough County Public Works

Department and traffic signals on the State Highway System must also have the approval of FDOT. If warranted, as determined by the traffic study, the traffic signal shall be installed and operational concurrent with the opening of the development. The Developer shall be responsible for the cost of design and installation of the traffic signal and appropriate interconnect with adjacent signals. The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department and/or FDOT. The installation of a traffic signal at this location will require coordination with CSX to incorporate safety features such as signal preemption and other safety features deemed necessary to prevent vehicles from blocking the railroad tracks.

11. The self-support radio tower will be an essential component of the public service facility operations, not a stand-alone principal use, which requires it be located on the subject property to serve the special and unique needs of the facility as follows. The tower will provide the facility with the independent capability to communicate with other company facilities, remotely monitor and control utility infrastructure and communicated with employees. Furthermore, during black sky days, these essential capabilities will be protected within the facility and will be unaffected by potential service interruptions that may occur to third-party off-site towers and support infrastructure. To ensure operation and use of the radio tower is consistent with these special and unique needs, the following conditions shall apply:
 - 11.1 The radio tower shall be used exclusively to support the operations of the public service facility and shall not be available to third party commercial uses and services unrelated to the operations of the public service facility.
 - 11.2 The radio tower shall be used only by a public utility, as that term is defined by Florida Statutes Section 366.02 (2021), or an equivalent public utility under future laws, or in furtherance of the operations of a public utility.
 - 11.3 If the property ceases to be used as a public service facility by a "public utility," as defined by 336.02(1), Florida Statutes (2021), or an equivalent public utility under future laws, for a period exceeding one (1) year, the County may deem the radio tower as abandoned for purposes of this approval and require the removal or demolition of the radio tower.
 - 11.4 Except for those matters expressly stated in these conditions of approval, the radio tower shall be constructed and operated consistent with Hillsborough County LDC Section 6.11.79, Radio and Television Transmitting and Receiving Facility.
 - 11.5 If approved, the radio tower shall not be required to utilize camouflage techniques in connection with its design.
12. The radio tower shall not result in restriction or interference with air traffic or air travel to or from any existing or proposed airport. Prior to construction plan approval, documentation shall be provided to Hillsborough County showing the Hillsborough County Aviation Authority has reviewed the proposal as required by Airport Zoning Regulations (HCAA Resolution 2010-54, April 1, 2010, as revised) to determine if there is any potential impact on public airports in Hillsborough County. The radio tower shall not be constructed to a height which constitutes a hazard to aviation or creates hazards to persons or property by reason of unusual exposure to aviation hazards.
13. The applicant shall provide the following public transit facilities consistent with the requirements of LDC, Sec. 6.09.03. C. 2. along the project frontage on Bearss Avenue:

- 13.1 Concurrent with Phase 1 development (i.e. development up to 160,000 gsf):
 - a. The developer shall construct a bus bay along Bearss Avenue in accordance with Hillsborough County and HART standards by extending the existing turn lane.
 - b. The bus bay will include a landing pad and a pedestrian connection from the landing pad to the sidewalk.
- 13.2 Prior to or concurrent with Phase 2 development (i.e. development exceeding 160,000 gsf), the developer shall construct a covered transit stop along Bearss Avenue. The covered transit stop shall be designed according to HART standards Hartline standards.
14. The proposed radio tower location falls within Zone "B" on the Airport Height Zoning Map. Any structure including construction equipment that exceeds 200 feet Above Ground Level will require an Airport Height Zoning Permit and must be reviewed by the Airport Zoning Director.
15. If PD 22-0089 is approved, the County Engineer will approve a Design Exception (dated January 27, 2021) which was found approvable by the County Engineer (on January 31, 2021), for the Sinclair Hills Road substandard road improvements. As Sinclair Hills Road is a substandard collector roadway, the developer will be required to make certain improvements to Sinclair Hills Road consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer must construct eastbound turn lane into the project access and provide a 12-foot multi-use path on the south side of Sinclair Hills Road from the railroad tracks to 12th Street.
16. The Developer shall construct prior to or concurrent with the initial increment of development the following site access improvements:
 - a. An eastbound left turn lane on to Bearss Avenue.
 - b. A westbound right turn lane on the Bearss Avenue.
 - c. An eastbound right turn lane on Sinclair Avenue.
17. Vehicular access to the Passive Recreational Tract (folio#34274.0100) shall be restricted to maintenance vehicles only. No employee, customer or other guest parking shall be permitted.
18. The developer shall construct a pedestrian crosswalk consistent with County Public Works standards on Sinclair Hills Drive to provide safe pedestrian access between the project's property on both sides of the roadway.
19. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
20. 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.
21. 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.

22. 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).
23. 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.
24. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan / plat approval.
25. The development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
26. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.
27. 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.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Richard Perez, AICP
PLANNING AREA/SECTOR: University Area/Northwest

DATE: 03/25/2024
AGENCY/DEPT: Transportation
PETITION NO: PRS 24-0279

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

CONDITIONS OF APPROVAL

New Conditions:

- If PD 24-0279 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated March 21, 2024) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L, which was found approvable on March 25, 2024. Approval of this Administrative Variance will waive the substandard roadway improvements on West Burrell Drive in association with the proposed development.
- At the time of construction of the West Lake Burrell Dr. access connection to the Passive Recreation Area (folio#34274.0100), the developer shall close the Sinclair Hills Driveway and restore the sod and curb/edge of pavement to the typical roadway section standard.
- The developer shall construct a sidewalk along the Passive Residential Area (folio#34274.0100) Sinclair Hills Rd. and West Lake Burrell Dr. frontage.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Minor Modification (PRS) to approved Planned Development (PD) #08-0170, as most recently amended by MM 22-0089, which consists of three parcels totaling +/- 30.54 ac. The existing PD is approved for up to 300,000 square feet of Public Service Facility Use with an accessory passive recreational tract. The project is proposed to be built out in two phases. The site is located 300 feet west of the of the intersection of Nebraska Ave and Bearss Ave. The Future Land Use designation of the site is Office Commercial 20 (OC-20) and Residential 4 (R-4).

This modification proposes to:

- A) relocate the access to the passive recreational tract from Sinclair Hills Rd. to West Lake Burrell Rd.,
- B) allow the construction of the required frontage sidewalk along 12th Street on the east side of the road as an alternative to the west side,
- C) allow for a roundabout to be constructed at the project entrance on Sinclair Hills Rd. as an optional alternative to auxiliary lane site access improvements previously approved, and
- D) allow the option to design and build a traffic signal at the project entrance on Bearss Ave. prior to opening an operating the facility.

There is no proposed change to use or intensity (square footage) of the site.

Trip Generation Analysis

The applicant submitted the trip generation and site access analysis conducted to support the previously approved PD zoning entitlements. There is no proposed change in land use or intensity. Utilizing data from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition, staff has prepared a calculation of the potential trips generated under the existing PD approval, utilizing a generalized worst-case scenario.

Approved PD Zoning (Existing Entitlements):

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 300,000 sf of Office Uses (ITE code 715)	3,375	534	513
<i>Less Internal Capture Trips</i>	0	0	0
<i>Less Pass-By Trips</i>	0	0	0
Net New External Trips	3,375	534	513

The proposed minor modification will not result in any change in approved maximum potential trip generation.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Bearss Ave. is a 4-lane, Hillsborough County maintained, arterial roadway, characterized by +/-12 feet travel lanes. The existing right-of-way on Bearss Ave. is +/-150 feet. There are bike lanes and sidewalks on both sides of Bears Ave within the vicinity of the project.

In the vicinity of the project, Bearss Ave. is shown on the Hillsborough Corridor Preservation Plan as a future 6-lane enhanced roadway. Although there is no typical section for 6-lane roadways, the minimum right-of-way necessary is calculated by taking the typical section for a 4-lane urban, divided, collector roadway (TS-6 within the Hillsborough County Transportation Technical Manual), which requires a minimum of 110-feet, and adding an additional 24 feet for Two extra lanes (for a total of 134 feet of right-of-way required). Given there is +/- 150 feet of right-of-way available along the project's frontage, no right-of-way preservation is required.

