

PD Modification Application:

PRS 22-0941

BOCC Land Use Meeting Date:

08/25/2022



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Braulio Grajales / High Point Engineering, Inc.

FLU Category: R-9 (Residential-9)

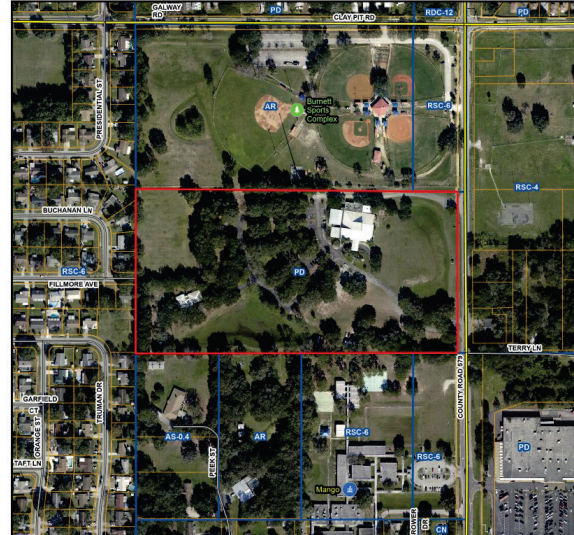
Service Area: Urban

Site Acreage: Approximately 19.9 acres

Community Plan Area: Seffner Mango

Overlay: None

Request: Minor Modification to PD



Existing Approvals:

On October 10, 2021, the Board of County Commissioners approved Planned Development (PD) 21-0297, for the addition of a 140-unit apartment complex to the existing campus of the St Francis of Assiss Catholic Church equating to a density of 8.75 units per acre as allowed under the Res-9 Future Land Use designation.

Proposed Modification(s):

The request is for a minor modification to a planned development (PD 21-0297). The applicant does not propose a change in the number of proposed units.

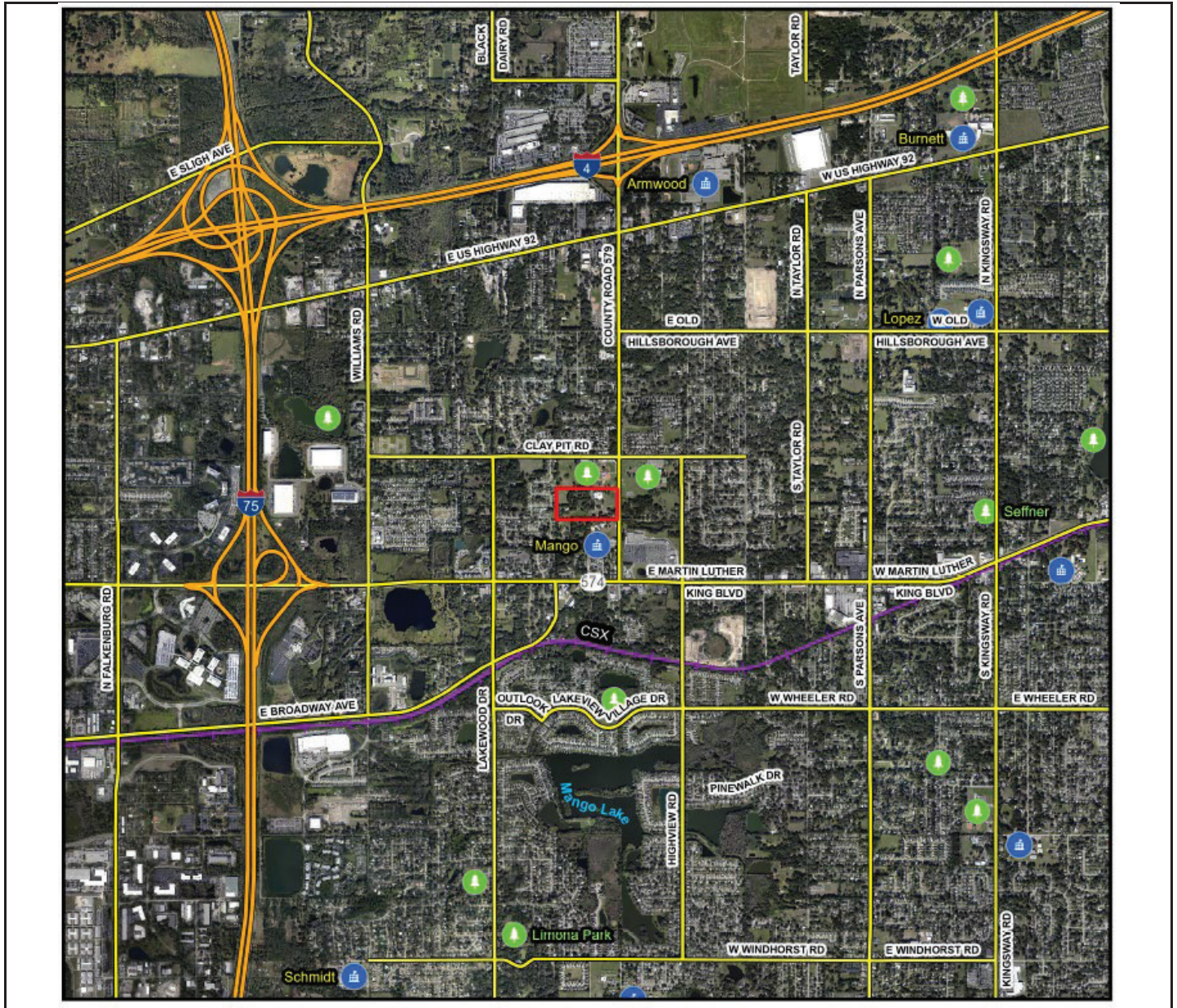
The purpose of the modification is to modify the modify the conditions of approval and reflect the changes on the site plan. The applicant proposes to (1) increase the maximum building height from 45 feet to 55 feet; (2) request a waiver of the 2-ft. setback for every foot over 20 feet in height; (3) amend the buffer on the north property boundary.

Additional Information:

PD Variations	None.
Waiver(s) to the Land Development Code	The applicant is seeking a waiver to Table 6.01.01 Endnote 8 which requires a 2-foot increased setback for every 1 foot of structure height over 20 feet.
Planning Commission Recommendation	The Planning Commission has no comments.
Development Services Department Recommendation	Approvable, with conditions.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



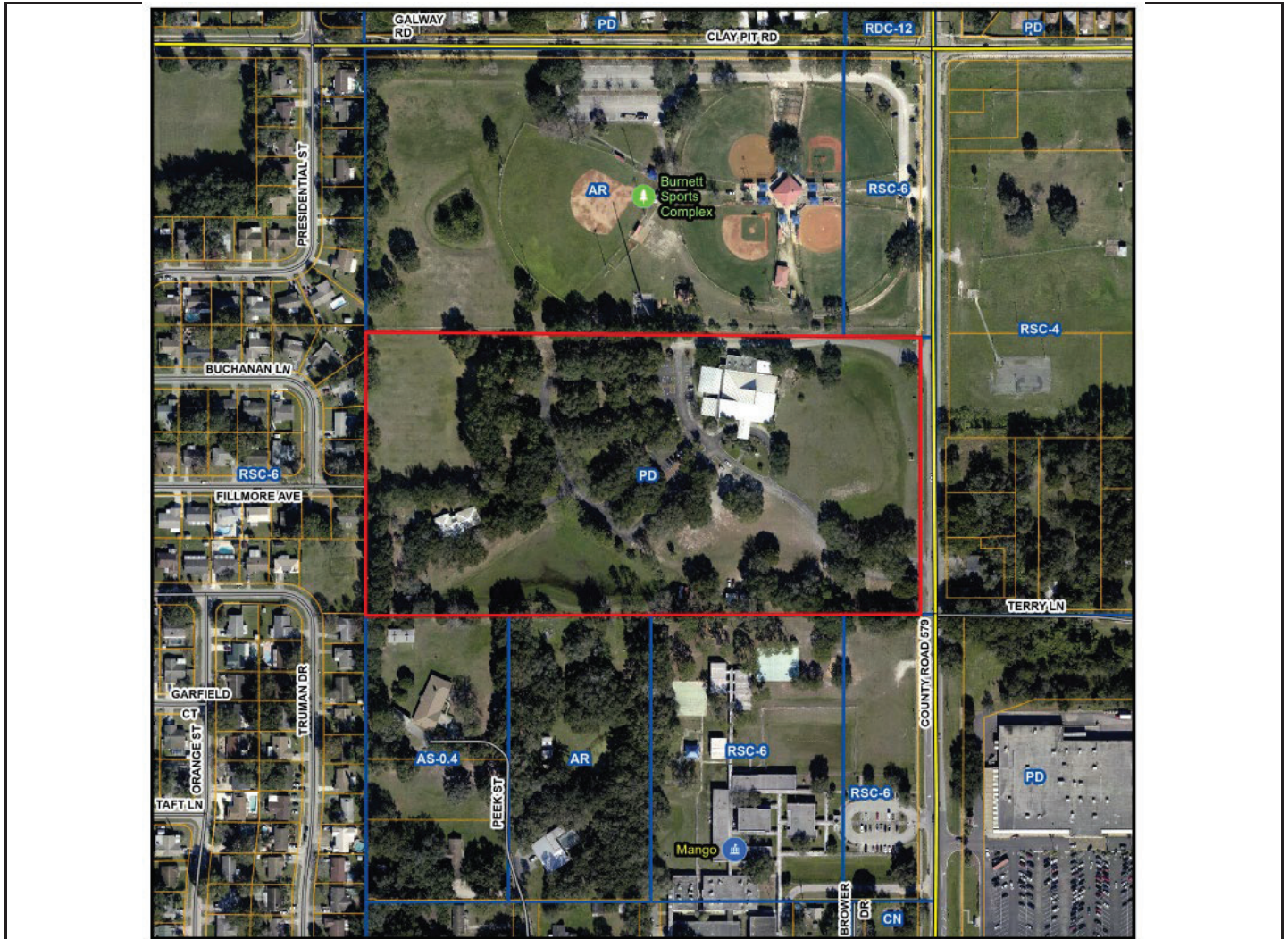
Context of Surrounding Area:

The area immediately surrounding the proposed project is a mix of community/public uses and single-family residential uses. The Presidential Manor single family home subdivision is located to the west of the project. Single family residential homes on larger lots are located east and south of the subject site.

Public uses such as a Burnett Park, Mango Park and Mango Elementary school border the site to the north and partially to the south and east. The existing church, St Francis of Assisi Catholic Church which is part of the subject site adds to the community/public character of the area. A commercial plaza which includes a Walmart, Publix and a bank is located to the southeast of the proposed project and is within 1/3rd of mile from the proposed project.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Immediate Area Map

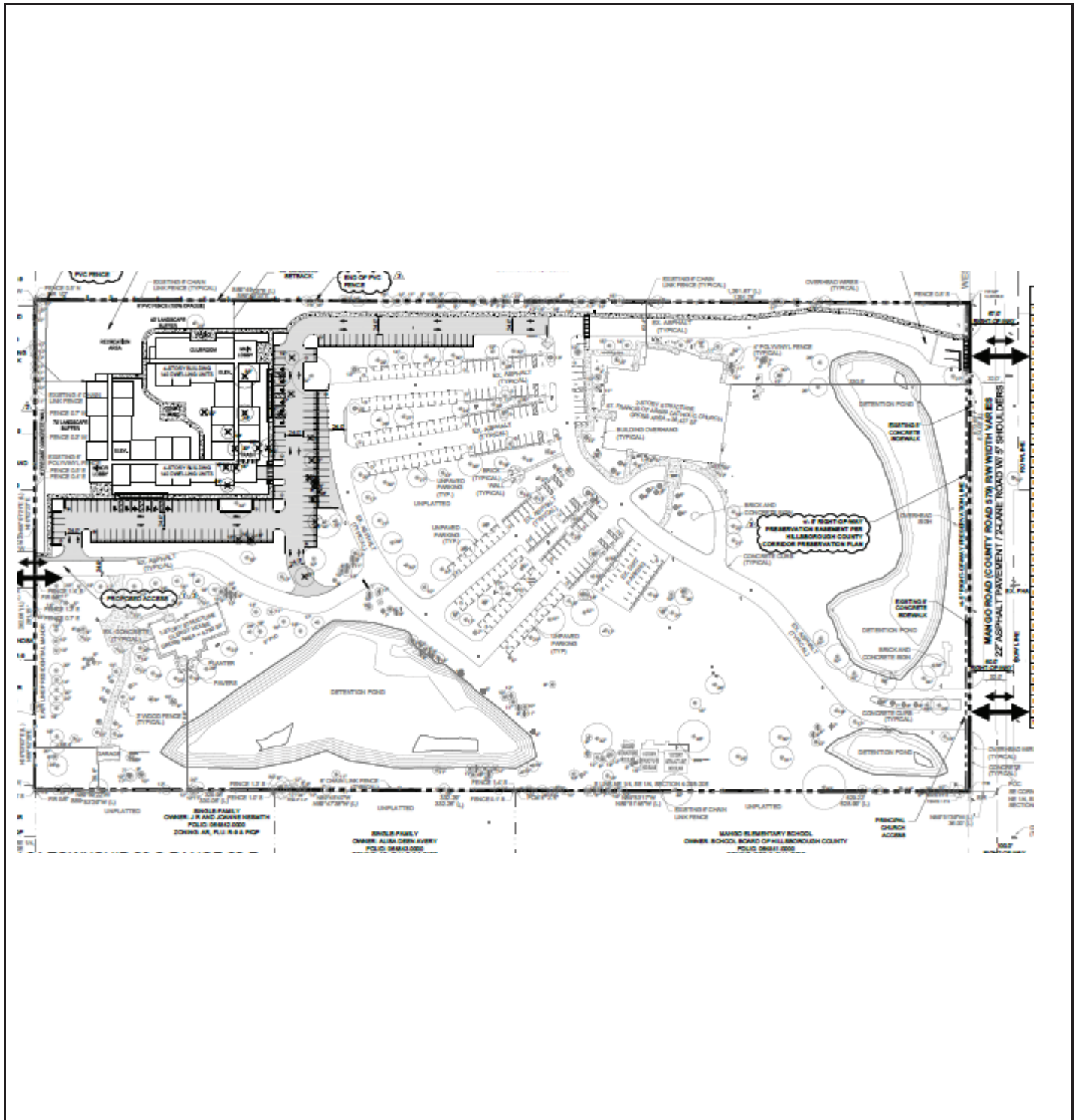


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR	9 du per acre/.50 FAR	Park	Park
South	AS 0.4 & RSC-6	9 du per acre/.50 FAR 0 du per acre/.50 FAR	SF home School	SF home Elementary School
East	RSC-4	4 du per acre/.25 FAR	SF Home/Park	SF Homes/Park
West	RSC-6	9 du per acre/.50 FAR	SF Home	SF Home

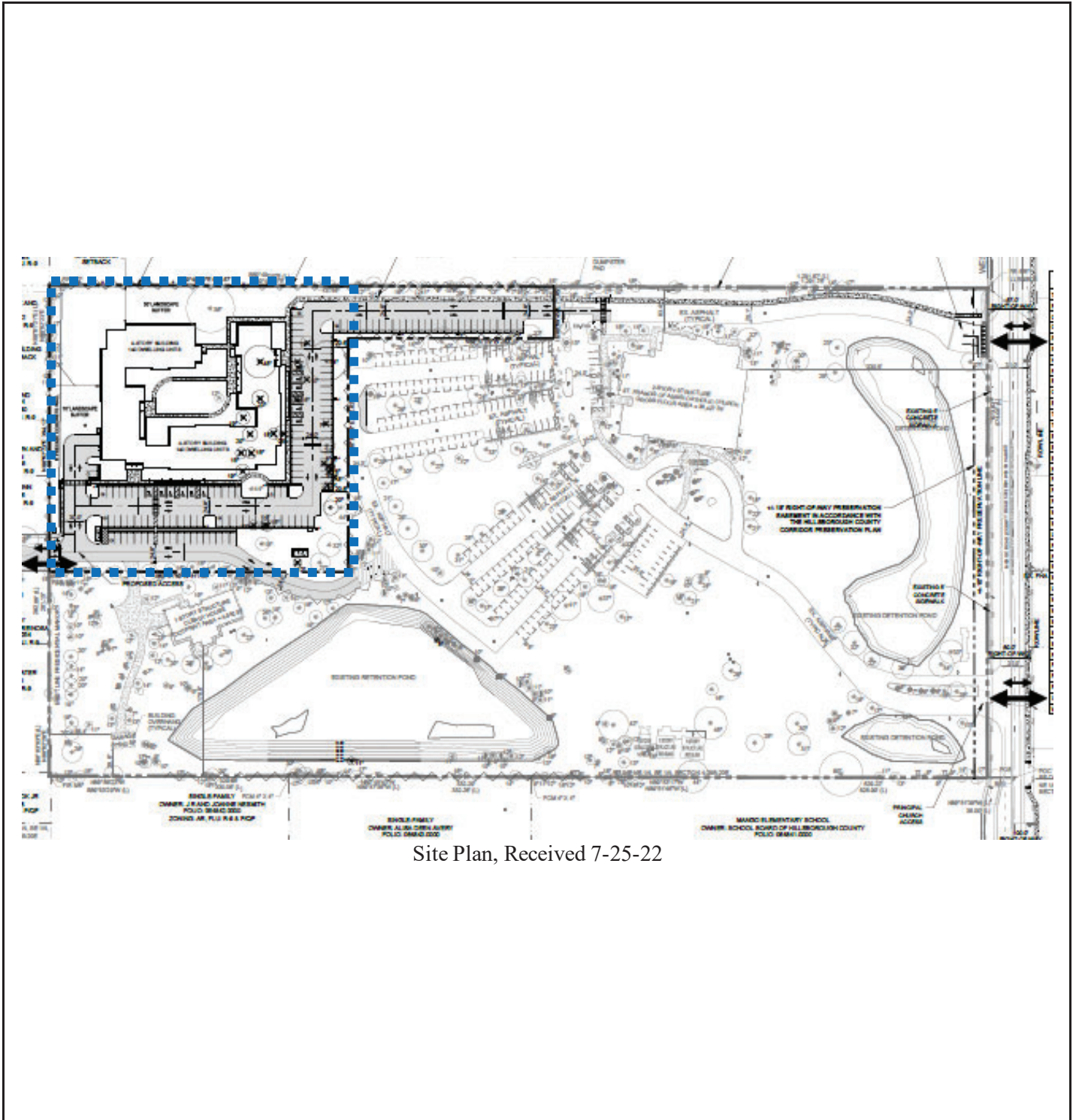
2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



Site Plan, Received 7-25-22

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
CR 579	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Required <input checked="" type="checkbox"/> Proposed Vehicular Access <input type="checkbox"/> Other
Filmore Ave.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Required <input checked="" type="checkbox"/> Proposed Vehicular Access <input type="checkbox"/> Other:

Project Trip Generation Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,014	63	80
Proposed	1,014	63	80
Difference (+/-)	0	0	0

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

Connectivity and Cross Access Not applicable for this request

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

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
CR 579/Substandard Roadway	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes:		

4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> 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 report.