Sinclair Hills Road is a substandard 2-lane, Hillsborough County maintained, collector roadway characterized by +/- 10-foot travel lanes within +/-50ft of right-of-way. There are no marked bicycle or pedestrian facilities on either side of Sinclair Hills Road in the vicinity of the project.

There is a previously approved design exception to propose constructing a 12-foot multi-use path on the south side of Sinclair Hills Rd. from the railroad tracks to 12th Street. Additional details of the request are discussed below in the section titled Previously Approved Design Exception.

West Lake Burrel Dr. is a substandard 2-lane, Hillsborough County maintained, local roadway characterized by +/- 10-foot travel lanes within +/-50ft of right-of-way. There are no marked bicycle or pedestrian facilities on either side of the roadway in the vicinity of the project.

The applicant is requesting an LDC, Sec. 6.04.02.B. administrative variance to waive Sec. 6.04.03.L requirements to improve the substandard roadway. Additional details of the request are discussed below in the section titled Requested Administrative Variance.

N. 12th Street is a substandard 2-lane, Hillsborough County maintained, local roadway characterized by +/- 10-foot travel lanes within +/-50ft of right-of-way. There are no marked bicycle or pedestrian facilities on either side of 12th St. in the vicinity of the project.

The project does not take access to the N. 12th St. as such no substandard roadway improvements are required.

SITE ACCESS AND CONNECTIVITY

Approved access to the primary office portion of the project is via a single access connection to Bearss Ave. and single access connection to Sinclair Hills Road.

The approved PD zoning requires the following site access improvements as found to be warranted in the developer's transportation analysis consistent with Section 6.04.04.D. of the LDC:

- An eastbound left turn lane on to Bearss Avenue.
- A westbound right turn lane on the Bearss Avenue.
- An eastbound right turn lane on Sinclair Hills Road.

The passive recreational tract for employee use has an existing vehicular access connection on Sinclair Hills Rd. that is restricted to maintenance vehicles only. The proposed modification will eliminate this restricted connection on Sinclair Hills Rd. and proposes a new access connection on West Lake Burrell Dr. As previously approved, the developer will be required to construct a pedestrian crosswalk between the entrance to the primary office portion of the site (south of Sinclair Hills Rd.) and the passive recreational tract to ensure safe crossing. The applicant is proposing to include the construction of a roundabout and traffic calming features as an alternative to the eastbound turn lane and to enhance pedestrian safety. If the developer chooses this option, the roundabout and traffic calming features are subject to approval by the Hillsborough County Public Works Department.

No access is provided to N. 12th Street due to the nature of the proposed use and safety concerns previously documented by the applicant. The use proposed contains a security element that requires the design of the site plan to limit access and to specifically limit access from unauthorized personnel. Additionally, the approved PD includes a condition of approval to provide substantial buffering along N. 12th St. As part of the proposed modification the applicant is proposing to allow the option to construct the required sidewalk along the project frontage on N. 12th St. on the opposite side of the roadway. The proposed option would support the site's security measures, avoid removing existing trees along the west side of the roadway that provide additional natural buffering, and would likely provide a more direct and safer pedestrian connection between the residential neighborhood to the east and the multi-use path to be constructed on Sinclair Hills Rd.

REQUESTED ADMINISTRATIVE VARIANCE – WEST LAKE BURRELL DR.

The applicant's EOR submitted a Section 6.04.02.B. Administrative Variance request (dated March 21, 2024) for West Lake Burrell Dr. requesting relief from the Section 6.04.03.L requirement to improve West Lake Burrell Dr., between Sinclair Hills Rd. and the project access, to current County standards for a TS-7, Rural Local Roadway Typical Section as found within the Hillsborough County Transportation Technical Manual (TTM). On March XX, 2024 the County Engineer found the variance approvable. As such, no improvements to that portion of West Lake Burrell Dr. would be required.

PREVIOUSLY APPROVED DESIGN EXCEPTION - SINCLAIR HILLS ROAD

As Sinclair Hills Road is a substandard collector roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request (dated January 27, 2021) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found approvable by the County Engineer on January 31, 2021 and subsequently approved the Design Exception on October 17, 2022, for the Sinclair Hills Road substandard road improvements. Specifically, the developer is required to construct a 12-foot multi-use path on the south side of Sinclair Hills Road from the railroad tracks to 12th Street.

On March 25, 2024, the County Engineer found this proposed modification to be de minimis and as such the previously approved Design Exception remains unchanged.

ROADWAY LEVEL OF SERVICE (LOS)

Sinclair Hills Road was not included in the 2020 Level of Service (LOS) Report.

Level of Service (LOS) information is reported below.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
BEARSS AVE	NEBRASKA AVE	BRUCE B DOWNS BLVD	D	C

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

From: Williams, Michael [WilliamsM@hcfl.gov]
Sent: Monday, March 25, 2024 2:02 PM
To: Steven Henry [shenry@lincks.com]
CC: Tirado, Sheida [TiradoS@hcfl.gov]; Michael Brooks [mbrooks@bsrfirm.com]; Lampkin, Timothy [LampkinT@hcfl.gov]; Perez, Richard [PerezRL@hcfl.gov]; PW-CEIntake [PW-CEIntake@hcfl.gov]; De Leon, Eleonor [DeLeonE@hcfl.gov]
Subject: FW: PRS 24-0279 - Administrative Variance Review
Attachments: 24-0279 AVAdd 03-22-24.pdf

Importance: High

Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PRS 24-0279 APPROVABLE.

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

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hcfl.gov

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HCFL.gov
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Friday, March 22, 2024 5:38 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: PRS 24-0279 - Administrative Variance Review
Importance: High

Hello Mike,

The attached AV is Approvable to me, please copy the following people in your response:

shenry@lincks.com
mbrooks@bsrfirm.com
lampkint@hcfl.gov
perezrl@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@hcfl.gov
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpaf.fl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input checked="" type="checkbox"/> New Request <input type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. West Lake Burrell Drive AV <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. West Lake Burrell Drive AV - 2nd Submittal <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
Project Name/ Phase	Bearss Operation Center PRS24-0279
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
Folio Number(s)	34274.0100, 34161.0000 , 34166.0000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>	
Name of Person Submitting Request	Steven J. Henry, PE
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>	
Current Property Zoning Designation	PD
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>	
Pending Zoning Application Number	PRS24-0279
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	PI 6477
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	



LINCKS & ASSOCIATES, INC.

March 22, 2024

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

Re: Bearss Operations Center
PRS 24-0279
Folio 34274.0100
34161.0000
34166.0000
Lincks Project No. 21170

The purpose of this letter is to request an Administrative Variance Per the Land Development Code Section 6.04.02.B to meet Land Development Code Section 6.04.03L for West Lake Burrell Drive from Sinclair Hills Road to the project access.

The developer proposes to amend the current Planned Development (PD) for the property to add access to West Lake Burrell Drive for the passive park. The park is to be for TECO employees only and not open to the public.

According to the Hillsborough County Roadways Functional Classification Map, West Lake Burrell Drive is classified as a local roadway. The subject site is within the Hillsborough County Urban Service Area.

The request is for an Administrative Variance to TS-7 of the Hillsborough County Transportation Technical Manual for West Lake Burrell Drive from Sinclair Hills Road to the project access. The segment of West Lake Burrell Drive currently has the following characteristics:

- Two (2) lane rural roadway
- Ten (10) foot lanes
- No paved shoulders
- Existing right of way of approximately 50 feet
- No sidewalks

The following provides a summary of the existing road compared to the elements of TS-7:

- 1) Lane Width – TS-7 has 12 foot lanes. The existing roadway has 10 foot lanes.

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

Mr. Mike Williams
March 22, 2024
Page 2

- 2) Shoulders – TS-7 has 8 foot shoulder with 5 feet paved. The existing roadway has no paved shoulders.
- 3) Sidewalk – TS-7 has 5 foot sidewalk on both sides of the road. There are no sidewalks.
- 4) Drainage Ditches – TS-7 has road side ditches on both sides of the road. There are minimal to no ditches on the roadway.
- 5) Right of Way - TS-7 has 96 feet of right of way. The existing road has 50 feet of right of way.

(a) there is an unreasonable burden on the applicant,

There is limited right of way along West Lake Burrell Drive including CSX on the west side of the roadway. In addition, due to the limited proposed use of the property as a passive park for TECO employees, it would be an unreasonable burden on the project to improve the road to TS-7 standards.

(b) the variance would not be detrimental to the public health, safety and welfare,

The existing roadway has ten (10) foot lanes. In addition, there are existing speed bumps on the road. Improving the roadway to TS-7 standards would likely increase speeds along the roadway which is not consistent to the purpose of speed bumps. Given the traffic and function of the road, the variance would not be detrimental to the public health, safety and welfare. The project will include the construction of sidewalks along the parcel's frontage on West Lake Burrell Drive and Sinclair Hills Road, which will increase pedestrian safety.

(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

The only reasonable access to the passive park is West Lake Burrell Drive.

Mr. Mike Williams
March 22, 2024
Page 3

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

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

- Disapproved
- Approved
- Approved with Conditions

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

APPENDIX



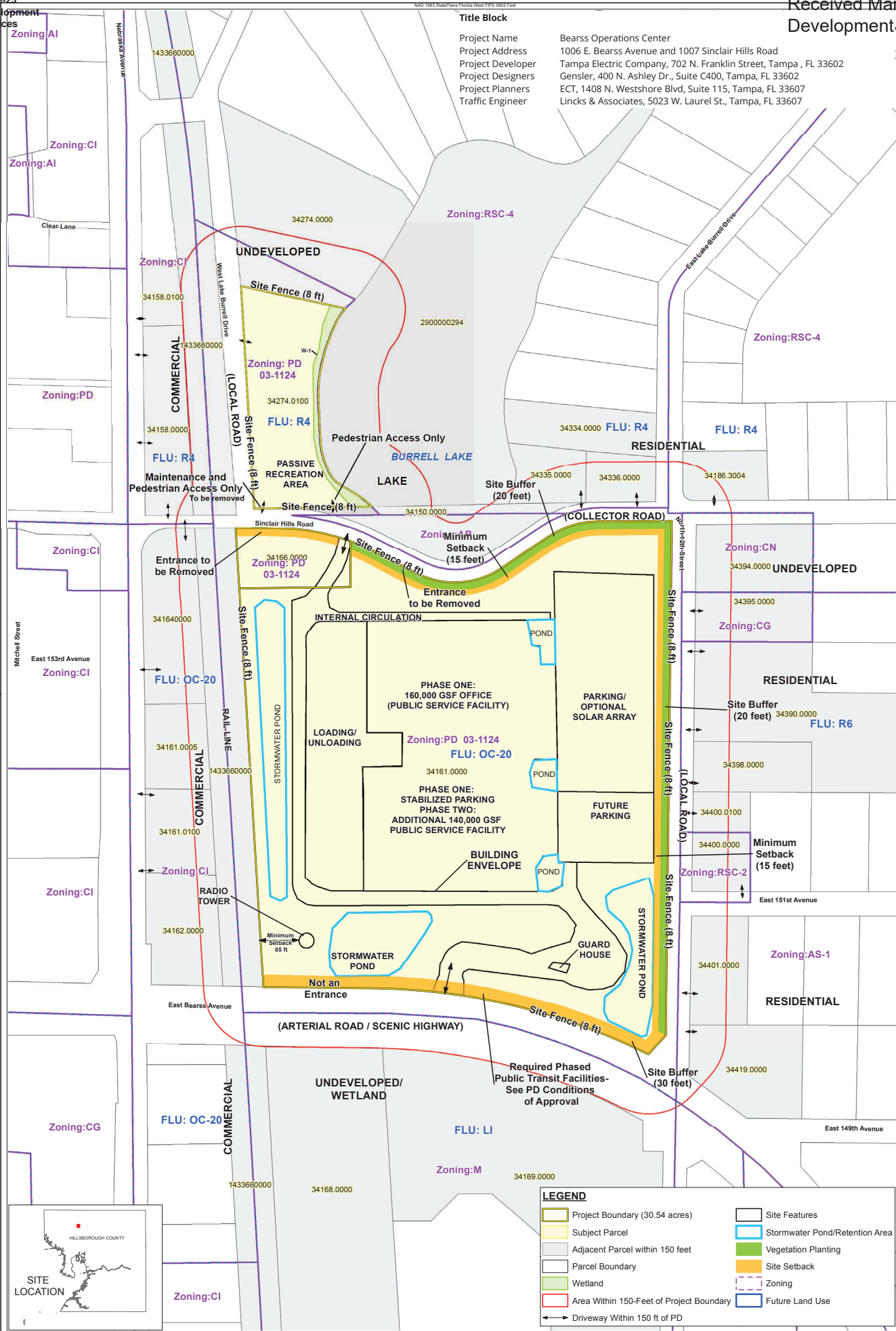
PD PLAN



NAD 1983 StatePlane Florida West FIPS 1002 Foot

Title Block

Project Name: Bearss Operations Center
 Project Address: 1006 E. Bearss Avenue and 1007 Sinclair Hills Road
 Project Developer: Tampa Electric Company, 702 N. Franklin Street, Tampa, FL 33602
 Project Designers: Gensler, 400 N. Ashley Dr., Suite C400, Tampa, FL 33602
 Project Planners: ECT, 1408 N. Westshore Blvd, Suite 115, Tampa, FL 33607
 Traffic Engineer: Lincks & Associates, 5023 W. Laurel St., Tampa, FL 33607



LEGEND

- Project Boundary (30.54 acres)
- Subject Parcel
- Adjacent Parcel within 150 feet
- Parcel Boundary
- Wetland
- Area Within 150-Feet of Project Boundary
- Driveway Within 150 ft of PD
- Site Features
- Stormwater Pond/Retention Area
- Vegetation Planting
- Site Setback
- Zoning
- Future Land Use

GENERAL SITE PLAN
 BEARSS OPERATIONS CENTER
 1006 E BEARSS AVENUE AND 1007 SINCLAIR HILLS ROAD
 TAMPA, HILLSBOROUGH COUNTY, FLORIDA