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<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	Pursuant to 21-0297, a site inspection revealed no wetlands.
Natural Resources	<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	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable:	<input checked="" type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____			
<input 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				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation				
<input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested	<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	
<input type="checkbox"/> Off-site Improvements Provided				
Service Area/ Water & Wastewater				
<input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa	<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	Subject property should be served by Hillsborough County Water.
<input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace				
Hillsborough County School Board				
Adequate <input type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<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	Pursuant to 21-0297, Mango Elementary is at Capacity. Additional capacity exists in adjacent concurrency service area. <u>No additional units are requested.</u>
Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A				
Impact/Mobility Fees (pursuant to 21-0297)				
Estimated Fees				
(Fee estimate is based on a 1,200 square foot, Multi-Family Units 4 story)				
Mobility: \$3,122 * 140 units = \$437,080				
Parks: \$1,316 * 140 units = \$184,240				
School: \$3,891 * 140 units = \$544,740				
Fire: \$249 * 140 units = \$ 34,860				
Total Multi-Family = \$1,200,920*				

Comprehensive Plan:	Comments	Findings	Conditions	Additional
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"/> Density Bonus Requested <input type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The subject parcel was approved for change from Public/Quasi-Public (P/QP) to Residential 9 (RES-9) through amendment HC/CPA 20-15 on December 17, 2020.

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The request is for a minor modification to a planned development (PD 21-0297). PD 21-0297, was approved for an addition of a 140-unit apartment complex to the existing campus of the St Francis of Assiss Catholic Church, adding a multi-family residential use in an area where there was already substantial public infrastructure nearby including two public parks and an elementary school. The project was intended to be established by covenant to serve elderly residents and was intended to blend the current and propose uses. The proposed project will be developed at a density of 8.75 units per acre as allowed under the newly approved Res-9 Comprehensive Plan designation on the site. The Presidential Manor Subdivision to west of the site is also located in the Res -9 plan category. The subject parcel was approved for change from Public/Quasi-Public (P/QP) to Residential 9 (RES-9) through amendment HC/CPA 20-15 on December 17, 2020. The applicant does not intend to increase the proposed number of multi-family dwellings.

The applicant proposes to (1) increase the maximum building height from 45 feet to 55 feet; (2) request a waiver of the 2-ft. setback for every foot over 20 feet in height due to the additional 10 feet of building height; (3) amend the buffer on the north property boundary to allow for a non-opaque buffer.

The applicant is proposing to increase the multi-family residential building from a maximum height of 45 feet to a maximum height of 55 feet. While the proposed height increase creates more of a contrast with the single story, single family homes in the adjacent subdivision, the applicant has stated that they propose the height increase of the multi-family residential building from 45 feet to 55 feet to allow a pitched roof in keeping with a more traditional residential appearance. The applicant’s efforts to mitigate the contrasts in building height remain intact along the western boundary adjacent to the singe-family residential including a six-foot precast concrete wall per conditions of approval for PD 21-0297. To create more of a transition on the west, the applicant also proposes a row of trees located within 20 feet of the property boundary to be 10-feet in height, 2-inch caliper at the time of planting and spaced 20 feet apart on centers to further mitigate additional impacts of the height increase for the multi-family residential building.

The applicant is requesting to replace the requirement of an opaque screening (i.e., 6 ft. PVC fence) at northern boundary with a non-opaque landscape buffer (i.e., chain link fence that currently exists on the subject property). The applicant proposes to maintain the current condition requiring a 5-foot Minimum Landscape Buffer along the northern property boundary. The applicant states, the modified screening is necessary to allow future residents to enjoy ground level vistas adjacent to the county park. Additionally, the applicant proposes to keep the 50-foot Landscaped Buffer (pursuant to PD 21-0297) along the north side of the proposed 4-story building adjacent to the county park.

The applicant proposes to replace with the required 6-foot PVC fence with an existing chain link fence located on the northern property boundary with the county park. The applicant also proposes an additional vegetated screening along the northern 50-foot buffer area consisting of the following which shall be conditioned, if approved.

- Evergreen plants, at the time of planting, shall be four feet in height;
- Chain link fence shall be six feet in height;
- Lawn, low-growing evergreen plant, evergreen ground cover, and mulch covering the balance of the buffer;
- A row of evergreen shade trees which are not less than ten feet in height at the time of planting, a minimum of two-inch caliper, and are spaced not more than twenty feet apart. The trees shall be planted staggered within ten to twenty feet of the property line.

The applicant is seeking a waiver to Table 6.01.01 Endnote 8 which requires a 2-foot increased setback for every 1 foot of structure height over 20 feet. Staff finds the waiver approvable with the additional conditions providing an enhanced vegetative buffer.

A 12-inch water main exists approximately 55 feet from the site and is located within the east right-of-way of County Road 579. A 4-inch wastewater force main exists adjacent to the site and is located within the north right-of-way of Fillmore Avenue.

As County Road (CR) 579 is a substandard rural roadway, the developer will be required to make certain improvements to County Road (CR) 579 consistent with the Design Exception allowing for:

- 11-foot lane widths, and
- Construction of \pm 1,400 feet of sidewalk on the east side of Mango Road between the Walmart and Publix commercial plaza and Clay Pit Road.

The applicant states, that the deviation from County TS-7 standards in regard to the lack of sidewalks on both sides of the road is a significant concern in regard to the development of a residential use in close proximity to (a) an urban corridor (i.e., Dr. Martin Luther King Jr. Boulevard), (b) commercial land uses such as the Wal-Mart & Publix commercial plaza, and (c) recreational land uses such as the Mango Recreation Center.

The purpose of the Planned Development District is to allow flexibility in certain site development standards in order to achieve creative, innovative development, to be determined on a case-by-case basis. Hillsborough County, Comprehensive Plan Policy 1.4 defines compatibility as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility refers to the sensitivity of development proposals in maintaining the character of existing development.

5.2 Recommendation

Given the overall compatibility of the proposed use with the adjacent uses and with the church on the site and the applicant's proposed measures to mitigate impacts to the adjacent properties, staff finds the overall request approvable.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted July 25, 2022. Previous conditions not carried forward are shown as strikethrough, and new conditions are shown as underlined.

1. The project shall developed with a maximum 140 unit, 4 story, apartment building with clubroom courtyard for elderly residents will be located as depicted on the PD General Site Plan. The existing Institutional Use (Church) and support residence comprise the second use of the PD General Site Plan.
2. The Improvement shall be developed in accordance with RMC-9 development standards with the exception of the following:

Maximum Building Height:	45 <u>55</u> feet*
Minimum Landscape Buffer at Western Boundary:	5 feet
Minimum Landscape Buffer at Northern Boundary:	5 feet
Minimum Rear Yard Setback from Building to West Buffer:	65 feet
Minimum Side Yard Setback from Building to North Buffer:	45 feet**

~~* Additional requirement of 2-foot setback for every foot of structure height above 20 feet shall apply per Endnote 8 of LDC Table 6.01.01~~

*If the height of the residential building is over 45 feet, the residential building shall be developed with a pitched roof, and the roof shall have a minimum pitch of 3/12.

~~** Additional requirement of 2-foot setback for every foot above 20 feet shall not apply. A 50-foot setback would be required, 45 feet is provided.~~


3. Screening along the west boundary as depicted on the site plan from Fillmore Avenue to northern boundary will be a 6-foot precast concrete wall and a row of evergreen shade trees a minimum of two-inch caliper which are not less than ten feet in height at the time of planting, and are spaced not more than twenty feet apart. Screening along the northern boundary will start at the northwest corner of the site and continue to the start of the curve of the sidewalk adjacent to eastern side of the improvement and will consist of a 6-foot PVC chain link fence.

3.1 The proposed modified buffer along the north property boundary shall consist of the following:

- Evergreen plants, at the time of planting, shall be four feet in height;
- Chain link fence six feet in height;
 - Existing chain link fence may be used.
- Lawn, low-growing evergreen plant, evergreen ground cover, and mulch covering the balance of the buffer;
- A row of evergreen shade trees a minimum of two-inch caliper which are not less than ten feet in height at the time of planting, and are spaced not more than twenty feet apart. The trees shall be planted staggered ten to twenty feet of the property line.

4. The existing church and supporting structures will remain as the nonresidential component of the PD Site Plan. Any changes to the plan will be subject to the requirements of LDC Section 5.03.07 5.
5. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
6. If PRS 22-0941 is approved, the County Engineer will approve a Design Exception (dated July 7, 2022) which was found approvable by the County Engineer (on July 11, 2022) for County Road (CR) 579 substandard road improvements. As County Road (CR) 579 is a substandard rural roadway, the developer will be required to make certain improvements to County Road (CR) 579 consistent with the Design Exception allowing for:
 - a) 11-foot lane widths, and
 - b) Construction of ± 1,400 feet of sidewalk on the east side of Mango Road between the Wal-Mart and Publix commercial plaza and Clay Pit Road.
- ~~6. As County Road (CR) 579 is a substandard arterial roadway, the developer shall improve the roadway, between the project's northernmost access and E. MLK Blvd., to current County standards as a TS 4 or TS 7 roadway.~~
- ~~7. Substandard road improvements on CR 579 may necessitate the developer to dedicate and convey and/or otherwise acquire additional right-of-way to Hillsborough County.~~
- ~~8~~7. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve +/- 185 feet of right-of-way along its CR 579 frontage, such that a minimum of 55 feet is preserve west of the predominate right-of-way centerline as measured from the portion of the CR 579 corridor south of the site. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans and building setbacks shall be calculated form the future right-of-way line.
- ~~9~~8. The project shall have two (2) access connections to CR 579 and one (1) access connection to Fillmore Ave. Such connections shall remain ungated.
- ~~10~~9. 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.
- ~~11~~10. Notwithstanding anything shown on the site plan, the applicant is required to meet Hillsborough County Land Development Code (LDC) Section 6 "Design standards and Improvements Requirements", interconnectivity requirements and Hillsborough County Transportation Technical Manual (TTM) requirements.
- ~~12~~11. 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.

- ~~12~~12. The construction and location of any proposed environmental impacts are not approved by this review, but shall be considered by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code (LDC).
- ~~13~~13. 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.
- ~~14~~14. 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.
- 15. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:	 <small>J. Brian Grady Sun Aug 7 2022 10:58:25</small>
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SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary building permits for on-site structures.

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 8/02/2022
REVISED: 8/03/2022

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: SM/ Central

PETITION NO: PRS 22-0941

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

CONDITIONS OF APPROVAL

REVISED:

- 2. ~~As County Road (CR) 579 is a substandard arterial roadway, the developer shall improve the roadway, between the project's northernmost access and E. MLK Blvd., to current County standards as a TS-4 or TS-7 roadway.~~

~~Substandard road improvements on CR 579 may necessitate the developer to dedicate and convey and/or otherwise acquire additional right-of-way to Hillsborough County.~~

If PRS 22-0941 is approved, the County Engineer will approve a Design Exception (dated July 7, 2022) which was found approvable by the County Engineer (on July 11, 2022) for County Road (CR) 579 substandard road improvements. As County Road (CR) 579 is a substandard rural roadway, the developer will be required to make certain improvements to County Road (CR) 579 consistent with the Design Exception allowing for:

- a. 11-foot lane widths, and
 - b. Construction of ± 1,400 feet of sidewalk on the east side of Mango Road between the Wal-Mart and Publix commercial plaza and Clay Pit Road.
8. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve +/- ~~5~~18 feet of right-of-way along its CR 579 frontage, such that a minimum of 55 feet is preserved west of the predominate right-of-way centerline as measured from the portion of the CR 579 corridor south of the site. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans and building setbacks shall be calculated from the future right-of-way line.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Personal Appearance (PRS) modification to PD 21-0297 to allow for a design exception to required substandard roadway improvements to County Road (CR) 579. The approved PD consists of one parcel, totaling +/- 19.4 ac., allowing 1 single-family dwelling unit (accessory to the church and used as a church leader’s residence), 140 multi-family dwelling units, and a 36,005 s.f. church.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis at the time of the PD rezoning. Staff has prepared a trip generation estimate based on the approved PD zoning entitlements, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition.

Approved Uses: (Option 1):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 140 Multi-Family Dwelling Units (ITE LUC 221)	762	50	62
PD, 35,000 s.f. Church (ITE LUC 560)	243	12	17
PD, 1 Single-Family Detached Dwelling Unit (ITE LUC 210)	9	1	1
Total:	1,014	63	80

The proposed minor modification is not proposing to change the land use or intensity; therefore, will not result in an increase in potential trips.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

CR 579 (Mango Rd.)

CR 579 is a 2-lane, undivided, publicly maintained, substandard, rural arterial roadway characterized by +/- 11-foot wide travel lanes in average condition. The roadway lies within +/- 62-foot wide right-of-way along the project’s frontage. There are +/- 5-foot wide bicycle facilities (on paved shoulders) in the vicinity of the proposed project. There are +/- 5 and 6-foot wide sidewalks along portions of both sides of CR 579. in the vicinity of the proposed project.

Pursuant to the Hillsborough County Transportation Technical Manual, a rural roadway shall meet the typical section TS-7 standard. TS-7 standard includes 12-foot-wide lanes, 8-foot shoulders with 5 foot paved, and 5-foot wide sidewalks on both sides and swales within a minimum of 96 feet of right-of-way.

The applicant is requesting a design exception to allow 11-foot travel lanes and construction of +/-1,400 feet of sidewalk on the east side of Mango Road between the Wal-Mart & Publix commercial plaza and Clay Pit Rd. in lieu of improving the roadway to standard. See the Design Exception request section below for additional detail.

CR 579 is identified in the County Corridor Preservation Plan as a future 4-lane roadway. The applicant is proposing to revise the current conditions of approval to establish right-of-way preservation to increase the +/-5 feet of preservation area along the project frontage to +/-18feet.

Fillmore Ave.

Fillmore Ave. is a 2-lane, undivided, publicly maintained, local roadway characterized by +/- 10-foot wide travel lanes in average condition. The roadway lies within a 50-foot wide right-of-way. There are no bicycle facilities present along Fillmore Ave. There are +/- 5-foot wide sidewalks along both sides of Fillmore Ave. in the vicinity of the proposed project.

SITE ACCESS AND CONNECTIVITY

There are two (2) existing driveway connections to CR 579 serving the church. The applicant is proposing an additional connection to Filmore Ave. (along the western project boundary).

REQUESTED DESIGN EXCEPTION: COUNTY ROAD (CR) 579

As County Road (CR) 579 is a substandard rural arterial roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request for County Road (CR) 579 (July 7, 2022) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on July 11, 2022). The developer will be required to make certain improvements to County Road (CR) 579, consistent with the Design Exception including:

- a. 11-foot lane widths, and
- b. Construction of ± 1,400 feet of sidewalk on the east side of Mango Road between the Wal-Mart and Publix commercial plaza and Clay Pit Road.

If this zoning is approved, the County Engineer will approve the Design Exception request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
CR 579	MLK Blvd.	US 92	D	C

Source: Hillsborough County 2019 Level of Service Report.

Perez, Richard

From: Williams, Michael
Sent: Monday, July 11, 2022 6:23 PM
To: Michael D. Raysor (mdr@raysor-transportation.com)
Cc: Braulio Grajales; kprofet@hpe-fl.com; Tirado, Sheida; Lampkin, Timothy; Perez, Richard; Steady, Alex; PW-CEIntake
Subject: FW: PRS 22-0941 - Design Exception Review
Attachments: 22-0941 Rev DEReq 07-08-22.pdf

Mike,

I have found the attached Design Exception (DE) for PD 22-0941 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my County staff 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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Please note: All correspondence to or from this office is subject to Florida's Public Records law.