PAGE 1 OF 2
 REVISION DATE: 11-3-2023



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



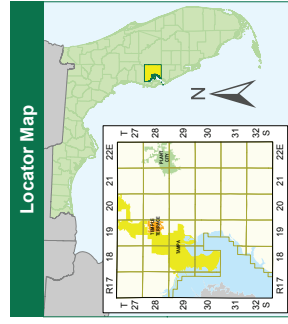
Legend

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

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

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

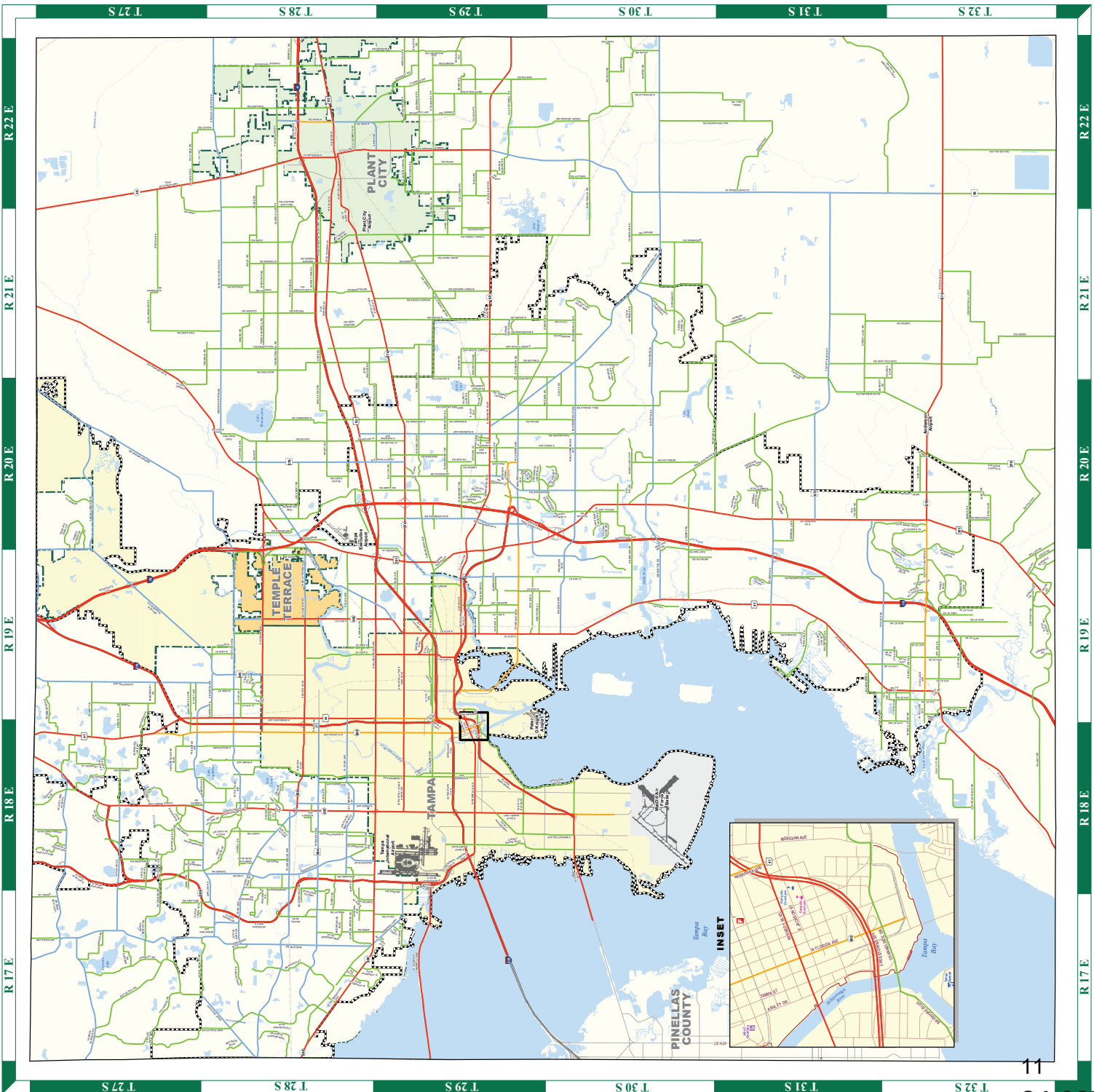
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighbourhood Traffic Calming Program.



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

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

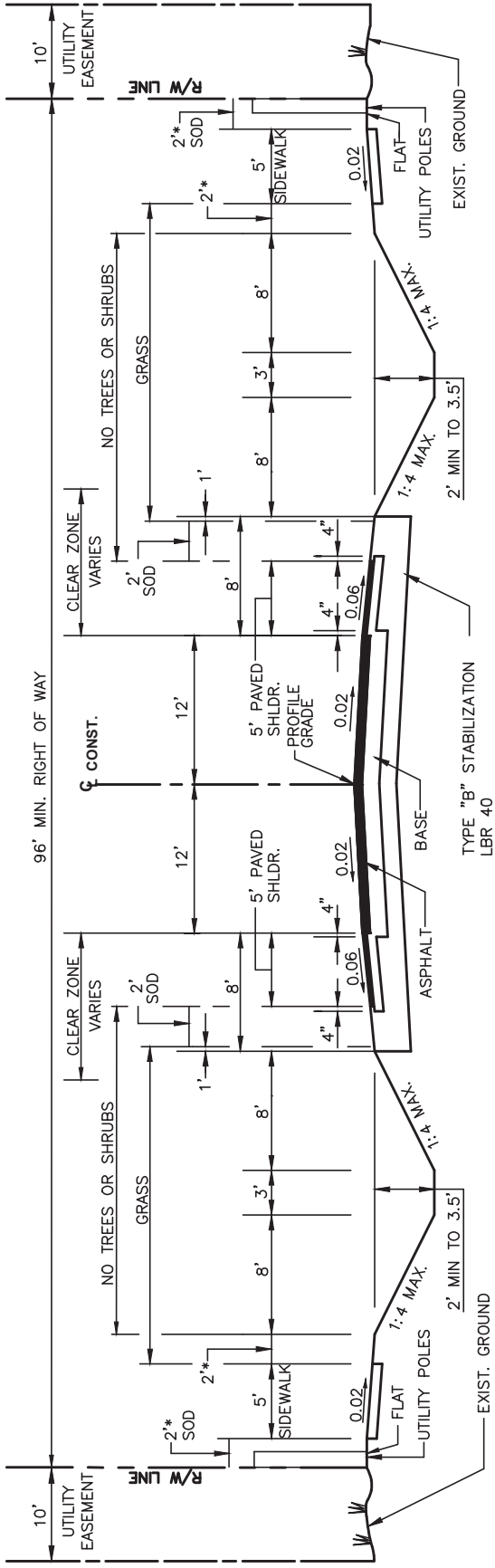
601 E. Kennedy Blvd
Tampa, FL 33602
(813) 272-5610
printroom@hillsboroughcounty.org



TS-7



DRAWING NO. **TS-7**
SHEET NO. 1 OF 1



TYPICAL SECTION

N.T.S.
FOR LESS THAN 10,000 AADT
MAX. ALLOWABLE DESIGN SPEED – 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

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



**TRANSPORTATION
TECHNICAL
MANUAL**

REVISION DATE:
10/17
13

From: Williams, Michael [WilliamsM@hcfl.gov]
Sent: Monday, March 25, 2024 2:24 PM
To: Perez, Richard [PerezRL@hcfl.gov]
CC: Tirado, Sheida [TiradoS@hcfl.gov]
Subject: RE: PRS 24-0279: TECO Sinclair Hills Rd DE De Miminis Determination
Attachments: 22-0089.APPROVED.Bearss TECO-SubstandardRd.DE_DeMinimis_Determination_For Signature.pdf

Rick,

I reviewed and agree that the changes proposed in this zoning modification can be considered de minimis for purposes of the attached, previously approved. Design exception.

Mike

From: Perez, Richard <PerezRL@hcfl.gov>
Sent: Wednesday, March 20, 2024 12:27 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Tirado, Sheida <TiradoS@hcfl.gov>
Subject: PRS 24-0279: TECO Sinclair Hills Rd DE De Miminis Determination
Importance: High

Good afternoon, Mike.

Please find attached the Design Exception for the substandard condition of Sinclair Hills Rd., previously found approvable and approved, with a new signature block ready for you to find as De Minimis relative to the current minor modification under review.

Please provide me a copy once you have signed.

Thanks!

Richard L. Perez, AICP (he/him/his)

Executive Planner

Development Services Department, Transportation Review Section

P: (813) 307-1767
E: perezrl@HCFLGov.net
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

Perez, Richard

From: Steady, Alex
Sent: Wednesday, March 23, 2022 10:17 AM
To: Perez, Richard
Subject: FW: MM 22-0089 Design Exception
Attachments: 22-0089 DEAddInf 01-31-22.pdf

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

From: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Sent: Monday, January 31, 2022 6:29 PM
To: Steven Henry <shenry@lincks.com>
Cc: Mora, Kristin M. <KMMora@tecoenergy.com>; Lampkin, Timothy <LampkinT@hillsboroughcounty.org>; Steady, Alex <SteadyA@hillsboroughcounty.org>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Subject: FW: MM 22-0089 Design Exception
Importance: High

Steve,
I have found the attached Design Exception (DE) for PD 22-0089 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Ingrid Padron (padroni@hillsboroughcounty.org or 813-307-1709) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

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

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Monday, January 31, 2022 4:45 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: RE: MM 22-0089 Design Exception
Importance: High

Hi Mike,

The attached DE is approvable to me, please copy the following people in your email:

KMMora@tecoenergy.com
shenry@lincks.com
LampkinT@hillsboroughcounty.org
SteadyA@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE (*she/her/hers*)
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