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Friday, July 8, 2022 6:14 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: PRS 22-0941 - Design Exception Review

Hello Mike,

The Attached DE is approvable to me, please include the following people in your email:

mdr@raysor-transportation.com
bgrajales@hpe-fl.com
kprofet@hpe-fl.com
LampkinT@hillsboroughcounty.org
PerezRL@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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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, May 23, 2022 3:48 PM
To: 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>; Holman, Emily - PUD <HolmanE@HillsboroughCounty.ORG>; Hummel, Christina <HummelC@hillsboroughcounty.org>; James Hamilton <jkhamilton@tecoenergy.com>; 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>; 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>; 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@tampairport.com>; Turbiville, John (Forest) <TurbivilleJ@HillsboroughCounty.ORG>; Woodard, Sterlin <Woodard@epchc.org>; Yeneka Mills <millsy@plancom.org>

Cc: Grady, Brian <GradyB@HillsboroughCounty.ORG>; Vazquez, Bianca <VazquezB@hillsboroughcounty.org>; Padron, Ingrid <PadronI@hillsboroughcounty.org>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>; Williams, Michael <WilliamsM@HillsboroughCounty.ORG>

Subject: RE PRS 22-0941

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: Brian Grady

Contact: gradyb@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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DEVELOPMENT SERVICES DEPARTMENT

PO Box 1110, Tampa, FL 33601-1110
813-635-5400 | Fax: (813) 272-5811

SUBJECT: APPROVAL COVER LETTER DESIGN EXCEPTION DESIGN DEVIATION MEMORANDUM

TO: Michael J. Williams
County Engineer

DATE: July 7, 2022 (Revision #1)

County Street Name and/or Road Number: Mango Road
Project Description (limits): Dr. MLK Jr. Blvd to Clay Pit Road
Project Identification Number: _____
Context-Based Classification: _____

TYPE OF CONSTRUCTION: (check all that apply)

- Residential Subdivision Commercial Subdivision Private Property

DESIGN EXCEPTION FOR THE FOLLOWING ELEMENT: (check one)

- Design Speed Horizontal Curve Radius Maximum Grade Design Loading Structural Capacity
 Lane Widths Superelevation Rate Cross Slope
 Shoulder Widths Stopping Sight Distance Vertical Clearance

DESIGN DEVIATION MEMORANDUM FOR THE FOLLOWING ELEMENT:

Include statement identifying location, project limits, key controlling criteria, existing roadway characteristics, and required criteria versus proposed criteria:

A DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) is requested in association with rezoning & development permitting for the "Casa di Francesco" project.

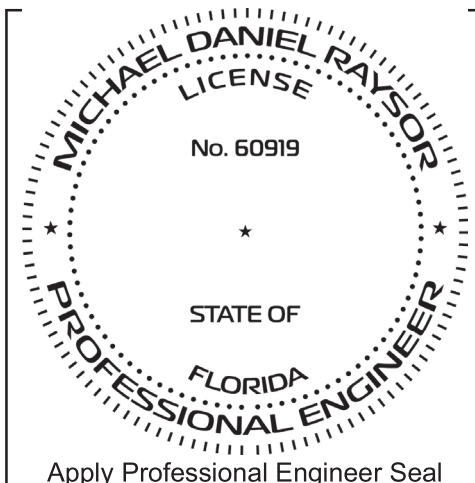
Refer to attached Casa di Francesco / Mango Road Design Exception document (07/07/22) for details.

Attach all supporting documentation to this form in accordance with Section 1.7 of the Transportation Technical Manual for Subdivision and Site Development Projects.

SIGNATURES AND APPROVALS:

Recommended by / Date:

Michael Raysor
Digitally signed by Michael Raysor
Date: 2022.07.07 23:32:53 -04'00'
Responsible Professional Engineer



Approved by / Date:
(For Design Exceptions Only)

Michael J. Williams, Professional Engineer. County Engineer



July 7, 2022 (Revision No. 1)

Michael J. Williams, P.E.
County Engineer
Director, Development Review Division
Hillsborough County Development Services
601 East Kennedy Boulevard
Tampa, Florida 33602

**SUBJECT: CASA DI FRANCESCO
MANGO ROAD DESIGN EXCEPTION
MINOR MODIFICATION PD 22-0941
FOLIO No. 064833-0100**

Dear Mr. Williams,

This letter documents a request for a DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) in association with rezoning & development permitting for “CASA DI FRANCESCO”.

INTRODUCTION

The “CASA DI FRANCESCO” project is located at 4450 Mango Road in Hillsborough County, Florida; on the west side of Mango Road (CR-579), approximately 0.30 miles north of Dr. Martin Luther King Jr. Boulevard (SR-574). Refer to **ATTACHMENT A** for the project site location map. The project is proposed for the development of a 140 unit four-story apartment building, with site access planned via two existing driveway connections, one to Mango Road and a secondary access to adjacent residential via Fillmore Avenue. Refer to **ATTACHMENT B** for the project site PD plan.

Pursuant to LDC §6.04.03.L, the following is applicable to Mango Road in regard to the subject project:

Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.

Per Local Functional Classification Map, Mango Road is an arterial roadway. A DESIGN EXCEPTION is requested for relief from the above-referenced requirement to improve Mango Road to meet current roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of zoning approval for the subject project; where in lieu of meeting the full TS-7 typical section, alternative mitigation is proposed. The County typical section for a two-lane undivided rural collector roadway (TS-7) is provided as **ATTACHMENT C**.

Mango Road is a two-lane undivided County collector roadway with a rural cross section, which is approximately ½ mile in length between its signalized intersections with Dr. Martin Luther King Jr. Boulevard and Clay Pit Road. Within the referenced limits, Mango Road has an existing right-of-way width that varies between (a) ± 100 feet between Dr. Martin Luther King Jr. Boulevard and Terry Lane (i.e., along Wal-Mart & Publix commercial plaza frontage), (b) ± 60 feet between Terry Lane and the Mango Recreation Center, and (c) ± 65 feet along the Mango Recreation Center frontage to Clay Pit Road. It is noted that the reported right-of-way widths are approximate, as measured from the *Hillsborough County Property Appraiser* website.



MANGO ROAD | TRAFFIC VOLUMES

Traffic volumes for Mango Road were identified as follows:

- Existing peak hour traffic volumes were identified from traffic counts adjusted to reflect peak season conditions; resulting in AM peak hour volumes of ± 850 vph and PM peak hour volumes of $\pm 1,250$ vph. The referenced existing traffic volumes are documented in **ATTACHMENT D**.
- Existing daily traffic volumes were estimated using FDOT's standard planning analysis hour factor (K-factor) of 9.0 applied to the PM peak hour volumes, resulting in a daily traffic volume estimate of $\pm 14,000$ vpd
- Project generated traffic volumes were identified using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th edition) as documented in the TRAFFIC IMPACT STUDY (*dated 5/17/21*) prepared for the project and documented herein as **ATTACHMENT E**. The resulting AM peak hour project traffic on Mango Road was estimated as 33 vph north of the site and 21 vph south of the site, with the resulting PM peak hour project traffic on Mango Road estimated as 41 vph north of the site and 27 vph south of the site. Daily project generated traffic volumes are estimated as 540 vpd north of the site and 344 vpd south of the site; calculated using the peak hour distribution of project traffic as applied to the daily trip generation estimate.
- The sum of the existing traffic volumes and project generated traffic volumes result in the following total traffic volumes for Mango Road:
 - **AM PEAK HOUR TOTAL TRAFFIC:** ± 880 vph *north of the project site*
 ± 870 vph *south of the project site*
 - **PM PEAK HOUR TOTAL TRAFFIC:** $\pm 1,290$ vph *north of the project site*
 $\pm 1,280$ vph *south of the project site*
 - **DAILY TOTAL TRAFFIC:** $\pm 14,540$ vpd *north of the project site*
 $\pm 14,350$ vpd *south of the project site*

MANGO ROAD | ROADWAY CHARACTERISTICS

An inventory of roadway characteristics was compiled for Mango Road, as summarized below and further documented in **ATTACHMENT F**. The reported measurements were undertaken on Mango Road proximate to the subject project site.

SPEED LIMIT: The posted speed limit for Mango Road was identified as 45 mph. Thus, pursuant to Hillsborough County Transportation Design Bulletin 21-01, which documents the County's adoption of Design Speed to be set to equal Posted Speed, the design speed for the subject segment of Mango Road is also 45 mph.

LANE WIDTH: The lane width for Mango Road was identified as 11 feet. This finding indicates that Mango Road exhibits a substandard lane width in consideration of the TS-7 typical section, which requires 12-foot lanes.



SHOULDER WIDTH: Mango Road has \pm 5-foot paved shoulders from the Wal-Mart & Publix site northward to Clay Pit Road; where the Mango Road typical section transitions to curb & gutter along the Wal-Mart & Publix commercial plaza frontage, southward to Dr. Martin Luther King Jr. Boulevard. This finding indicates that Mango Road exhibits standard shoulder conditions in consideration of the TS-7 typical section, which requires 5-foot paved shoulders (for non-curbed sections).

SIDEWALK: Mango Road has sidewalks on both sides of the road from Dr. Martin Luther King Jr. Boulevard to the northern limits of the Wal-Mart & Publix commercial plaza, at which point only the sidewalk located on the west side of Mango Road continues northward to Clay Pit Road, leaving an approximate \pm 1,400 foot gap in the sidewalk on the east side of Mango Road (i.e., between the Wal-Mart & Publix commercial plaza and Clay Pit Road). This finding indicates that Mango Road exhibits substandard sidewalk conditions in consideration of the TS-7 typical section, which requires 5-foot sidewalks on both sides of the road.

SIDE SLOPE: The side slopes for Mango Road were identified as 1:10 or flatter on the west side of the road and 1:6 or flatter on the east side of the road. This finding indicates that Mango Road exhibits standard side slopes in consideration of the TS-7 typical section, which limits the maximum slope to 1:4.

CLEAR ZONE: The clear zones for Mango Road were identified as \pm 14 feet on both sides of the road. This finding indicates that Mango Road exhibits standard clear zones in consideration of FDOT's Design Manual, which requires a clear zone of 14 feet for existing roadways with a design speed of 45 mph.

MANGO ROAD | CRASH HISTORY

An evaluation of crash data was conducted for the segment of Mango Road between Dr. Martin Luther King Jr. Boulevard and Clay Pit Road. Crash data was extracted from the Hillsborough County Crash Data Management System for the prior 5 year period, from 4/1/17 through 3/31/22. During that period, 15 crashes were identified to occur within the referenced limits. Refer to **ATTACHMENT G** for documentation of the crash evaluation.

The referenced crashes do not exhibit any particular pattern, and were all caused by either environmental factors and/or driver error; where none of the crashes were found to be associated with substandard roadway conditions. Thus, it is concluded that the substandard roadway conditions identified for Mango Road have not historically contributed to a safety deficiency, as evidenced by a lack of crashes attributable to those substandard conditions. Further, the referenced crash history does not exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project.

SUBSTANDARD ROAD MITIGATION

The deviation from County TS-7 standards in regard to lane width does not adversely impact the provision of safe and efficient traffic operating conditions, as pursuant to AASHTO's *A Policy on Geometric Design of Highways and Streets* (2018), the current pavement width of 22 feet (lane width of 11 feet) meets the minimum pavement width of 22 feet, as applicable to Mango Road. Refer to **ATTACHMENT H** for supporting information from AASHTO's *A Policy on Geometric Design of Streets & Highway*.

The deviation from County TS-7 standards in regard to the lack of sidewalks on both sides of the road is a significant concern in regard to the development of a residential use in close proximity to (a) an urban corridor (i.e., Dr. Martin Luther King Jr. Boulevard), (b) commercial land uses such as the Wal-Mart & Publix commercial plaza, and (c) recreational land uses such as the Mango Recreation Center.



MICHAEL J. WILLIAMS, P.E.
CASA DI FRANCESCO | MANGO ROAD DESIGN EXCEPTION
JULY 7, 2022 (REVISION NO. 1)
PAGE 4 OF 4

Therefore, the Applicant proposes to construct ± 1,400 feet of sidewalk on the east side of Mango Road between the Wal-Mart & Publix commercial plaza and Clay Pit Road, as shown in **ATTACHMENT I**. This improvement would result in sidewalks on both sides of Mango Road, continuously between Dr. Martin Luther King Jr. Boulevard and Clay Pit Road.

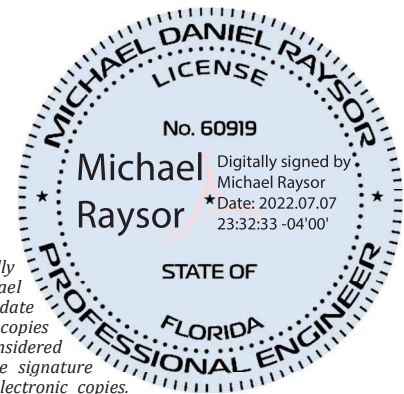
In addition, the applicant is preserving ± 18 feet of right-of-way along their Mango Road frontage in accordance with the Hillsborough County Corridor Preservation Plan, as shown on the PD Minor Modification Plan provided as **ATTACHMENT J**.

The foregoing documents a request for a DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with rezoning & development permitting for the “CASA DI FRANCESCO” project.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President

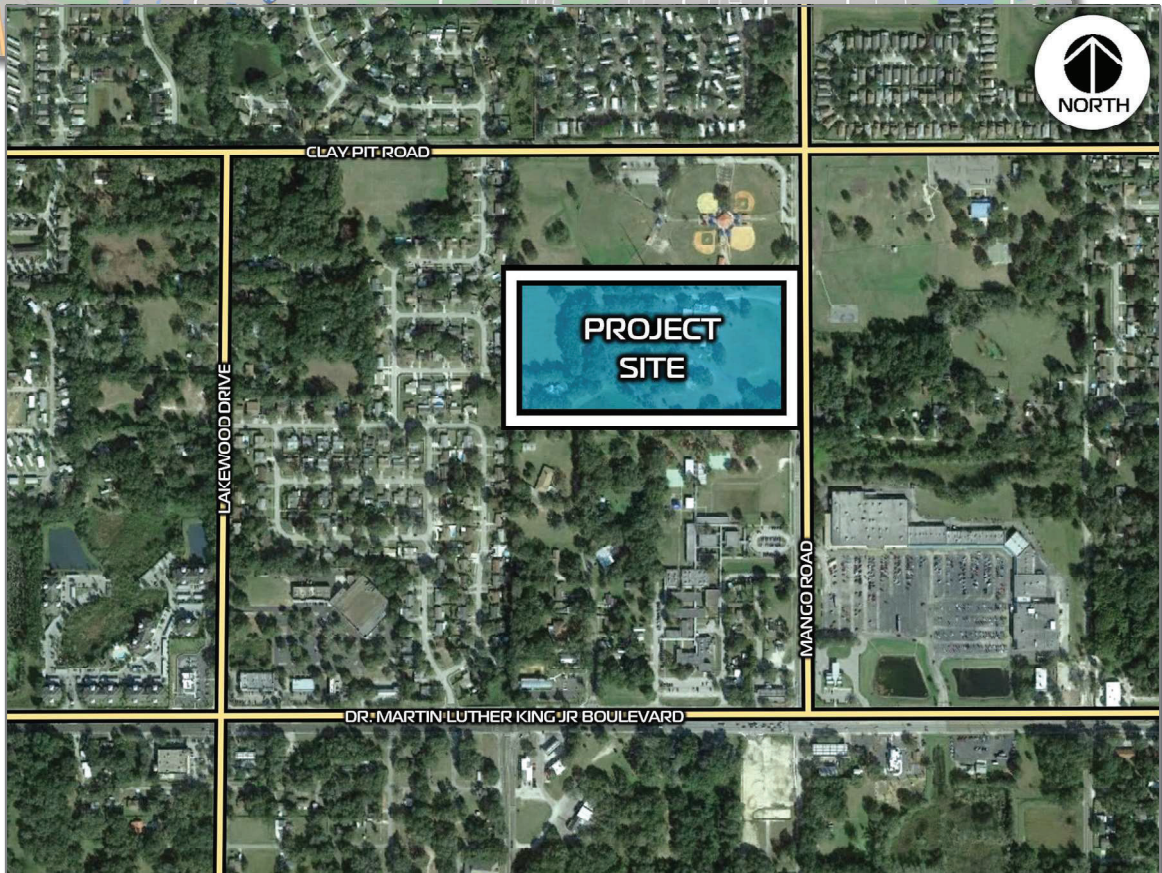
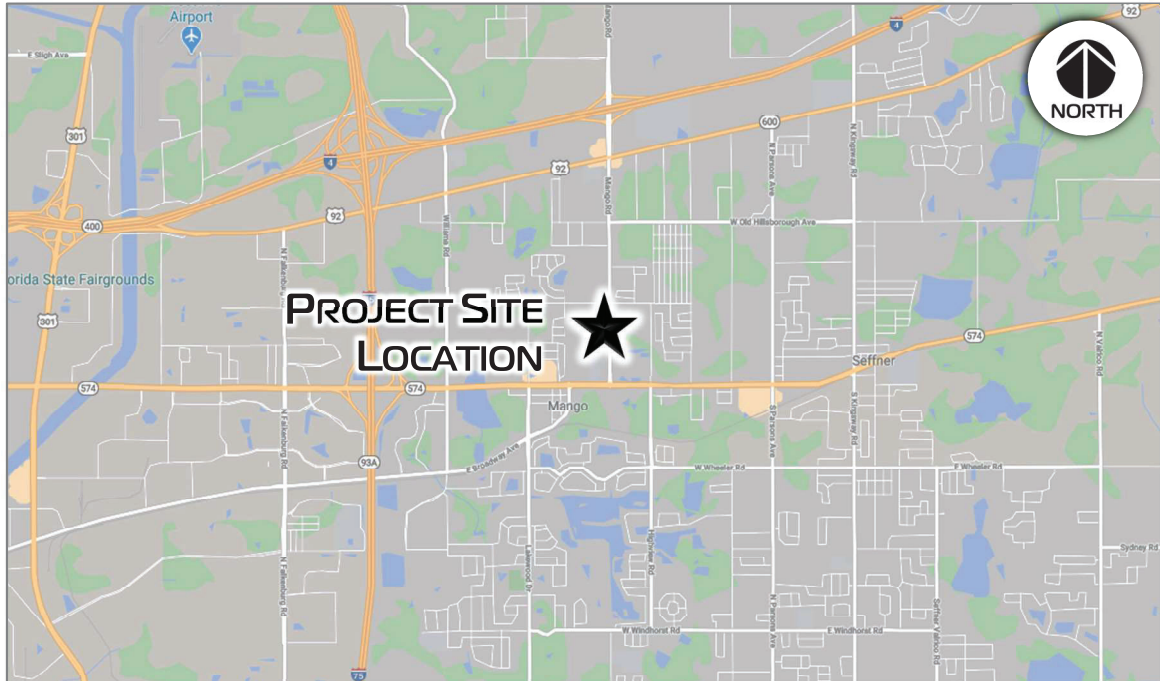


This item has been digitally signed and sealed by Michael Daniel Raysor P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

ATTACHMENT A



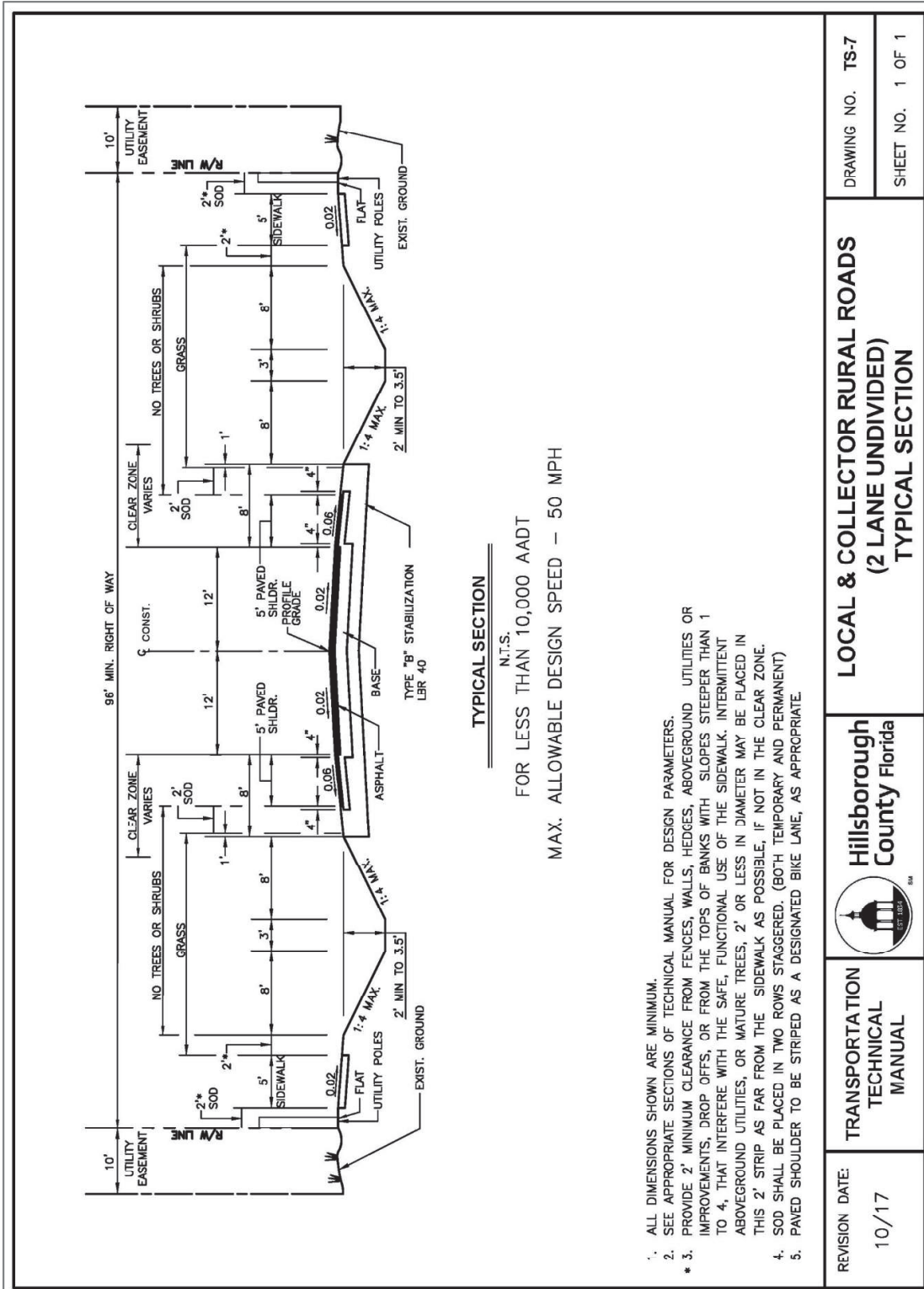
CASA DI FRANCESCO Project Site Location Map



ATTACHMENT C



CASA DI FRANCESCO
Hillsborough County TS-7 Typical Section



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.

REVISION DATE: 10/17		LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-7 SHEET NO. 1 OF 1
-------------------------	--	---	--------------------------------------

ATTACHMENT D



CASA DI FRANCESCO Mango Road Existing Traffic Volumes

RAYSOR Transportation Consulting
TECHNICAL MEMORANDUM

To: BLUE SKY COMMUNITIES, LLC
5300 W. CYPRESS STREET, SUITE 200
TAMPA, FLORIDA 33607

From: MICHAEL D. BAYSON, P.E.
RAYSOR TRANSPORTATION CONSULTING, LLC

Subject: ST. FRANCIS OF ASSISI APARTMENTS
TRAFFIC IMPACT STUDY

Date: MAY 17, 2023 (REVISION No. 1)

This document has been digitally signed and sealed by Michael Daniel Bayson, P.E. for the use of the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

1.0 | INTRODUCTION

This technical memorandum documents a TRAFFIC IMPACT STUDY undertaken in association with a Planned Development (PD) rezoning for the proposed "St. Francis of Assisi Apartments" project, located in Hillsborough County, Florida. The parcel that is the subject of the Planned Development (PD) rezoning modification is identified as Hillsborough County Folio no. 064833-0100 (the Mango Road), as shown in Figure 1.0. The subject and a ± 5,000 square foot residential building. The a 140 unit four-story apartment building. Access connections to Mango Road, where the proposed driveway connection. In addition, a westerly site PD Modification. Refer to Figure 2.0 for the concept.

2.0 | PROJECT SITE TRIP GENERATION

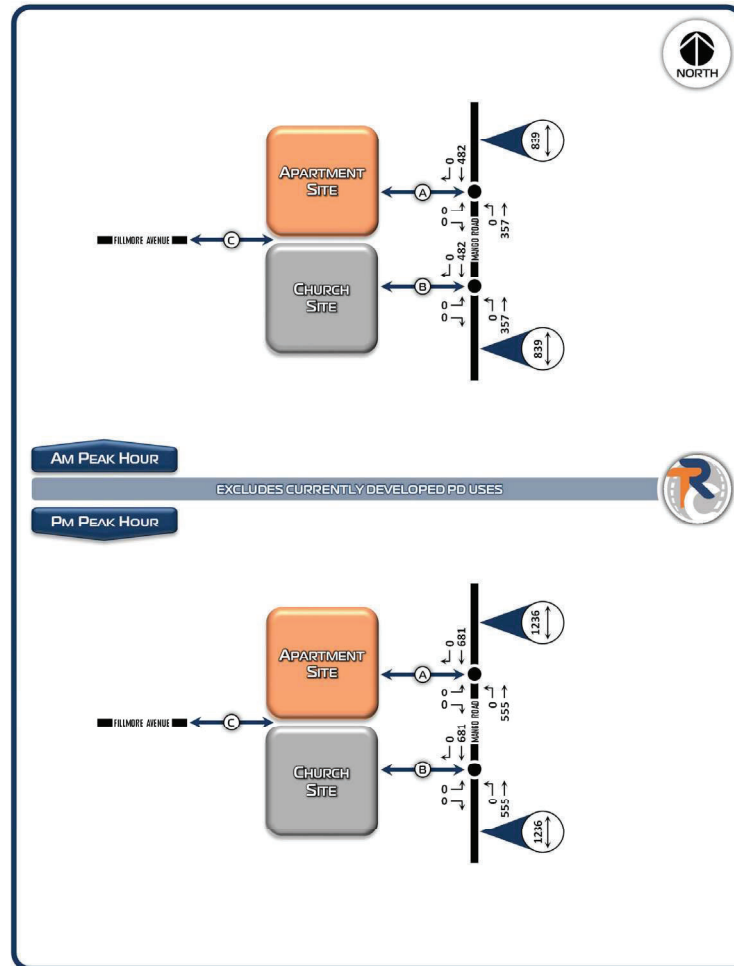
The daily and peak hour trip generation for the project is identified in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Table 1.0. The distribution of project generated roadway connectivity; with specific consideration for the 7,000 feet northerly and the 1.75 & 8.5R distribution & assignment of project generated trip.

3.0 | STUDY AREA & ANALYSIS SCENARIOS

The study area for this analysis was determined based on the location of the project, the adjacent segment of Mango Road, and (b) the adjacent segment of Mango Road of 2023, therefore 2023 was used as the analysis year.

19046 BRUCE B. DOWNS BOULEVARD | SUITE 308 ■ TAMPA, FLORIDA | 33647 ■ (813) 625-1699 ■ WWW.RAYSOR-TRANSPORTATION.COM

FIGURE 4.0 | CURRENT PEAK HOUR TRAFFIC VOLUMES



ATTACHMENT F



CASA DI FRANCESCO
Mango Road Photographs



MANGO ROAD | PROXIMATE TO PROJECT SITE | LOOKING NORTH



MANGO ROAD | PROXIMATE TO PROJECT SITE | LOOKING SOUTH

ATTACHMENT G



CASA DI FRANCESCO Crash Data Evaluation (1 of 16)

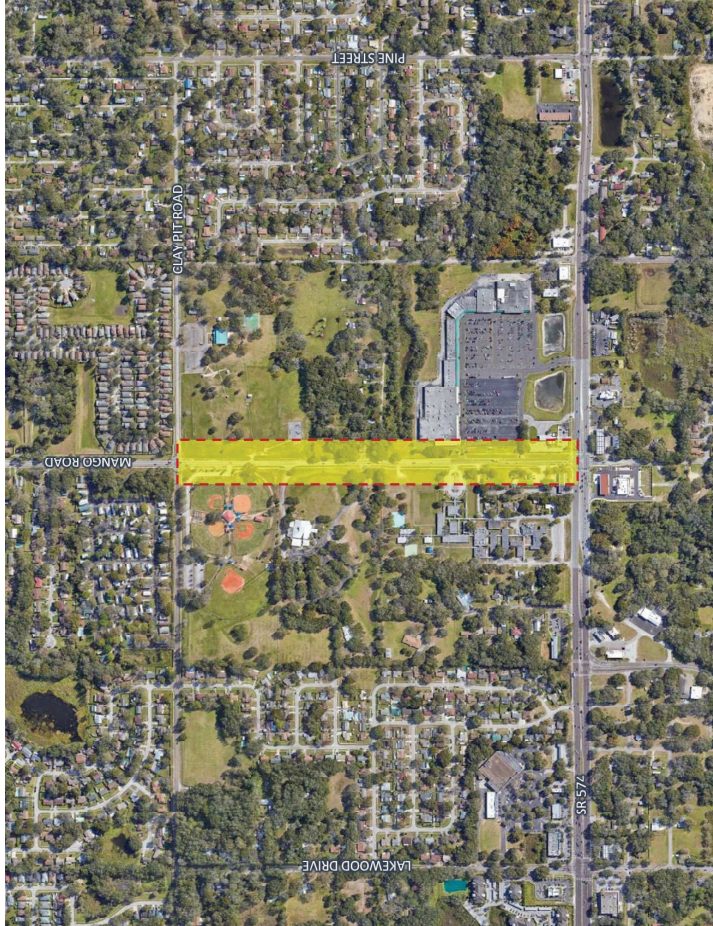
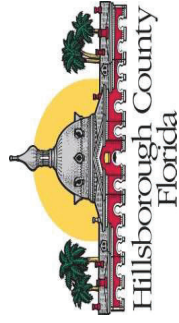
5 Year Crash Report

CDMS - Crash Data Management System

Report Memo:
Mango Road from Clay Pitt Road to
Dr. M.K. Jr. Blvd (4/1/17 to 3/31/22)

Selections used to generate this report:
Date Range: 4/1/2017 - 3/31/2022
Saved Area 1 - 82.30238686027401,27.98775033705341 - 82.3014000047662,27.9888665494028427

Report Memo:
Mango Road from Clay Pit Road to
Dr. MLK Jr. Blvd (4/1/17 to 3/31/22)



Selections used to generate this report:

Date Range: 4/1/2017 - 3/31/2022
Saved Area 1: -82.30258665021401, 27.98175030705341, -82.3019000047062, 27.988685494028427

5 Year Crash Report

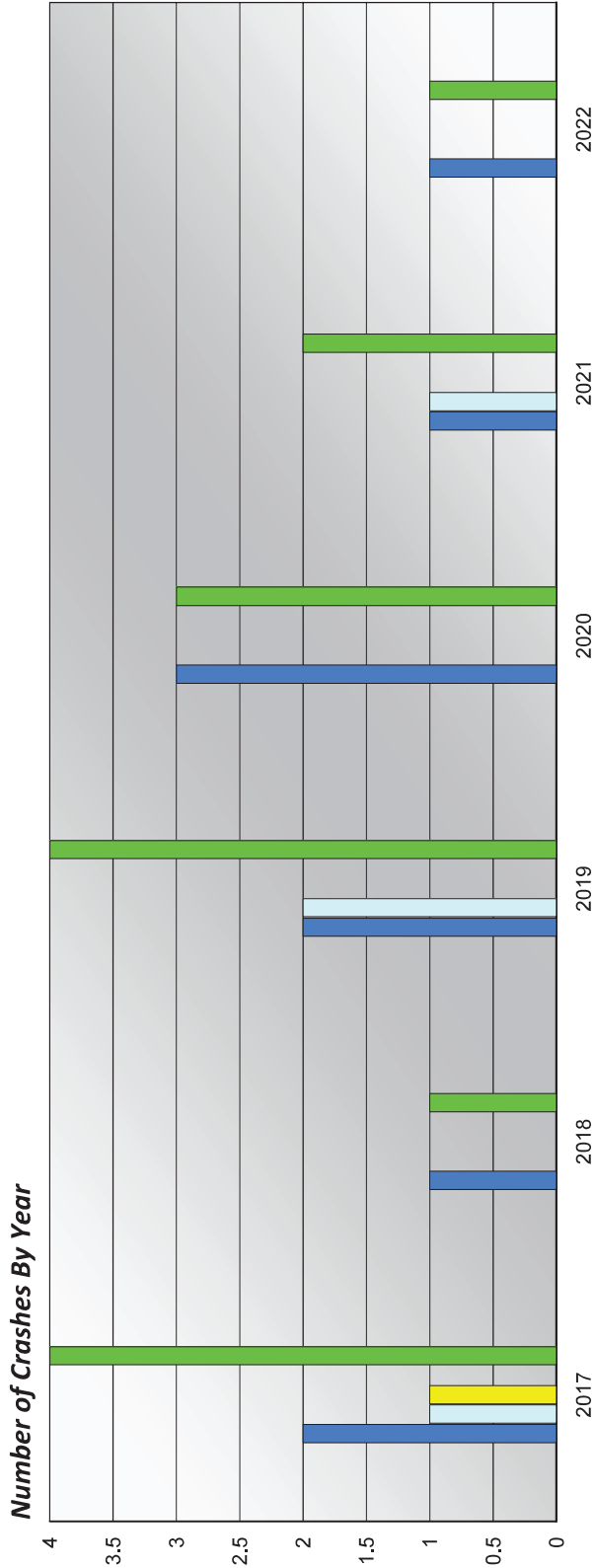
CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.	
04/08/2017 to 01/19/2022		15	0	1	0	0	0	2	0	0	0	0	0	9	4	2	
Intersection Summary																	
Top 40 Report																	
Click for Drill Down																	
SR 574 @ LEMON AVE		7	0	1													
CR 579 @ BROWNE DR		2	0	0													
CR 579 @ TERRY LN		2	0	0													
CR 579 @ CLAY PIT RD		1	0	0													
Strategic Highway Safety Plan																	
Crash Type																	
Injury Severity																	
Ped and Bike																	
Motorcycle																	
Angles																	
Head On																	
Intoxication																	
Speeding																	
Run Control																	
Vul. Users																	
Agr. Driving																	
Lane Depart																	
At Int.																	
Motor Cycle																	
Impaired																	
Aging Driver 65+																	
Teen Driver 15-19																	
Distract Driving																	
At Int.																	
Lane Depart																	
Speed Agr. Driving																	
No Restraint																	
Work Zone																	
Comm. Veh.																	
Head On																	
Right Turn																	
Left Turn																	
Angle																	
Bike																	
Ped																	
Possible Injury																	
Non Incap																	
Incap																	
Fatal Crashes																	
Total Injuries																	
Total Fatalities																	
Total Crashes																	

5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range: 04/08/2017 to 01/19/2022
 Crashes: 15 Fatalities: 0 Injuries: 1 Peds: 0 Bike: 0 Motorcycle: 0 Angles: 2 Head On: 0 Intoxication: 0 Speeding: 0 Run Control: 0 Vol. Users: 0 Agr. Driving: 9 Lane Depart: 4 At Int.: 2



Breakdown of Crashes by Year

	2017	2018	2019	2020	2021	2022
PDO	2	1	2	3	1	1
Possible Injury	1	0	2	0	1	0
Injury Crashes	1	0	0	0	0	0
Total Crashes	4	1	4	3	2	1