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

From: Rome, Ashley <RomeA@hillsboroughcounty.org>
Sent: Monday, January 31, 2022 3:26 PM
To: Allen, Cari <AllenCA@hillsboroughcounty.org>; Amber Dickerson <amber.dickerson@hcps.net>; Andrea Papandrew <papandrewa@plancom.org>; Blinck, Jim <BlinckJ@HillsboroughCounty.ORG>; Brown, Gregory <BrownGr@hillsboroughcounty.org>; Cabrera, Richard <CabreraR@HillsboroughCounty.ORG>; Dalfino, Jarryd

<DalfinoJ@hillsboroughcounty.org>; Santos, Daniel <daniel.santos@dot.state.fl.us>; David Skrelunas <David.Skrelunas@dot.state.fl.us>; DeWayne Brown <brownd2@gohart.org>; Dickerson, Ross <DickersonR@HillsboroughCounty.ORG>; Ellen Morrison <ellen.morrison@swfwmd.state.fl.us>; Franklin, Deborah <FranklinDS@hillsboroughcounty.org>; Greg Colangelo <colangeg@plancom.org>; Hansen, Raymond <HansenR@hillsboroughcounty.org>; Holman, Emily - PUD <HolmanE@HillsboroughCounty.ORG>; Hummel, Christina <HummelC@hillsboroughcounty.org>; Impact Fees <ImpactFees@hillsboroughcounty.org>; James Hamilton <jkhilton@tecoenergy.com>; Jillian Massey <masseyj@plancom.org>; Justin Willits <WillitsJ@gohart.org>; Kaiser, Bernard <KAISERB@HillsboroughCounty.ORG>; Karla Llanos <llanosk@plancom.org>; Katz, Jonah <KatzJ@hillsboroughcounty.org>; Kyle Brown <kyle.brown@myfwc.com>; landuse-zoningreviews@tampabaywater.org; Mineer, Lindsey <Lindsey.Mineer@dot.state.fl.us>; Lindstrom, Eric <LindstromE@hillsboroughcounty.org>; Mackenzie, Jason <MackenzieJ@hillsboroughcounty.org>; Matthew Pleasant <matthew.pleasant@hcps.net>; McGuire, Kevin <McGuireK@HillsboroughCounty.ORG>; Melanie Ganas <mxganas@tecoenergy.com>; Melissa Lienhard <lienhardm@plancom.org>; Olivia Ryall <oryall@teamhcso.com>; Perez, Richard <PerezRL@hillsboroughcounty.org>; Petrovic, Jaksa <PetrovicJ@HillsboroughCounty.ORG>; Pezone, Kathleen <PezoneK@hillsboroughcounty.org>; Ratliff, James <RatliffJa@hillsboroughcounty.org>; Hessinger, Rebecca <HessingerR@hillsboroughcounty.org>; Renee Kamen <renee.kamen@hcps.net>; Revette, Nacole <RevetteN@HillsboroughCounty.ORG>; Carroll, Richard <CarrollR@HillsboroughCounty.ORG>; Rochelle, Randy <RochelleR@HillsboroughCounty.ORG>; Rodriguez, Dan <RodriguezD@gohart.org>; RP-Development <RP-Development@hillsboroughcounty.org>; Salisbury, Troy <SalisburyT@hillsboroughcounty.org>; Sanchez, Silvia <sanchezs@epchc.org>; Shelton, Carla <SheltonC@HillsboroughCounty.ORG>; Steady, Alex <SteadyA@hillsboroughcounty.org>; Tapley, Kimberly <tapleyk@epchc.org>; Thompson, Mike <Thompson@epchc.org>; Tony Mantegna <tmantegna@tampaairport.com>; Turbiville, John (Forest) <TurbivilleJ@HillsboroughCounty.ORG>; Valdez, Rick <ValdezR@HillsboroughCounty.ORG>; Woodard, Sterlin <Woodard@epchc.org>; Yeneka Mills <millsy@plancom.org>
Cc: Grady, Brian <GradyB@HillsboroughCounty.ORG>; Lampkin, Timothy <LampkinT@hillsboroughcounty.org>; Timoteo, Rosalina <TimoteoR@HillsboroughCounty.ORG>; Padron, Ingrid <PadronI@hillsboroughcounty.org>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>; Williams, Michael <WilliamsM@HillsboroughCounty.ORG>

Subject: RE MM 22-0089

Good Day All,

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

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

Planner assigned:

Planner: Timothy Lampkin

Contact: lampkint@hillsboroughcounty.org

Have a good one,

Ashley Rome

Planning & Zoning Technician

Development Services Dept.

P: (813) 272-5595

E: romea@hillsboroughcounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

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LINCKS & ASSOCIATES, INC.

January 27, 2022

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 22nd Floor
Tampa, FL 33602

Re: Bearss TECO
Folio Number
R MM 22-0089
Lincks Project No. 21170

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Sinclair Hills Road from US 41 to 12th Street. The subject property is currently zoned Planned Development to allow up to 240,000 square feet of commercial uses. Tampa Electric Company proposes to modify the existing Planned Development to allow up to 300,000 square feet of office.

According to the Hillsborough County Functional Classification Map, Sinclair Hills Road is classified as a collector roadway and the subject site is within the Hillsborough County Urban Service Area.

Tables 1, 2 and 3 provide the trip generation comparison for the approved and proposed Planned Developments. As shown in Tables 1 and 3, the proposed modification would result in a net decrease in daily and PM peak hour project traffic.

The access to serve the project is proposed to be via one full access to Bearss Avenue and one full access to Sinclair Hills Road.

The request is for a Design Exception to TS-7 of the Hillsborough County Transportation Technical Manual for Sinclair Hill Road from US 41 to 12th Street. This segment of Sinclair Hills Road is currently a two-lane roadway. The following exceptions are requested to accommodate the proposed project.

- 1) Right of Way – TS-7 has 96 feet of right of way. The right of way along the property frontage is approximately 50 feet.
- 2) Shoulders – TS-7 has 8 foot shoulders with 5 foot paved. The existing roadway has approximately 6 foot unpaved shoulders along the subject section.
- 3) Sidewalk – TS-7 has sidewalk on both sides of the roadway. There is currently no sidewalks along the subject section of roadway.

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

Mr. Mike Williams
January 27, 2022
Page 2

The justification for the Design Exception is as follows:

1. There is limited right of way on the north side of Sinclair Hills Road.
2. The developer proposes the following improvements:
 - a. Provide an eastbound right turn lane into the project access
 - b. Provide a 12 foot multi-use path on the south side of Sinclair Hills Road from the railroad tracks to 12th Street.

Figure 1 illustrates the limits of the proposed improvements and Figure 2 illustrates the proposed Typical Section.

Based on the above, it is our opinion, the proposed improvements to Sinclair Hills Road will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

Mr. Mike Williams
January 27, 2022
Page 3

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

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

- Disapproved**
- Approved**
- Approved with Conditions**

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E.

Michael J. Williams Digitally signed by
Michael J. Williams
Date: 2022.10.17
17:33:27 -04'00'

Sincerely,

Michael J. Williams
Hillsborough County Engineer

The County Engineer has reviewed zoning modification application # PRS 24-0279 and determined the changes to be de minimis. As such, the previous approval shall stand.

Michael J. Williams, P.E.
Hillsborough County Engineer on _____

TABLE 1
DAILY TRIP GENERATION COMPARISON

Scenario	Land Use	ITE LUC	Size	Daily Trip Ends (1)	Passerby Capture (2)	New Daily Trip Ends
Approved	Retail	820	240,000 SF	12,130	4,124	8,006
Proposed	Office	715	300,000 SF	3,921	0	3,921
			Difference	<8,209>	<4,124>	<4,085>

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

(2) Source: ITE Trip Generation Handbook, 3rd Edition.