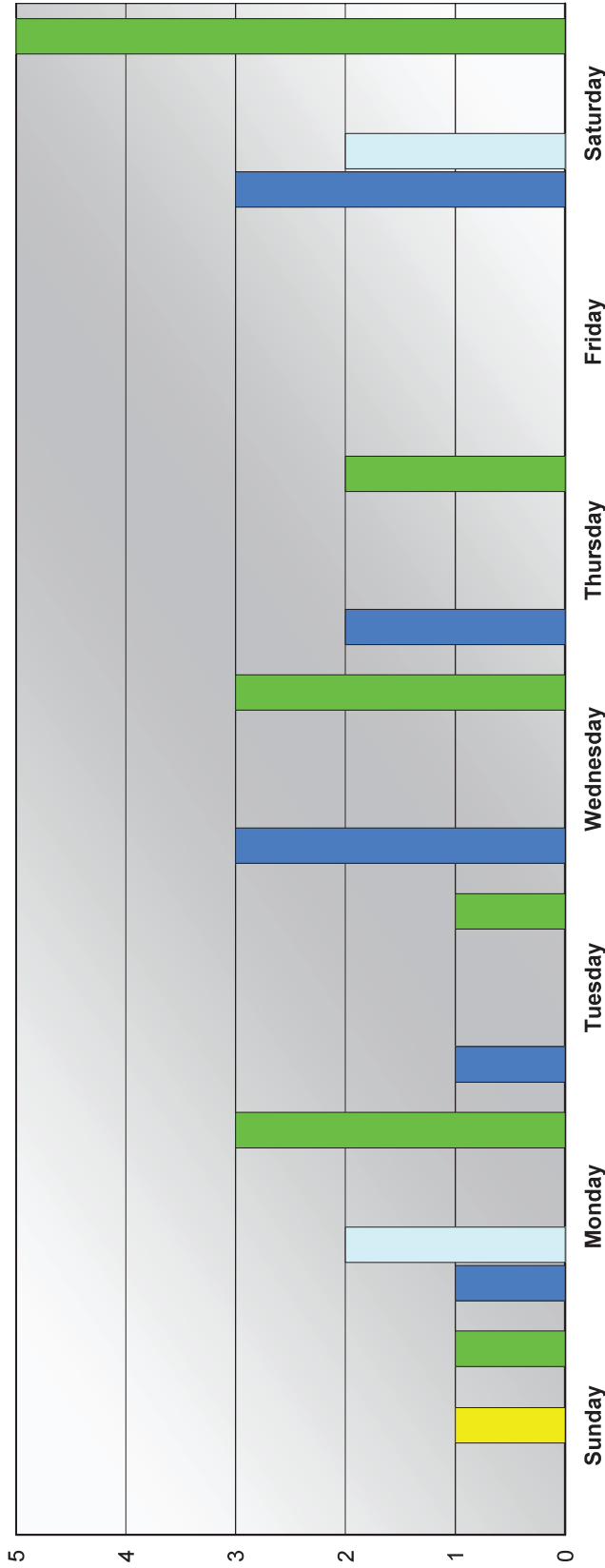
5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range: 04/08/2017 to 01/19/2022

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Number of Crashes by Day of Week



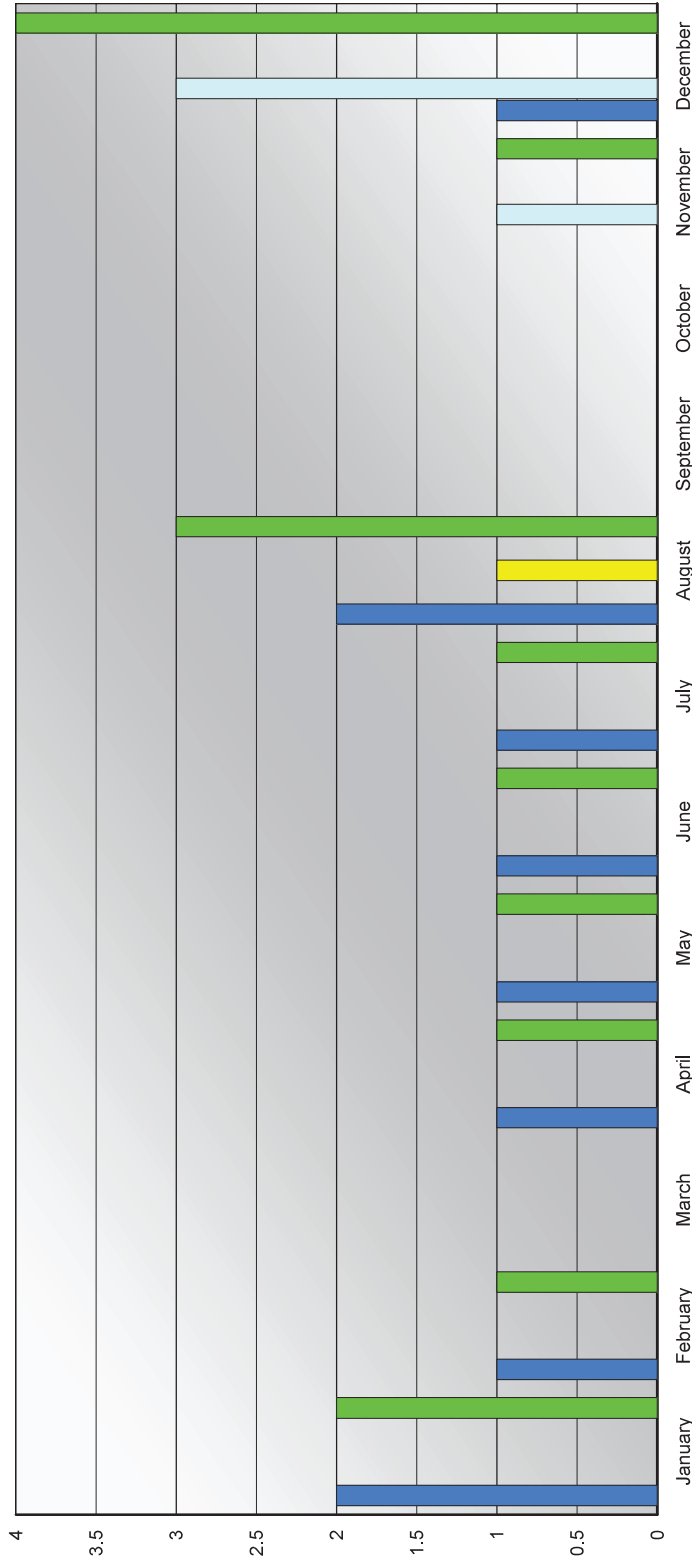
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	0	1	1	3	2	0	3	10
Possible Injury	0	2	0	0	0	0	2	4
Injury Crashes	1	0	0	0	0	0	0	1
Others	0	0	0	0	0	0	0	0
Total Crashes	1	3	1	3	2	0	5	15

5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Number of Crashes by Month



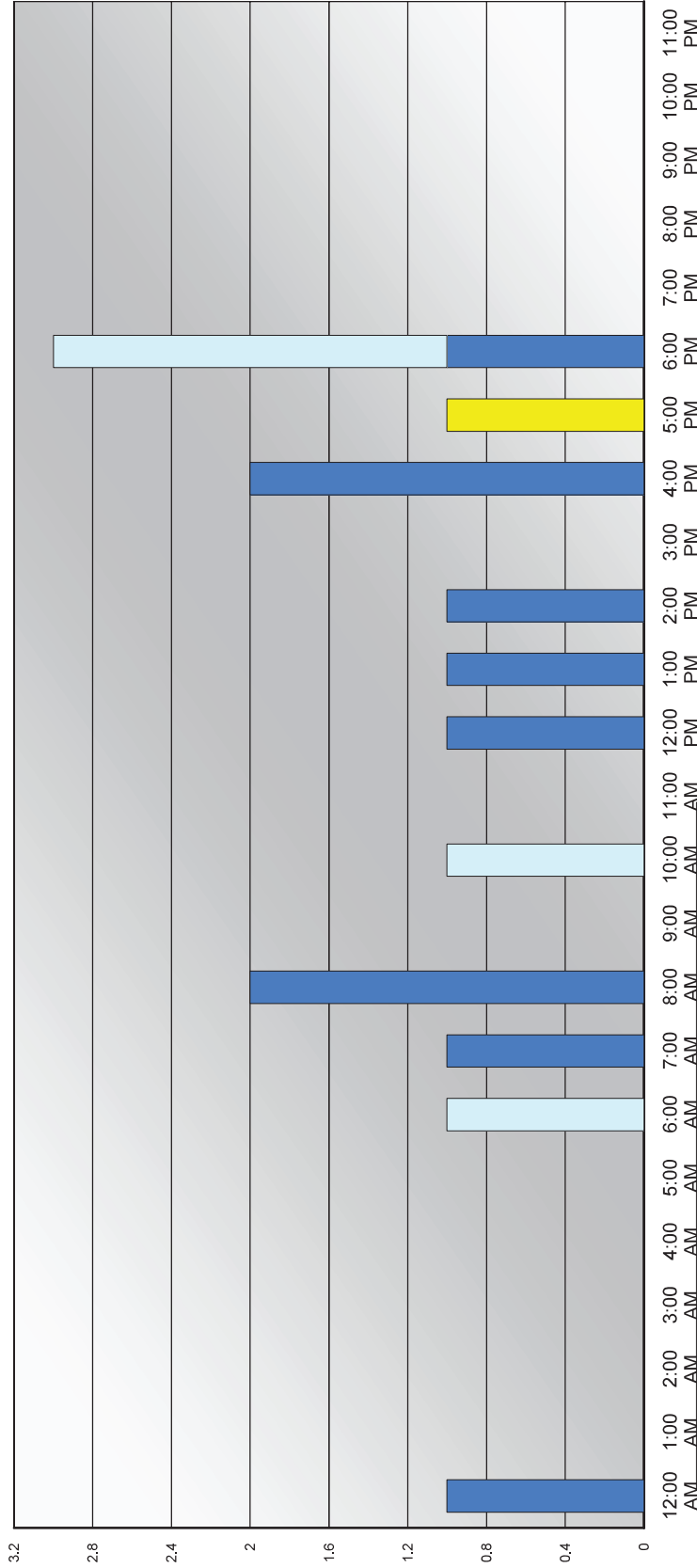
	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	2	1	0	1	1	1	1	2	0	0	0	1	10
Possible Injury	0	0	0	0	0	0	0	0	0	0	1	3	4
Injury Crashes	0	0	0	0	0	0	0	1	0	0	0	0	1
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	2	1	0	1	1	1	1	3	0	0	1	4	15

5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Crashes by Time of Day



	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
PDO	1	0	1	2	0	1	1	1	1	2	0	1	0	0	0	0	0	0	0	1
Possible Injury	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
Injury Crashes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	2	1	1	1	1	1	2	1	1	2	1	1	1	1	1	1	3

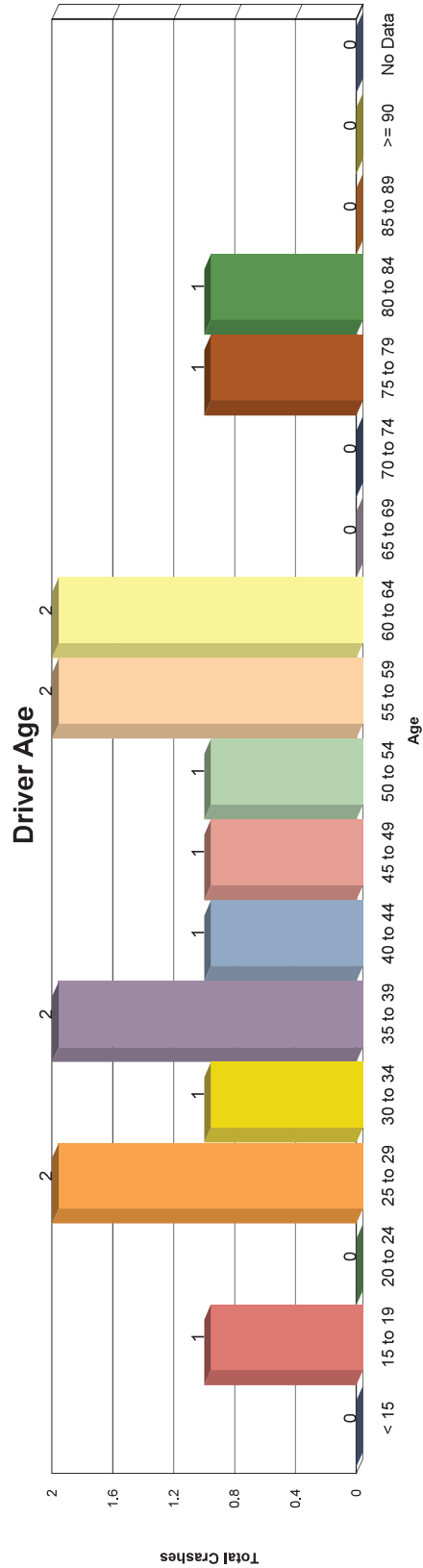
5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Driver Age Summary (Vehicle 1, Driver 1)

Drill Down Rpt.	Driver Actions														
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 25 to 29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 30 to 34	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Age 35 to 39	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Age 40 to 44	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Age 45 to 49	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Age 50 to 54	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Age 55 to 59	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Age 60 to 64	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Age 65 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 70 to 74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 75 to 79	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 80 to 84	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Crash Type Summary

Impact Type

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
Angle	4	0	0	0	0	0	0	0	0	0	4	0	0	0	2
Front to Rear	7	0	1	0	0	0	0	0	0	0	3	0	0	0	0
Sideswipe, same direction	4	0	0	0	0	0	0	0	0	0	2	4	0	0	0

Relation to Intersection

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Intersection	2	0	0	0	0	0	0	2	0	2
Intersection-Related	1	0	0	0	0	0	0	0	0	0
Non-Junction	7	0	1	0	0	0	0	4	1	0
Driveway/Ally Access Related	4	0	0	0	0	0	0	2	2	0
Other, Explain in Narrative	1	0	0	0	0	0	0	1	1	0

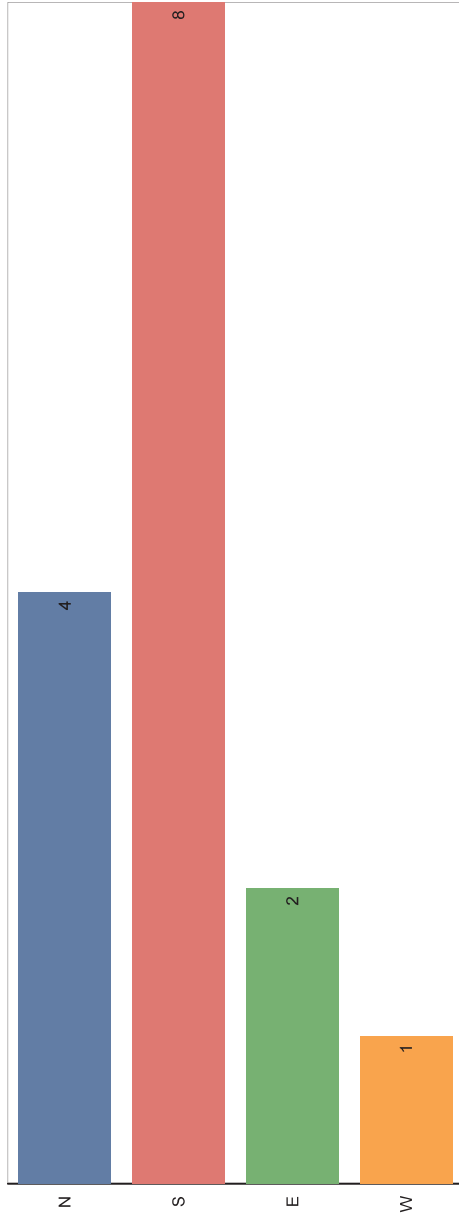
5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

Angle	Front to Rear	Sideswipe, same direction
N	2	2
S	5	2
E	0	0
W	0	0
Total	7	4

5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

At Fault Vehicle Summary

Vehicle Type

Strategic Highway Safety Plan (SHSP)

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
Click for Drill Down	8	0	0	0	0	0	0	0	0	0	5	5	1	2	2
Passenger Car	3	0	0	0	0	0	0	0	0	0	2	2	2	0	0
Pickup	4	0	1	0	0	0	0	0	0	0	2	2	1	0	0
No Data															

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Click for Drill Down	7	0	1	0	0	0	0	3	1	0
Straight Ahead	3	0	0	0	0	0	0	3	0	2
Turning Left	2	0	0	0	0	0	0	1	0	0
Turning Right	2	0	0	0	0	0	0	1	2	0
Changing Lanes	1	0	0	0	0	0	0	1	1	0
Unknown										

5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Roadway Condition Summary

Roadway Location

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Intersection
On Roadway	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Strategic Highway Safety Plan (SHSP)

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Intersection
15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Aggressive Driving

9

Vulnerable Users

0

Motorcycle

0

Bike

0

Peds

0

Injuries

1

Fatalities

0

Road Condition

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Intersection
Wet	3	0	0	0	0	0	0	0	0	0	0	2	1	0	
Dry	12	0	1	0	0	0	2	0	0	0	0	7	3	2	

Strategic Highway Safety Plan (SHSP)

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Intersection
3	0	0	0	0	0	0	0	0	0	0	2	1	0	
12	0	1	0	0	0	2	0	0	0	0	7	3	2	

Aggressive Driving

2

Vulnerable Users

0

Motorcycle

0

Bike

0

Peds

0

Injuries

1

Fatalities

0

Road Contributing Cause Summary

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Intersection
None	13	0	1	0	0	0	0	0	0	0	0	7	3	2	
Unknown	2	0	0	0	0	0	0	0	0	0	0	2	1	0	

Strategic Highway Safety Plan (SHSP)

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Intersection
13	0	1	0	0	0	0	0	0	0	0	7	3	2	
2	0	0	0	0	0	0	0	0	0	0	2	1	0	

Aggressive Driving

7

Vulnerable Users

0

Motorcycle

0

Bike

0

Peds

0

Injuries

1

Fatalities

0

5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Fatalities	Crashes	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	0	15	1	0	0	0	2	0	0	0	0	0	9	4	2

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Traffic Control Signal

Yield Sign

No Controls

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	1	1	1	0	0
13	0	1	0	0	0	0	0	0	0	8	3	3	0	2

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Straight

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
15	0	1	0	0	0	0	0	0	0	9	9	4	0	2

5 Year Crash Report

CDMS - Crash Data Management System

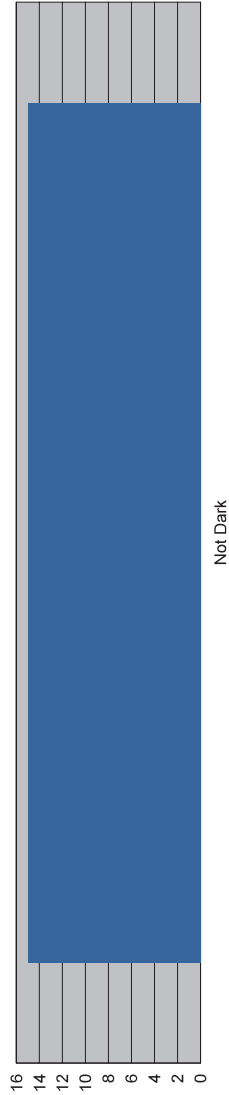
Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	9	4	2