• Passerby Trip Ends:

• Retail - 34%

12,130 x 0.34 = 4,124

TABLE 2
AM PEAK HOUR
PROJECT TRAFFIC COMPARISON

Scenario	Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Passerby Capture (2)			New AM Peak Hour Trip Ends		
				In	Out	Total	In	Out	Total	In	Out	Total
Approved	Retail	820	240,000 SF	171	104	275	58	35	93	113	69	182
Proposed	Office	715	300,000 SF	498	61	559	0	0	0	498	61	559
			Difference	<327>	<43>	284	<58>	<35>	<93>	385	<8>	377

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

(2) Source: ITE Trip Generation Handbook, 3rd Edition.

- Passerby Trips Ends:

- Retail - 34%

In: 171 x 0.34 = 58

Out: 104 x 0.34 = 35

Mr. Mike Williams
January 27, 2022
Page 6

TABLE 3
PM PEAK HOUR
PROJECT TRAFFIC COMPARISON

Scenario	Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)			Passerby Capture (2)			New PM Peak Hour Trip Ends		
				In	Out	Total	In	Out	Total	In	Out	Total
Approved	Retail	820	240,000 SF	509	551	1,060	173	187	360	336	364	700
Proposed	Office	715	300,000 SF	79	445	524	0	0	0	79	445	524
			Difference	<430>	<106>	<536>	<173>	<187>	<360>	<257>	81	<176>

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

(2) Source: ITE Trip Generation Handbook, 3rd Edition.

- Passerby Trips Ends:

- Retail - 34%

In: 509 x 0.34 = 173

Out: 551 x 0.34 = 187

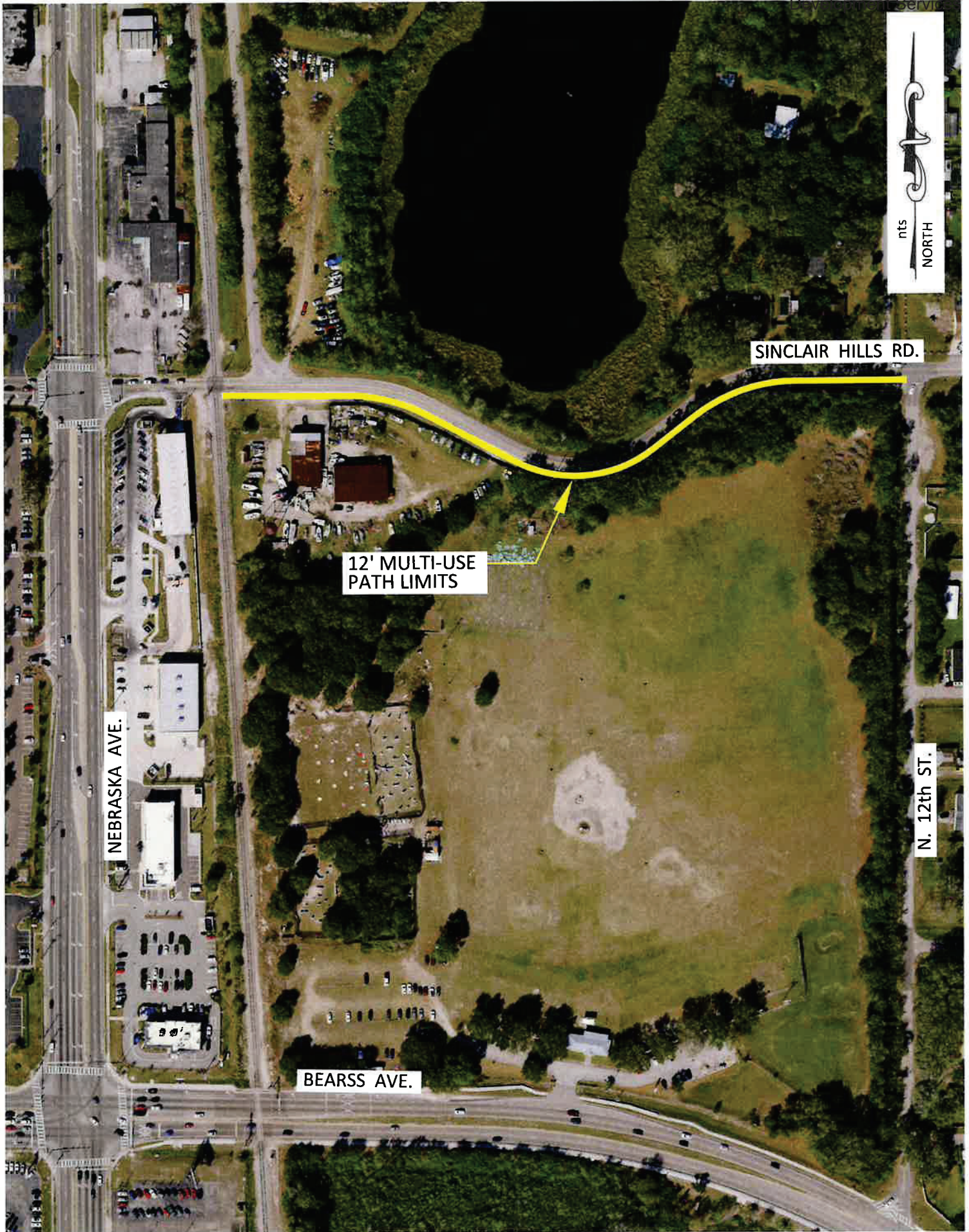
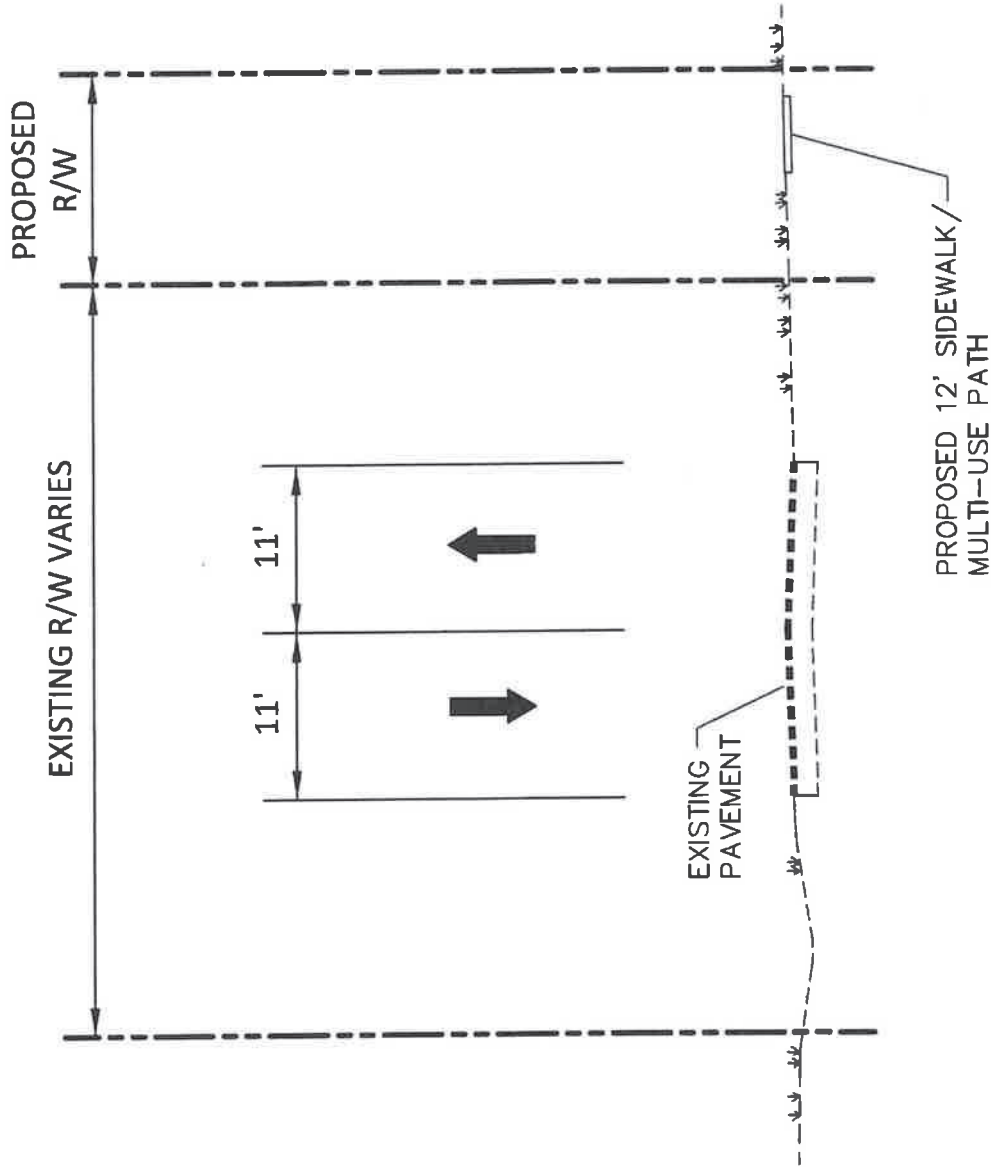