Environment Summary Report

Lighting

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Intersection
Daylight	12	0	1	0	0	0	0	0	8	0	3	2	2
Dark-Lighted	2	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	1	0	0	0	0	0	0	0	1	0	1	0	0

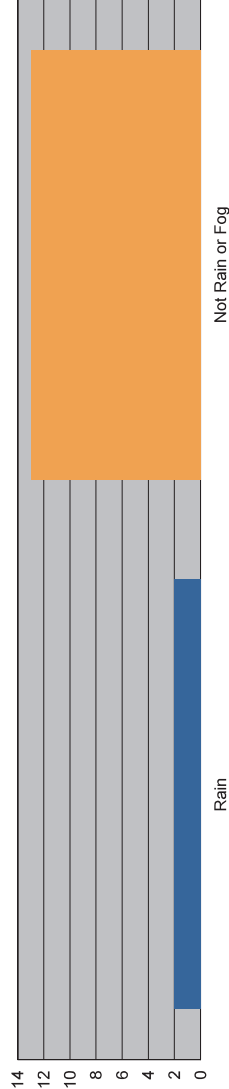


Not Dark

Weather

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Intersection
Clear	9	0	0	0	0	0	0	0	6	0	2	1	1
Cloudy	4	0	1	0	0	0	0	0	2	0	1	1	1
Rain	2	0	0	0	0	0	0	0	1	0	1	0	0



Not Rain or Fog

Rain

5 Year Crash Report

CDMS - Crash Data Management System

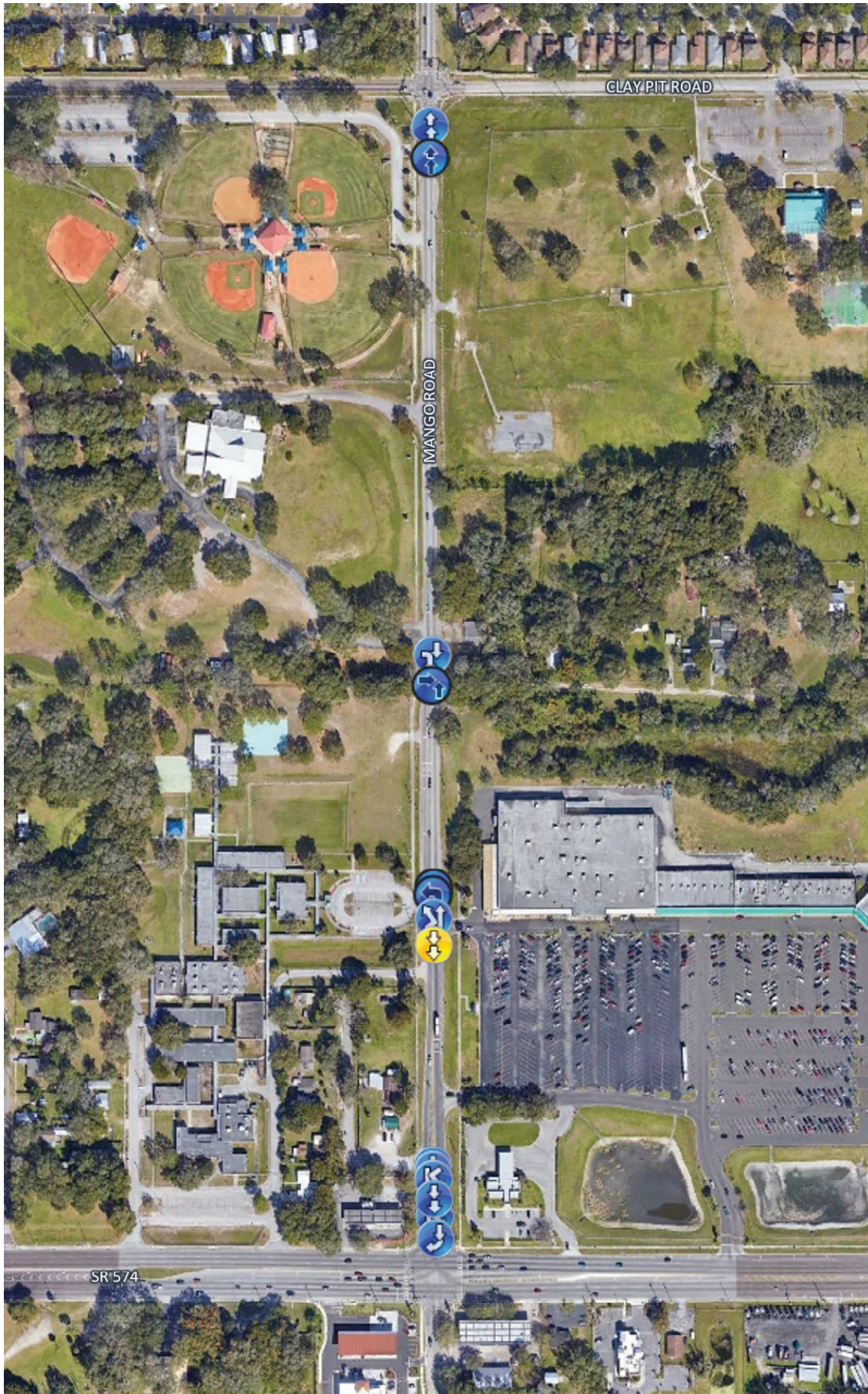
Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Located Crashes

Area	Crashes	Fatalities	Injuries
E LAKE ORIENT PARK	3	0	0
SEFFNER	1	0	0
UNINCORPORATED	3	0	1
UNINCORPORATED H.C.	5	0	0
Totals:	12	0	1

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
E LAKE ORIENT PARK	2	0	0
UNINCORPORATED	1	0	0
Totals:	3	0	0



ATTACHMENT H



CASA DI FRANCESCO
AASHTO Reference Materials (1 of 2)



A Policy on Geometric Design of Highways and Streets

2018
7th Edition
2nd Printing



THE GREEN BOOK

ATTACHMENT H



Table 5-5. Minimum Width of Traveled Way and Shoulders for Two-Lane Local Roads in Rural Areas

U.S. Customary				Metric			
Design Speed (mph)	Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day)			Design Speed (km/h)	Minimum Width of Traveled Way (m) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000		under 400	400 to 2000	over 2000
15	18	20 ^a	22	20	5.4	6.0 ^a	6.6
20	18	20 ^a	22	30	5.4	6.0 ^a	6.6
25	18	20 ^a	22	40	5.4	6.0 ^a	6.6
30	18	20 ^a	22	50	5.4	6.0 ^a	6.6
35	18	20 ^a	22	60	5.4	6.0 ^a	6.6
40	18	20 ^a	22	70	6.0	6.6	6.6
45	20	22	22	80	6.0	6.6	6.6
50	20	22	22	90	6.6	6.6	6.6 ^b
55	22	22	22b	100	6.6	6.6	6.6 ^b
60	22	22	22b				
65	22	22	22b				
All speeds	Width of graded shoulder on each side of the road (ft)			Width of graded shoulder on each side of the road (m)			
	2	3	6	0.6	1.0	1.8	

^a For roads in mountainous terrain with design volume of 400 to 600 veh/day, an 18-ft [5.4-m] traveled-way width may be used.

^b Consider using traveled-way width of 24 ft [7.2 m] where substantial truck volumes are present or agricultural equipment frequently uses the road

5.2.2.3 Right-of-Way Width

Providing right-of-way widths that accommodate construction, adequate drainage, and proper maintenance of a highway is a very important part of the overall design. Wide rights-of-way permit the construction of gentle slopes, resulting in reduced crash severity potential and providing for easier and more economical maintenance. The procurement of sufficient right-of-way at the time of the initial construction permits the widening of the roadway and the widening and strengthening of the pavement at a reasonable cost as traffic volumes increase.

In developed areas, it may be necessary to limit the right-of-way width. However, the right-of-way width should not be less than that needed to accommodate all the elements of the design cross sections, utilities, and appropriate border areas.

5.2.2.3 Right-of-Way Width

Providing right-of-way widths that accommodate construction, adequate drainage, and proper maintenance of a highway is a very important part of the overall design. Wide rights-of-way permit the construction of gentle slopes, resulting in reduced crash severity potential and providing for easier and more economical maintenance. The procurement of sufficient right-of-way at the time of the initial construction permits the widening of the roadway and the widening and strengthening of the pavement at a reasonable cost as traffic volumes increase.

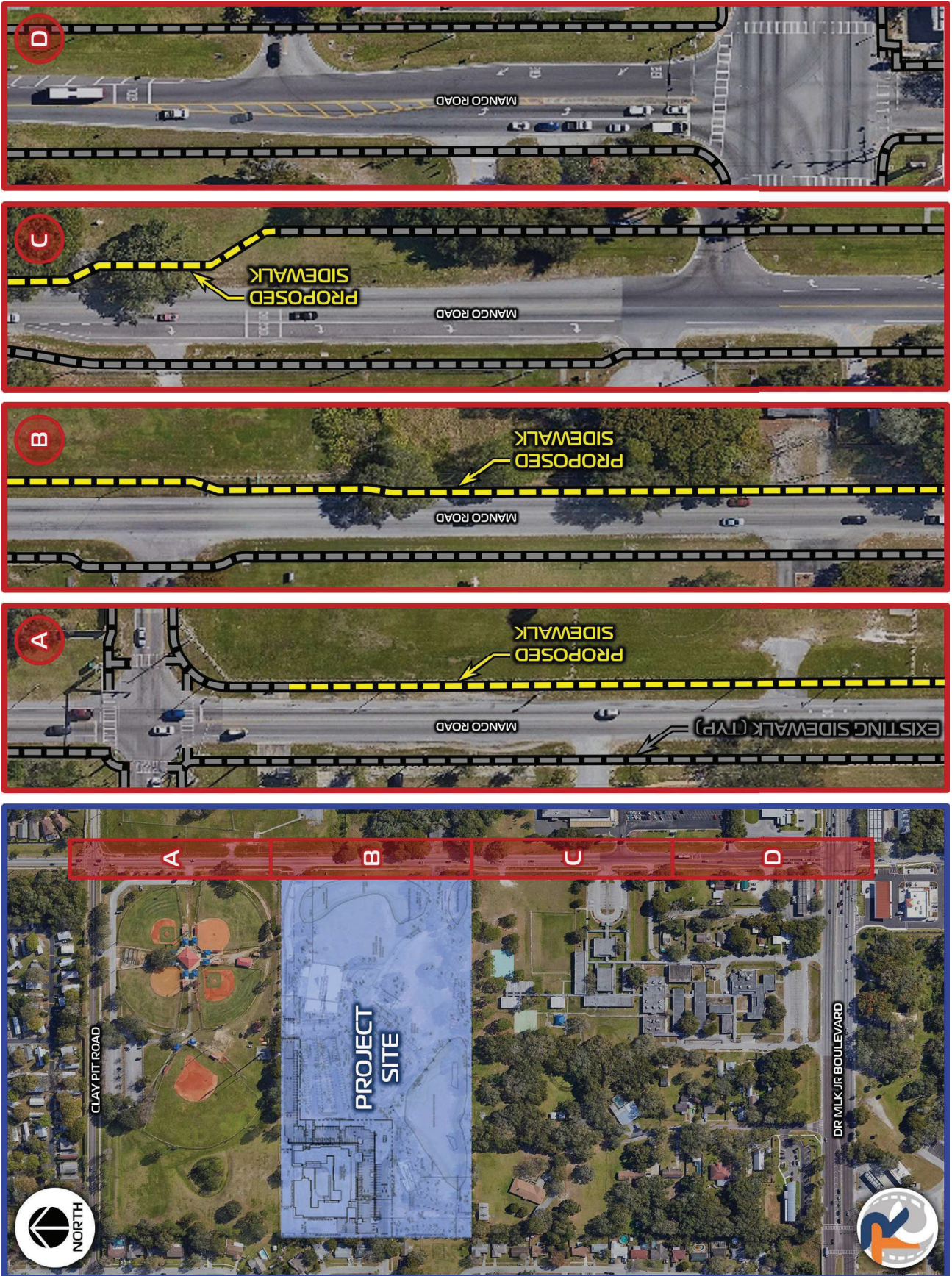
In developed areas, it may be necessary to limit the right-of-way width. However, the right-of-way width should not be less than that needed to accommodate all the elements of the design cross sections, utilities, and appropriate border areas.

5.2.2.4 Medians

Medians are generally not provided for local roads in rural areas. For additional information on medians, see Section 5.3, "Local Streets in Urban Areas."

ATTACHMENT I

MANGO ROAD SIDEWALK EXHIBIT



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
CR 579	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Required <input checked="" type="checkbox"/> Proposed Vehicular Access <input type="checkbox"/> Other
Filmore Ave.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Required <input checked="" type="checkbox"/> Proposed Vehicular Access <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	1,014	63	80
Proposed	1,014	63	80
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		None	None	Meets LDC
South		None	None	Meets LDC
East	X	None	None	Meets LDC
West		Vehicular & Pedestrian	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
CR 579/Substandard Roadway	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes:		

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> 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 report.



**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted July 30, 2019.

1. The project shall developed with a maximum 140 unit, 4 story, apartment building with clubroom courtyard for elderly residents will be located as depicted on the PD General Site Plan. The existing Institutional Use (Church) and support residence comprise the second use of the PD General Site Plan.
2. The Improvement shall be developed in accordance with RMC-9 development standards with the exception of the following:

Maximum Building Height:	45 feet*
Minimum Landscape Buffer at Western Boundary:	5 feet
Minimum Landscape Buffer at Northern Boundary:	5 feet
Minimum Rear Yard Setback from Building to West Buffer:	65 feet
Minimum Side Yard Setback from Building to North Buffer:	45 feet**

* Additional requirement of 2-foot setback for every foot of structure height above 20 feet shall apply per Endnote 8 of LDC Table 6.01.01

** Additional requirement of 2-foot setback for every foot above 20 feet shall not apply. A 50 foot setback would be required, 45 feet is provided.

3. Screening along the west boundary as depicted on the site plan from Fillmore Avenue to northern boundary will be a 6-foot precast concrete wall. Screening along the northern boundary will start at the northwest corner of the site and continue to the start of the curve of the sidewalk adjacent to eastern side of the improvement and will consist of a 6-foot PVC fence.
4. The existing church and supporting structures will remain as the nonresidential component of the PD Site Plan. Any changes to the plan will be subject to the requirements of LDC Section 5.03.07 5.
5. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
6. As County Road (CR) 579 is a substandard arterial roadway, the developer shall improve the roadway, between the project's northernmost access and E. MLK Blvd., to current County standards as a TS-4 or TS-7 roadway.
7. Substandard road improvements on CR 579 may necessitate the developer to dedicate and convey and/or otherwise acquire additional right-of-way to Hillsborough County.
8. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve +/- 5 feet of right-of-way along its CR 579 frontage, such that a minimum of 55 feet is preserve west of the predominate right-of-way centerline as measured from the portion of the CR 579 corridor south of the site. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans and building setbacks shall be calculated form the future right-of-way line.

9. The project shall have two (2) access connections to CR 579 and one (1) access connection to Fillmore Ave. Such connections shall remain ungated.
10. 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.
11. Notwithstanding anything shown on the site plan, the applicant is required to meet Hillsborough County Land Development Code (LDC) Section 6 “Design standards and Improvements Requirements”, interconnectivity requirements and Hillsborough County Transportation Technical Manual (TTM) requirements.
12. 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.
13. The construction and location of any proposed environmental impacts are not approved by this review, but shall be considered by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code (LDC).
14. 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.
15. 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.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 8/02/2022
REVISED: 8/03/2022

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: SM/ Central

PETITION NO: PRS 22-0941

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

CONDITIONS OF APPROVAL

REVISED:

2. ~~As County Road (CR) 579 is a substandard arterial roadway, the developer shall improve the roadway, between the project's northernmost access and E. MLK Blvd., to current County standards as a TS-4 or TS-7 roadway.~~

~~Substandard road improvements on CR 579 may necessitate the developer to dedicate and convey and/or otherwise acquire additional right-of-way to Hillsborough County.~~

If PRS 22-0941 is approved, the County Engineer will approve a Design Exception (dated July 7, 2022) which was found approvable by the County Engineer (on July 11, 2022) for County Road (CR) 579 substandard road improvements. As County Road (CR) 579 is a substandard rural roadway, the developer will be required to make certain improvements to County Road (CR) 579 consistent with the Design Exception allowing for:

- a. 11-foot lane widths, and
 - b. Construction of ± 1,400 feet of sidewalk on the east side of Mango Road between the Wal-Mart and Publix commercial plaza and Clay Pit Road.
8. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve +/- ~~5~~18 feet of right-of-way along its CR 579 frontage, such that a minimum of 55 feet is preserved west of the predominate right-of-way centerline as measured from the portion of the CR 579 corridor south of the site. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans and building setbacks shall be calculated from the future right-of-way line.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Personal Appearance (PRS) modification to PD 21-0297 to allow for a design exception to required substandard roadway improvements to County Road (CR) 579. The approved PD consists of one parcel, totaling +/- 19.4 ac., allowing 1 single-family dwelling unit (accessory to the church and used as a church leader’s residence), 140 multi-family dwelling units, and a 36,005 s.f. church.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis at the time of the PD rezoning. Staff has prepared a trip generation estimate based on the approved PD zoning entitlements, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition.