FIGURE 1
 SINCLAIR HILLS ROAD
 IMPROVEMENT LIMITS
 225-0089

FIGURE 2



TYPICAL SECTION SINCLAIR HILLS ROAD

APPENDIX



PD PLAN



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



**HILLSBOROUGH COUNTY
ROADWAYS
FUNCTIONAL CLASSIFICATION**
Infrastructure & Development Services



Legend

Functional Classifications

Authority Classification

State, Principal Arterial

State, Arterial

Hillsborough, Arterial

Hillsborough, Collector

Urban Service Area Boundary

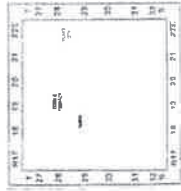
City Limits

The Hillsborough County Roadway Functional Map will be used to determine the functional classification of roads. Some, but not all, examples of road types are as follows:

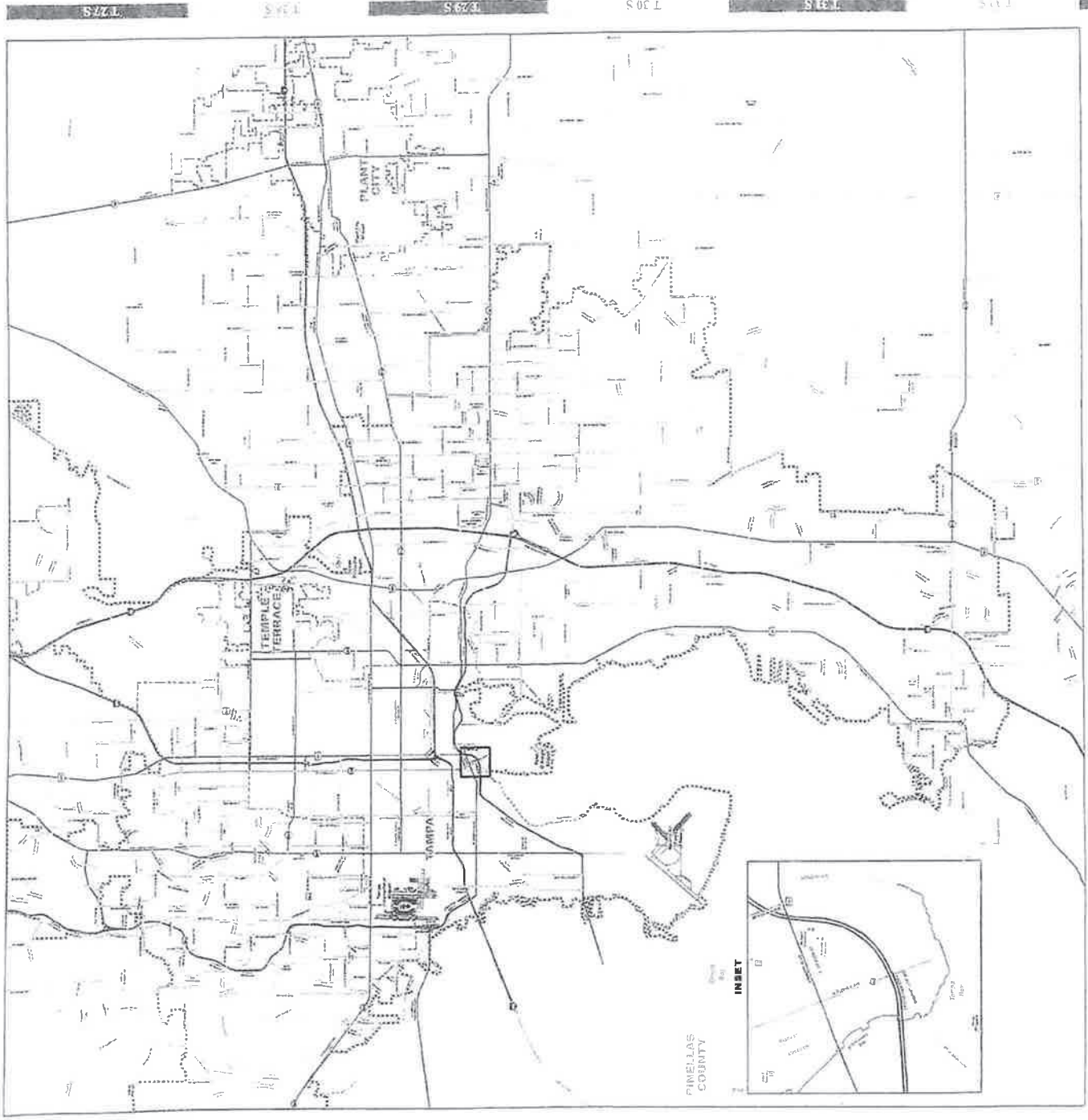
- PART 3.02.00 INTERSTATE/AS PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 CITRUS PARK VILLAGE DEVELOPMENT STANDARDS
- PART 3.04.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 4.07.00 FENCES AND WALLS
- PART 4.08.00 UTILITIES
- PART 4.09.00 UTILITIES
- OTHER PARTS OF THE JCC NOT LISTED ABOVE.

In addition to what is shown on this map, Functional Classification of roads may be determined by reviewing the Hillsborough Traffic Count Program and the Hillsborough Traffic Census Program.

Locator Map

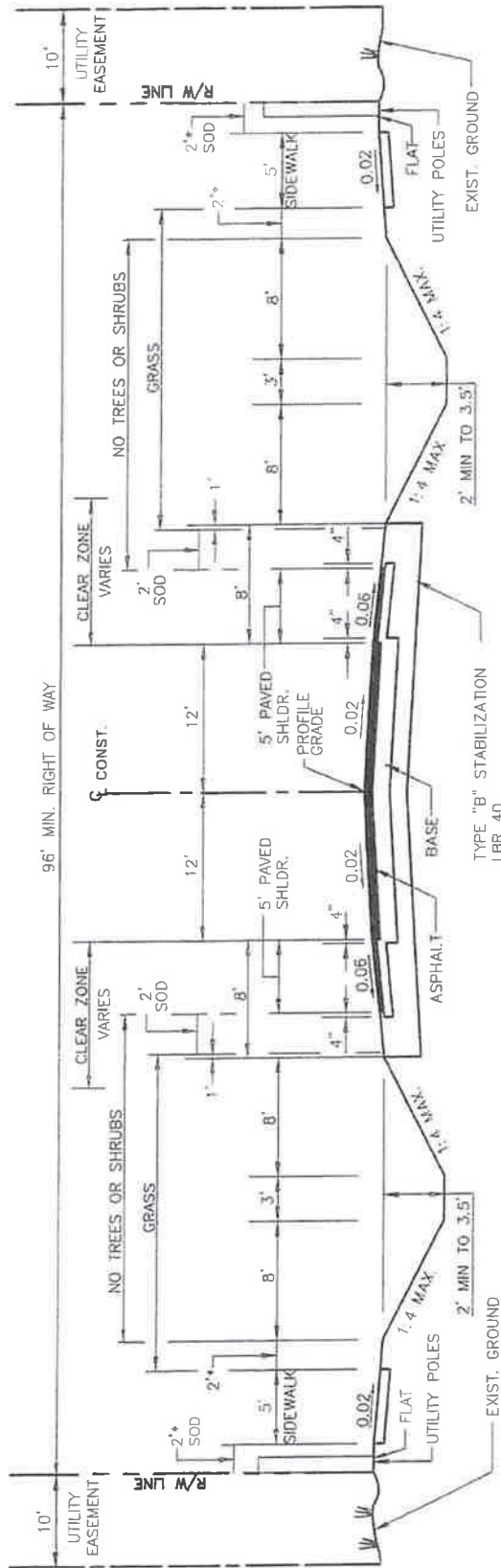


NOTE: Every user must verify the accuracy of the information shown on this map. The user is responsible for the accuracy of the information shown on this map. The user is responsible for the accuracy of the information shown on this map. The user is responsible for the accuracy of the information shown on this map.



TS-7





TYPICAL SECTION

N.T.S.
 FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED ~ 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

DRAWING NO. TS-7
 SHEET NO. 1 OF 1

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



**TRANSPORTATION
 TECHNICAL
 MANUAL**

REVISION DATE:
 10/17

ROADWAY ASSESSMENT



Sinclair Hills Road



Parcels

Sinclair Hills Road

Special Field Survey for Substandard Road Assessment

N. Nebraska Ave to N. 12th Street (1,478')

By: WLR

Date of Survey: 12/15/21
Speed Limit: 30 mph

Type of Road: 2 lane, crown, asphalt

Pav't condition: poor, weak base

Shoulder cond.: unstabilized, some erosion

Swales: none defined well

Notes: * Shoulders nominal at 6' or as defined by obstructions

	Lane Pavement	
	Left Slope	Right Slope
Minimum:	22.4'	0.3%
Maximum:	25.4'	4.2%
Average:	23.9'	2.2%

Station	Left Slopes and Swales			Lane Pavement			Right Slopes and Swales			
	Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Left Slope	Width	Right Slope	Total/Paved/Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)
1+00		-5% AFR		0.6%	22.4'	-3.2%	-			Type F C&G
LT 0+32 U.P. 4.5' BOC, 0+60 end C&G, 1+12 U.P. 6' LT, 1+47 U.P. 5.5' LT, 1+81 & 2+34 Railroad stop bars, 2+87 Lake Burrell Dr, 3+81 U.P. 6' LT										
RT 0+25 Traffic Pole 30.4' RT, 1+53 end of C&G, 1+84 Railroad gate 8' RT										
Notes	0+00 set at EOP N. Nebraska Ave. (signalized intersection), 1+98 centerline Railroad, Pav't Cond: poor w/ cracks & patches									
4+00		-3% AFR		1.3%	23.4'	-0.3%	*6'0'/+2%	15'/+2%	-	+6% AFR
LT 4' BWF 35' LT, 6' CLF 38' LT										
RT 6' CLF 23' RT										
Notes										
8+00	+10% AFR	0'	2'/-4%	4.0%	25.4'	+2.6%	*6'0'/+1%			+1% AFR
LT Trees 12' LT, 9+00 low point in road drains directly to lake										
RT 6' CLF 23' RT, 8+35 U.P. 14' RT										
Notes	Vehicle tracking off road inside curves, Road in superelevation on curves, Pav't cond: poor with cracking at wheel tracks									
10+00		-11% AFR		1.9%	24.0'	-0.5%	*6'0'/-4%	5'/-4%	5'	8'/+20%
LT 23' to lake edge, 10+77 U.P. 20' LT										
RT 4' BWF 19' RT, 6' CLF 20' RT, Trees 19' RT										
Notes										
12+00	-13% AFR		6'0'/0%	-2.8%	24.2'	-4.2%	*6'0'/-3%	5'/-3%	2'	7'/+33%
LT Mailbox 4' LT, Trees 14' LT, 12+35 U.P. 14' LT, 14+32 centerline E. Lake Burrell Dr										
RT 4' BWF 20' RT, 6' CLF 21' RT, Trees 18' RT, 12+22 E Inlet 7' RT, 12+55 U.P. 16' RT, 14+50 E Inlet 11' RT, 14+78 centerline N. 12 th St.										
Notes	14+78 End of Segment at centerline N. 12 th Street									
Notes:										
1. Segment is a flushed shoulder roadway except for first 60', shoulders are not paved and shoulder slopes vary from -11% to +11%.										
2. There are no defined swales and a portion of the left drainage is directly to Lake Burrell.										
3. Utility poles have less than 6' clear from the edge of pavement at stations 1+12 LT, 1+47 LT, and 3+81 LT and there are no dedicated light poles										
4. There's a railroad crossing in good condition at 1+98.										
5. Pavement condition is poor throughout with patching and traverse, longitudinal and fatigue cracking										
6. There is shoulder erosion on the inside of the two curves from vehicles tracking off the pavement										
7. Signalized intersection at beginning with N. Nebraska Ave.										
8. Vehicle traffic appears to be greater than 2000 AADT and through truck traffic of more than 2 axes is not allowed										
9. Most traffic signs are less than the FDOT recommended 12' from edge of pavement and are not breakaway										
10. Westbound speed limit is 30 mph. There is no posted eastbound speed limit for this segment and is assumed to be 30 mph.										

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
Bearss Avenue	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Sinclair Hills Road	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
West Burrell Dr.	County Local - Rural	2 Lanes <input checked="" 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
N. 12 th St.	County Local - 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	3,375	534	513
Proposed	3,375	534	513
Difference (+/-)	0	0	0

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Sinclair Hills Rd./Substandard Road	Design Exception Requested	Previously Approved – De minimis
West Lake Burrell Dr./Substandard Road	Administrative Variance Requested	Approvable
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"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Staff Report.

COMMISSION

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AGENCY COMMENT SHEET

REZONING	
HEARING DATE: March 19, 2024 PETITION NO.: PRS 24-0279 EPC REVIEWER: Kelly M. Holland CONTACT INFORMATION: (813) 627-2600 X 1222 EMAIL: hollandk@epchc.org	COMMENT DATE: February 15, 2024 PROPERTY ADDRESS: 1006 East Bearrs Avenue, Tampa FOLIO #: 0342740100, 0341660000 and 034161000 STR: 31-27S-19E
REQUESTED ZONING: Modification to an existing PD	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	November 9, 2023
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Eastern portions of the project area
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan’s current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"> Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ 	

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

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

INFORMATIONAL COMMENTS:

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

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

Kmh / app

ec: Michael Brooks, Agent - mbrooks@bsrfirm.com

AGENCY COMMENT SHEET

TO: **Zoning/Code Administration, Development Services Department**

FROM: **Reviewer:** Carla Shelton Knight **Date:** March 22, 2024

Agency: Natural Resources **Petition #:** 24-0279

- This agency has **no comment**
- This agency has **no objections**
- This agency has **no objections, subject to listed or attached conditions**
- This agency **objects, based on the listed or attached issues.**

1. 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. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
2. 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 the Planning and Growth Management Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
3. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
4. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
5. If the notes and/or graphic on the site plan conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above-stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.



Agency Review Comment Sheet

NOTE: Wellhead Resource Protection Areas (WRPA), Potable Water Wellfield Protection Areas (PWWPA), and Surface Water Resource Protection Areas (SWRPA) reviews are based on the most current available data on the Hillsborough County maps, as set forth in Part 3.05.00 of the Land Development Code.

TO: Zoning Review, Development Services **REQUEST DATE:** 1/16/2024
REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 1/29/2024
PROPERTY OWNER: Tampa Electric Company **PID:** 24-0279
APPLICANT: Tampa Electric Company
LOCATION: 1006 E. Bearss Ave. Lutz, FL 33549
FOLIO NO.: 34274.0100, 34166.0000, 34161.0000

AGENCY REVIEW COMMENTS:

Based on the most current data, the project is not located within a Wellhead Resource Protection Area (WRPA), Surface Water Resource Protection Area (SWRPA), and/or Potable Water Wellfield Protection Area (PWWPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

Hillsborough County Environmental Services Division (EVSD) has no objection.