Approved Uses: (Option 1):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 140 Multi-Family Dwelling Units (ITE LUC 221)	762	50	62
PD, 35,000 s.f. Church (ITE LUC 560)	243	12	17
PD, 1 Single-Family Detached Dwelling Unit (ITE LUC 210)	9	1	1
Total:	1,014	63	80

The proposed minor modification is not proposing to change the land use or intensity; therefore, will not result in an increase in potential trips.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

CR 579 (Mango Rd.)

CR 579 is a 2-lane, undivided, publicly maintained, substandard, rural arterial roadway characterized by +/- 11-foot wide travel lanes in average condition. The roadway lies within +/- 62-foot wide right-of-way along the project’s frontage. There are +/- 5-foot wide bicycle facilities (on paved shoulders) in the vicinity of the proposed project. There are +/- 5 and 6-foot wide sidewalks along portions of both sides of CR 579. in the vicinity of the proposed project.

Pursuant to the Hillsborough County Transportation Technical Manual, a rural roadway shall meet the typical section TS-7 standard. TS-7 standard includes 12-foot-wide lanes, 8-foot shoulders with 5 foot paved, and 5-foot wide sidewalks on both sides and swales within a minimum of 96 feet of right-of-way.

The applicant is requesting a design exception to allow 11-foot travel lanes and construction of +/-1,400 feet of sidewalk on the east side of Mango Road between the Wal-Mart & Publix commercial plaza and Clay Pit Rd. in lieu of improving the roadway to standard. See the Design Exception request section below for additional detail.

CR 579 is identified in the County Corridor Preservation Plan as a future 4-lane roadway. The applicant is proposing to revise the current conditions of approval to establish right-of-way preservation to increase the +/-5 feet of preservation area along the project frontage to +/-18feet.

Filmore Ave.

Fillmore Ave. is a 2-lane, undivided, publicly maintained, local roadway characterized by +/- 10-foot wide travel lanes in average condition. The roadway lies within a 50-foot wide right-of-way. There are no bicycle facilities present along Filmore Ave. There are +/- 5-foot wide sidewalks along both sides of Filmore Ave. in the vicinity of the proposed project.

SITE ACCESS AND CONNECTIVITY

There are two (2) existing driveway connections to CR 579 serving the church. The applicant is proposing an additional connection to Filmore Ave. (along the western project boundary).

REQUESTED DESIGN EXCEPTION: COUNTY ROAD (CR) 579

As County Road (CR) 579 is a substandard rural arterial roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request for County Road (CR) 579 (July 7, 2022) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on July 11, 2022). The developer will be required to make certain improvements to County Road (CR) 579. consistent with the Design Exception including:

- a. 11-foot lane widths, and
- b. Construction of ± 1,400 feet of sidewalk on the east side of Mango Road between the Wal-Mart and Publix commercial plaza and Clay Pit Road.

If this zoning is approved, the County Engineer will approve the Design Exception request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
CR 579	MLK Blvd.	US 92	D	C

Source: Hillsborough County 2019 Level of Service Report.

Perez, Richard

From: Williams, Michael
Sent: Monday, July 11, 2022 6:23 PM
To: Michael D. Raysor (mdr@raysor-transportation.com)
Cc: Braulio Grajales; kprofet@hpe-fl.com; Tirado, Sheida; Lampkin, Timothy; Perez, Richard; Steady, Alex; PW-CEIntake
Subject: FW: PRS 22-0941 - Design Exception Review
Attachments: 22-0941 Rev DEReq 07-08-22.pdf

Mike,

I have found the attached Design Exception (DE) for PD 22-0941 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my County staff 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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Please note: All correspondence to or from this office is subject to Florida's Public Records law.

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Friday, July 8, 2022 6:14 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: PRS 22-0941 - Design Exception Review

Hello Mike,

The Attached DE is approvable to me, please include the following people in your email:

mdr@raysor-transportation.com
bgrajales@hpe-fl.com
kprofet@hpe-fl.com
LampkinT@hillsboroughcounty.org
PerezRL@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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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, May 23, 2022 3:48 PM
To: 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>; Holman, Emily - PUD <HolmanE@HillsboroughCounty.ORG>; Hummel, Christina <HummelC@hillsboroughcounty.org>; James Hamilton <jkhamilton@tecoenergy.com>; 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>; 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>; 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@tampairport.com>; Turbiville, John (Forest) <TurbivilleJ@HillsboroughCounty.ORG>; Woodard, Sterlin <Woodard@epchc.org>; Yeneka Mills <millsy@plancom.org>

Cc: Grady, Brian <GradyB@HillsboroughCounty.ORG>; Vazquez, Bianca <VazquezB@hillsboroughcounty.org>; Padron, Ingrid <PadronI@hillsboroughcounty.org>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>; Williams, Michael <WilliamsM@HillsboroughCounty.ORG>

Subject: RE PRS 22-0941

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: Brian Grady

Contact: gradyb@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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DEVELOPMENT SERVICES DEPARTMENT

PO Box 1110, Tampa, FL 33601-1110
813-635-5400 | Fax: (813) 272-5811

SUBJECT: APPROVAL COVER LETTER DESIGN EXCEPTION DESIGN DEVIATION MEMORANDUM

TO: Michael J. Williams
County Engineer

DATE: July 7, 2022 (Revision #1)

County Street Name and/or Road Number: Mango Road
Project Description (limits): Dr. MLK Jr. Blvd to Clay Pit Road
Project Identification Number: _____
Context-Based Classification: _____

TYPE OF CONSTRUCTION: (check all that apply)

- Residential Subdivision Commercial Subdivision Private Property

DESIGN EXCEPTION FOR THE FOLLOWING ELEMENT: (check one)

- Design Speed Horizontal Curve Radius Maximum Grade Design Loading Structural Capacity
 Lane Widths Superelevation Rate Cross Slope
 Shoulder Widths Stopping Sight Distance Vertical Clearance

DESIGN DEVIATION MEMORANDUM FOR THE FOLLOWING ELEMENT:

Include statement identifying location, project limits, key controlling criteria, existing roadway characteristics, and required criteria versus proposed criteria:

A DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) is requested in association with rezoning & development permitting for the "Casa di Francesco" project.

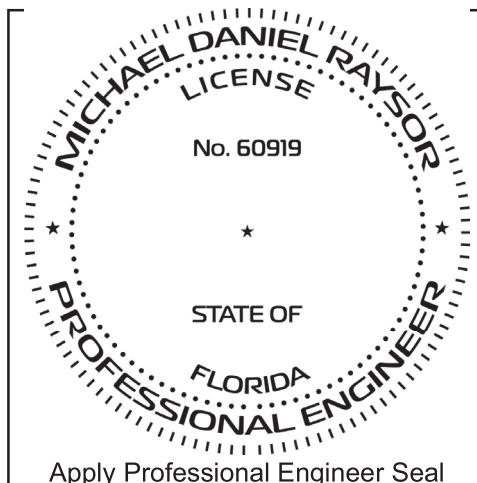
Refer to attached Casa di Francesco / Mango Road Design Exception document (07/07/22) for details.

Attach all supporting documentation to this form in accordance with Section 1.7 of the Transportation Technical Manual for Subdivision and Site Development Projects.

SIGNATURES AND APPROVALS:

Recommended by / Date:

Michael Raysor
Digitally signed by Michael Raysor
Date: 2022.07.07 23:32:53 -04'00'
Responsible Professional Engineer



Approved by / Date:
(For Design Exceptions Only)

Michael J. Williams, Professional Engineer. County Engineer



July 7, 2022 (Revision No. 1)

Michael J. Williams, P.E.
County Engineer
Director, Development Review Division
Hillsborough County Development Services
601 East Kennedy Boulevard
Tampa, Florida 33602

**SUBJECT: CASA DI FRANCESCO
MANGO ROAD DESIGN EXCEPTION
MINOR MODIFICATION PD 22-0941
FOLIO No. 064833-0100**

Dear Mr. Williams,

This letter documents a request for a DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) in association with rezoning & development permitting for “CASA DI FRANCESCO”.

INTRODUCTION

The “CASA DI FRANCESCO” project is located at 4450 Mango Road in Hillsborough County, Florida; on the west side of Mango Road (CR-579), approximately 0.30 miles north of Dr. Martin Luther King Jr. Boulevard (SR-574). Refer to **ATTACHMENT A** for the project site location map. The project is proposed for the development of a 140 unit four-story apartment building, with site access planned via two existing driveway connections, one to Mango Road and a secondary access to adjacent residential via Fillmore Avenue. Refer to **ATTACHMENT B** for the project site PD plan.

Pursuant to LDC §6.04.03.L, the following is applicable to Mango Road in regard to the subject project:

Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.

Per Local Functional Classification Map, Mango Road is an arterial roadway. A DESIGN EXCEPTION is requested for relief from the above-referenced requirement to improve Mango Road to meet current roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of zoning approval for the subject project; where in lieu of meeting the full TS-7 typical section, alternative mitigation is proposed. The County typical section for a two-lane undivided rural collector roadway (TS-7) is provided as **ATTACHMENT C**.

Mango Road is a two-lane undivided County collector roadway with a rural cross section, which is approximately ½ mile in length between its signalized intersections with Dr. Martin Luther King Jr. Boulevard and Clay Pit Road. Within the referenced limits, Mango Road has an existing right-of-way width that varies between (a) ± 100 feet between Dr. Martin Luther King Jr. Boulevard and Terry Lane (i.e., along Wal-Mart & Publix commercial plaza frontage), (b) ± 60 feet between Terry Lane and the Mango Recreation Center, and (c) ± 65 feet along the Mango Recreation Center frontage to Clay Pit Road. It is noted that the reported right-of-way widths are approximate, as measured from the *Hillsborough County Property Appraiser* website.



MANGO ROAD | TRAFFIC VOLUMES

Traffic volumes for Mango Road were identified as follows:

- Existing peak hour traffic volumes were identified from traffic counts adjusted to reflect peak season conditions; resulting in AM peak hour volumes of ± 850 vph and PM peak hour volumes of $\pm 1,250$ vph. The referenced existing traffic volumes are documented in **ATTACHMENT D**.
- Existing daily traffic volumes were estimated using FDOT's standard planning analysis hour factor (K-factor) of 9.0 applied to the PM peak hour volumes, resulting in a daily traffic volume estimate of $\pm 14,000$ vpd
- Project generated traffic volumes were identified using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th edition) as documented in the TRAFFIC IMPACT STUDY (*dated 5/17/21*) prepared for the project and documented herein as **ATTACHMENT E**. The resulting AM peak hour project traffic on Mango Road was estimated as 33 vph north of the site and 21 vph south of the site, with the resulting PM peak hour project traffic on Mango Road estimated as 41 vph north of the site and 27 vph south of the site. Daily project generated traffic volumes are estimated as 540 vpd north of the site and 344 vpd south of the site; calculated using the peak hour distribution of project traffic as applied to the daily trip generation estimate.
- The sum of the existing traffic volumes and project generated traffic volumes result in the following total traffic volumes for Mango Road:
 - AM PEAK HOUR TOTAL TRAFFIC:** ± 880 vph *north of the project site*
 ± 870 vph *south of the project site*
 - PM PEAK HOUR TOTAL TRAFFIC:** $\pm 1,290$ vph *north of the project site*
 $\pm 1,280$ vph *south of the project site*
 - DAILY TOTAL TRAFFIC:** $\pm 14,540$ vpd *north of the project site*
 $\pm 14,350$ vpd *south of the project site*

MANGO ROAD | ROADWAY CHARACTERISTICS

An inventory of roadway characteristics was compiled for Mango Road, as summarized below and further documented in **ATTACHMENT F**. The reported measurements were undertaken on Mango Road proximate to the subject project site.

SPEED LIMIT: The posted speed limit for Mango Road was identified as 45 mph. Thus, pursuant to Hillsborough County Transportation Design Bulletin 21-01, which documents the County's adoption of Design Speed to be set to equal Posted Speed, the design speed for the subject segment of Mango Road is also 45 mph.

LANE WIDTH: The lane width for Mango Road was identified as 11 feet. This finding indicates that Mango Road exhibits a substandard lane width in consideration of the TS-7 typical section, which requires 12-foot lanes.



SHOULDER WIDTH: Mango Road has \pm 5-foot paved shoulders from the Wal-Mart & Publix site northward to Clay Pit Road; where the Mango Road typical section transitions to curb & gutter along the Wal-Mart & Publix commercial plaza frontage, southward to Dr. Martin Luther King Jr. Boulevard. This finding indicates that Mango Road exhibits standard shoulder conditions in consideration of the TS-7 typical section, which requires 5-foot paved shoulders (for non-curbed sections).

SIDEWALK: Mango Road has sidewalks on both sides of the road from Dr. Martin Luther King Jr. Boulevard to the northern limits of the Wal-Mart & Publix commercial plaza, at which point only the sidewalk located on the west side of Mango Road continues northward to Clay Pit Road, leaving an approximate \pm 1,400 foot gap in the sidewalk on the east side of Mango Road (i.e., between the Wal-Mart & Publix commercial plaza and Clay Pit Road). This finding indicates that Mango Road exhibits substandard sidewalk conditions in consideration of the TS-7 typical section, which requires 5-foot sidewalks on both sides of the road.

SIDE SLOPE: The side slopes for Mango Road were identified as 1:10 or flatter on the west side of the road and 1:6 or flatter on the east side of the road. This finding indicates that Mango Road exhibits standard side slopes in consideration of the TS-7 typical section, which limits the maximum slope to 1:4.

CLEAR ZONE: The clear zones for Mango Road were identified as \pm 14 feet on both sides of the road. This finding indicates that Mango Road exhibits standard clear zones in consideration of FDOT's Design Manual, which requires a clear zone of 14 feet for existing roadways with a design speed of 45 mph.

MANGO ROAD | CRASH HISTORY

An evaluation of crash data was conducted for the segment of Mango Road between Dr. Martin Luther King Jr. Boulevard and Clay Pit Road. Crash data was extracted from the Hillsborough County Crash Data Management System for the prior 5 year period, from 4/1/17 through 3/31/22. During that period, 15 crashes were identified to occur within the referenced limits. Refer to **ATTACHMENT G** for documentation of the crash evaluation.

The referenced crashes do not exhibit any particular pattern, and were all caused by either environmental factors and/or driver error; where none of the crashes were found to be associated with substandard roadway conditions. Thus, it is concluded that the substandard roadway conditions identified for Mango Road have not historically contributed to a safety deficiency, as evidenced by a lack of crashes attributable to those substandard conditions. Further, the referenced crash history does not exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project.

SUBSTANDARD ROAD MITIGATION

The deviation from County TS-7 standards in regard to lane width does not adversely impact the provision of safe and efficient traffic operating conditions, as pursuant to AASHTO's *A Policy on Geometric Design of Highways and Streets* (2018), the current pavement width of 22 feet (lane width of 11 feet) meets the minimum pavement width of 22 feet, as applicable to Mango Road. Refer to **ATTACHMENT H** for supporting information from AASHTO's *A Policy on Geometric Design of Streets & Highway*.

The deviation from County TS-7 standards in regard to the lack of sidewalks on both sides of the road is a significant concern in regard to the development of a residential use in close proximity to (a) an urban corridor (i.e., Dr. Martin Luther King Jr. Boulevard), (b) commercial land uses such as the Wal-Mart & Publix commercial plaza, and (c) recreational land uses such as the Mango Recreation Center.



MICHAEL J. WILLIAMS, P.E.
CASA DI FRANCESCO | MANGO ROAD DESIGN EXCEPTION
JULY 7, 2022 (REVISION NO. 1)
PAGE 4 OF 4

Therefore, the Applicant proposes to construct ± 1,400 feet of sidewalk on the east side of Mango Road between the Wal-Mart & Publix commercial plaza and Clay Pit Road, as shown in **ATTACHMENT I**. This improvement would result in sidewalks on both sides of Mango Road, continuously between Dr. Martin Luther King Jr. Boulevard and Clay Pit Road.

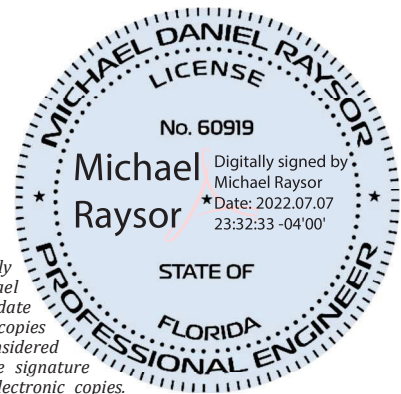
In addition, the applicant is preserving ± 18 feet of right-of-way along their Mango Road frontage in accordance with the Hillsborough County Corridor Preservation Plan, as shown on the PD Minor Modification Plan provided as **ATTACHMENT J**.

The foregoing documents a request for a DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with rezoning & development permitting for the “CASA DI FRANCESCO” project.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President

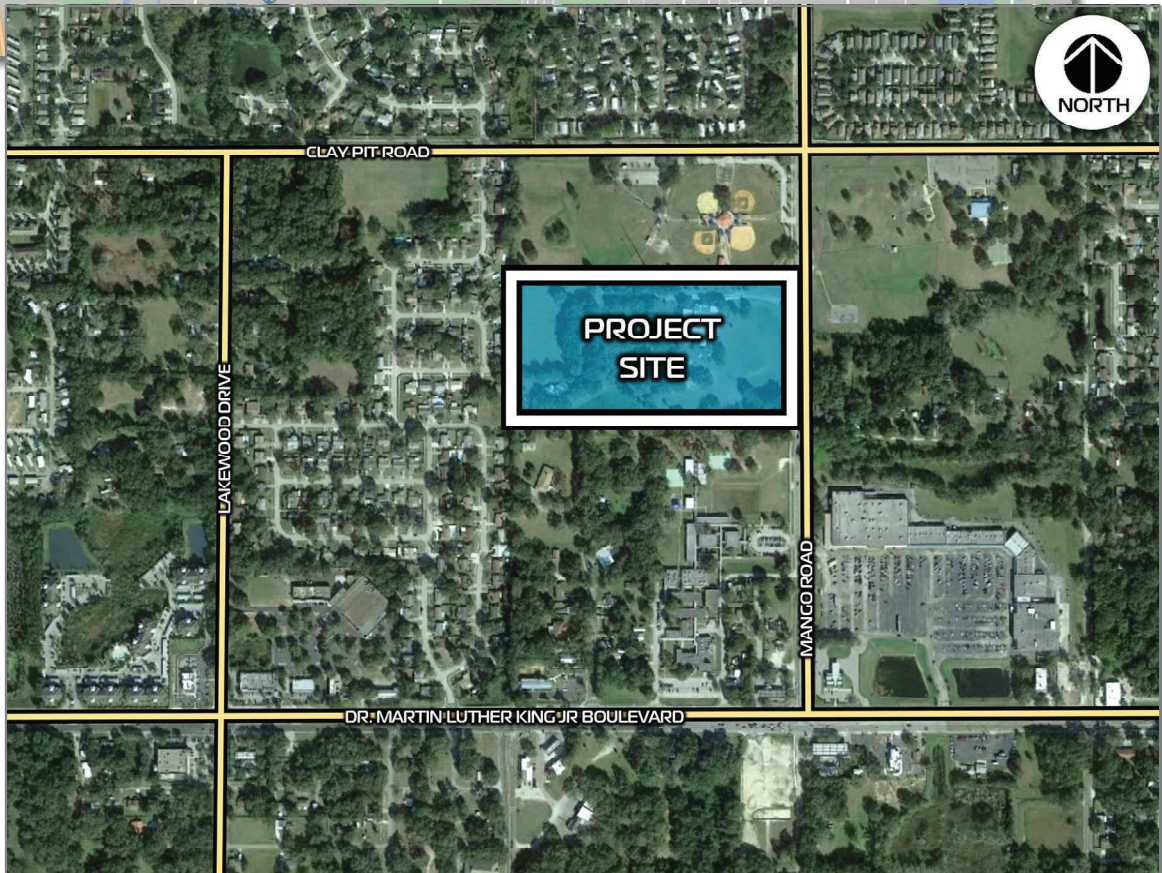
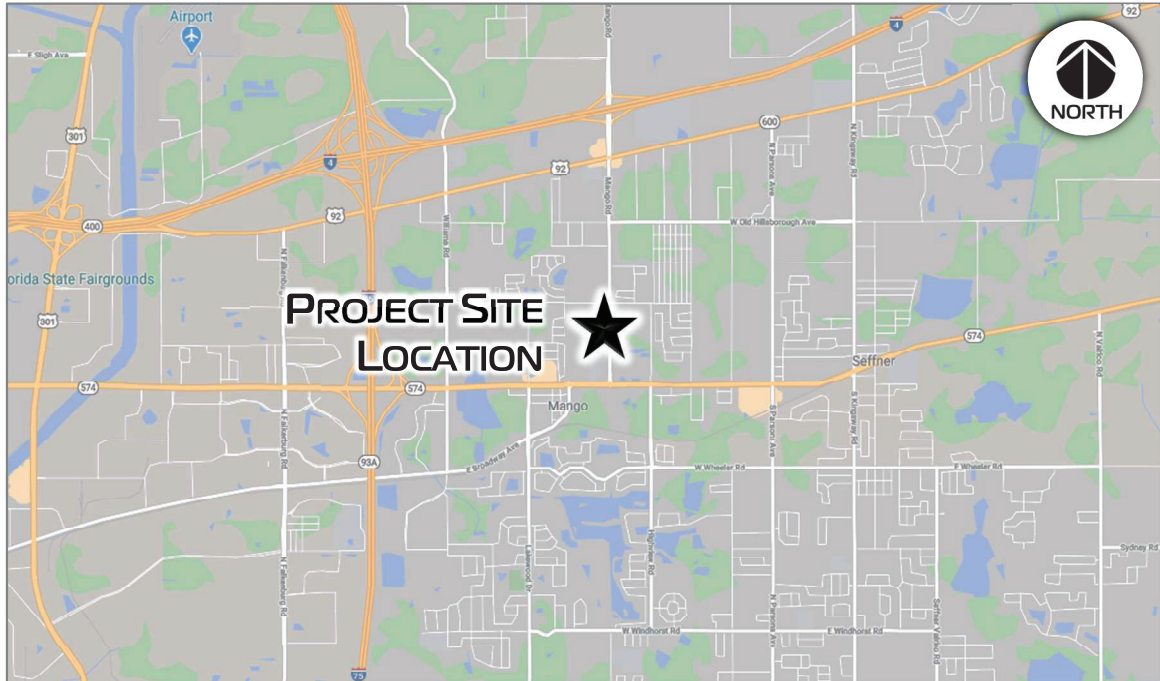


This item has been digitally signed and sealed by Michael Daniel Raysor P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

ATTACHMENT A



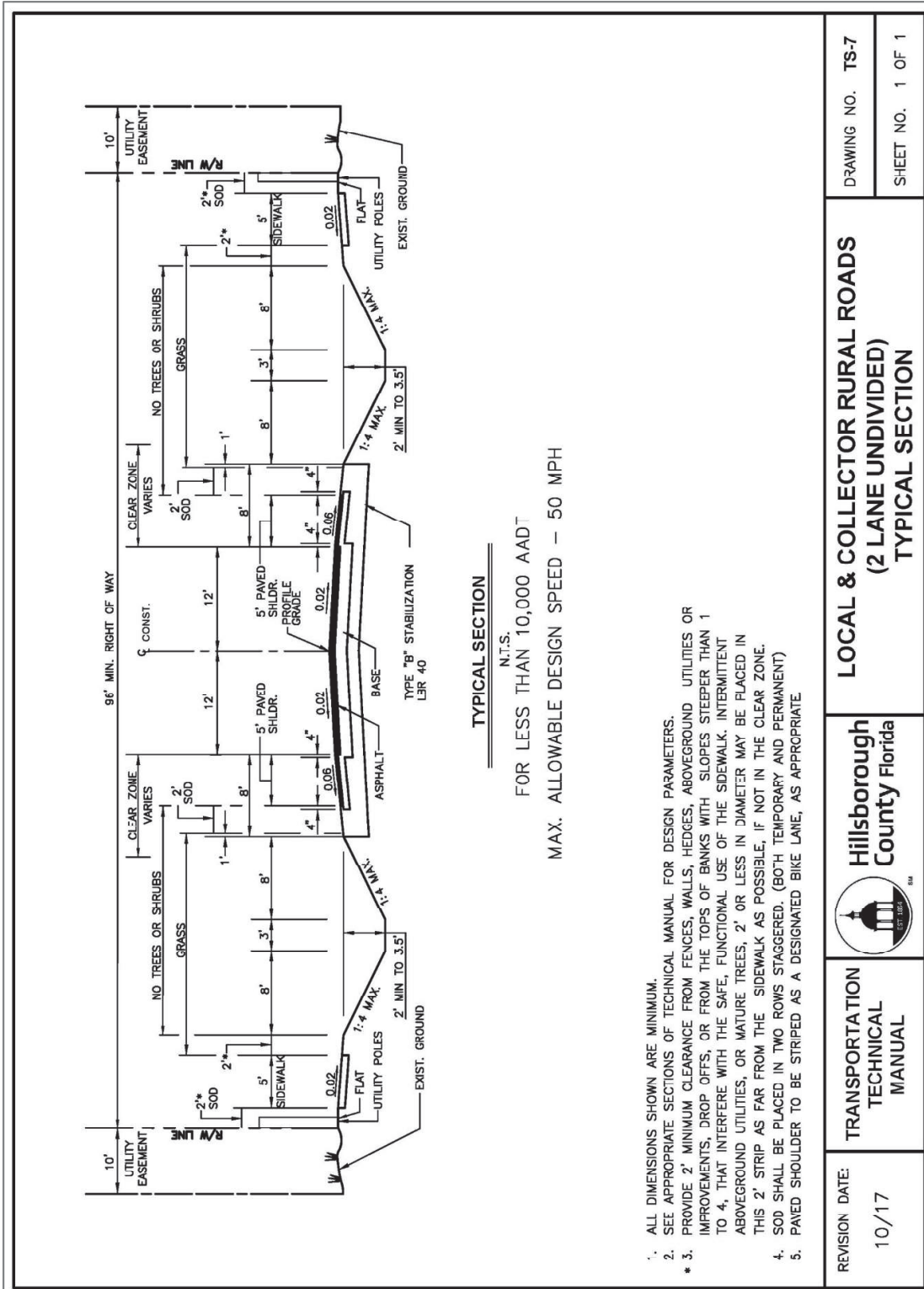
CASA DI FRANCESCO Project Site Location Map



ATTACHMENT C



CASA DI FRANCESCO
Hillsborough County TS-7 Typical Section



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.

REVISION DATE: 10/17	 TRANSPORTATION TECHNICAL MANUAL	LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-7 SHEET NO. 1 OF 1
-------------------------	---	--	--------------------------------------

ATTACHMENT D



CASA DI FRANCESCO Mango Road Existing Traffic Volumes

RAYSOR Transportation Consulting
TECHNICAL MEMORANDUM

To: BLUE SKY COMMUNITIES, LLC
5300 W. CYPRESS STREET, SUITE 200
TAMPA, FLORIDA 33607

From: MICHAEL D. BAYSOR, P.E.
RAYSOR TRANSPORTATION CONSULTING, LLC

Subject: ST. FRANCIS OF ASSISI APARTMENTS
TRAFFIC IMPACT STUDY

Date: MAY 17, 2023 (REVISION No. 1)

This document has been digitally signed and sealed by Michael Daniel BaySOR, P.E. on the date indicated in the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

MICHAEL DANIEL BAYSOR, P.E.
LICENSE
No. 60919
STATE OF FLORIDA
PROFESSIONAL ENGINEER

1.0 | INTRODUCTION

This technical memorandum documents a TRAFFIC IMPACT STUDY undertaken in association with a Planned Development (PD) rezoning for the proposed "St. Francis of Assisi Apartments" project, located in Hillsborough County, Florida. The parcel that is the subject of the Planned Development (PD) Rezoning Modification is identified as Hillsborough County Folio no. 064833-0100 (the "Mango Road"), as shown in Figure 4.0. The subject is a 140 unit four-story apartment building. Access connections to Mango Road, where the proposed driveway connection. In addition, a westerly site PD Modification. Refer to Figure 2.0 for the concept.

2.0 | PROJECT SITE TRIP GENERATION

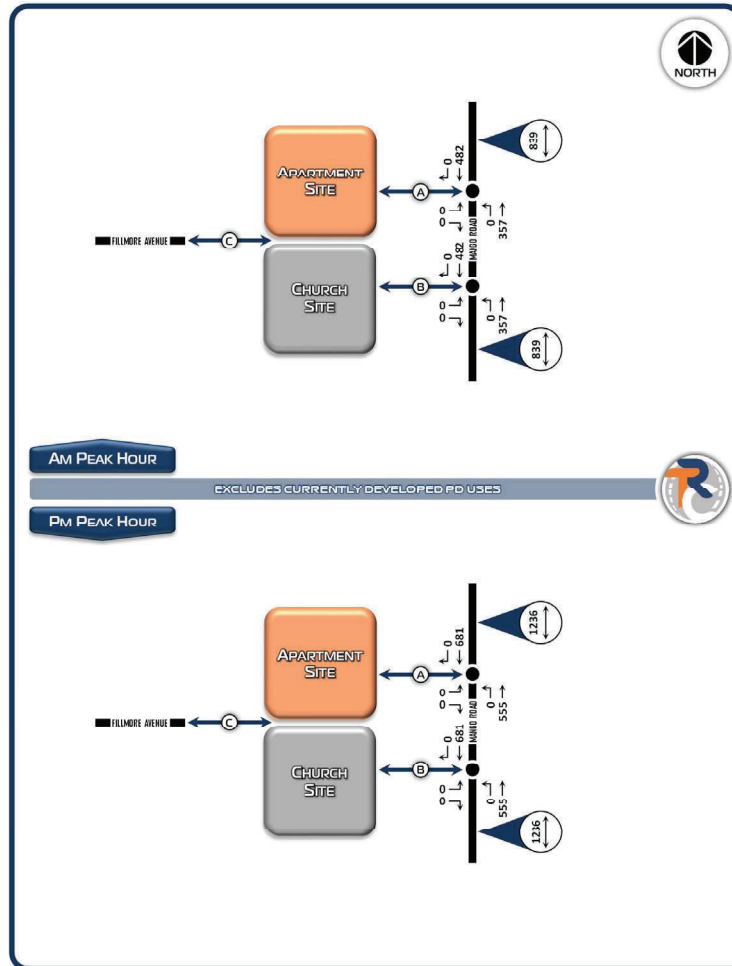
The daily and peak hour trip generation for the site is identified in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Table 1.0. The distribution of project generated roadway connectivity; with specific consideration located a 7,000 feet northerly and the 175 & SR 58 distribution & assignment of project generated trip.

3.0 | STUDY AREA & ANALYSIS SCENARIOS

The study area for this analysis was determined based on the location of the proposed development, and (b) the adjacent segment of Mango Road of 2023, therefore 2023 was used as the analysis year.

1046 BRUCE B. DOWNS BOULEVARD | SUITE 308 ■ TAMPA, FLORIDA 33647 ■ (813) 625-1699 ■ WWW.RAYSOR-TRANSPORTATION.COM

FIGURE 4.0 | CURRENT PEAK HOUR TRAFFIC VOLUMES



ATTACHMENT E



CASA DI FRANCESCO Project Generated Traffic Volumes

RAYSOR Transportation Consulting
TECHNICAL MEMORANDUM

TO: BLUE SKY COMMUNITIES, LLC
5300 W. CYPRESS STREET, SUITE 200
TAMPA, FLORIDA 33607

FROM: MICHAEL D. RAYSOR, P.E.
RAYSOR TRANSPORTATION CONSULTING, LLC

SUBJECT: ST. FRANCIS OF ASSISI APARTMENTS
TRAFFIC IMPACT STUDY

DATE: MAY 17, 2023 (REVISION No. 1)

This document has been digitally signed and sealed by Michael Daniel Raysor, P.E. as the signatory on the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

1.0 | INTRODUCTION

This technical memorandum documents a TRAFFIC IMPACT STUDY undertaken in association with a Planned Development (PD) rezoning for the proposed "St. Francis of Assisi Apartments" project, located in Hillsborough County, Florida. The parcel that is the subject of the Planned Development (PD) Rezoning Modification is identified as Hillsborough County Folio no. 064833-0100 (the "Mango Road", as shown in *Figure 1.0*). The subject parcel is a ± 5,000 square foot residential building. The project consists of a 140 unit four-story apartment building. Access connections to Mango Road, where the proposed driveway connection. In addition, a westerly site PD Modification. Refer to *Figure 2.0* for the context.

2.0 | PROJECT SITE TRIP GENERATION

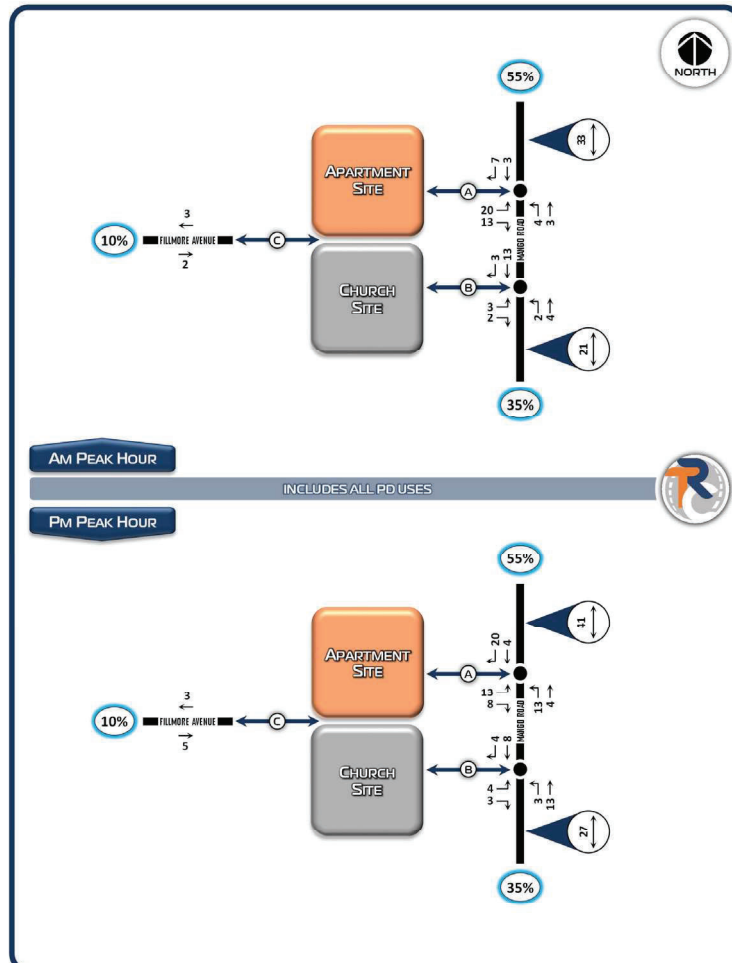
The daily and peak hour trip generation for the project is identified in the Institute of Transportation Engineers' *TABLE 2.0*. The distribution of project generated roadway connectivity; with specific consideration located ± 7,000 feet northerly and the I-75 & SR 50 distribution & assignment of project generated traffic.

3.0 | STUDY AREA & ANALYSIS SCENARIOS

The study area for this analysis was determined based on the adjacent segment of Mango Road of 2023, therefore 2023 was used as the analysis year.

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FIGURE 3.0 | PROJECT GENERATED PEAK HOUR TRAFFIC VOLUMES



ATTACHMENT F



CASA DI FRANCESCO
Mango Road Photographs



MANGO ROAD | PROXIMATE TO PROJECT SITE | LOOKING NORTH



MANGO ROAD | PROXIMATE TO PROJECT SITE | LOOKING SOUTH

ATTACHMENT G



CASA DI FRANCESCO Crash Data Evaluation (1 of 16)

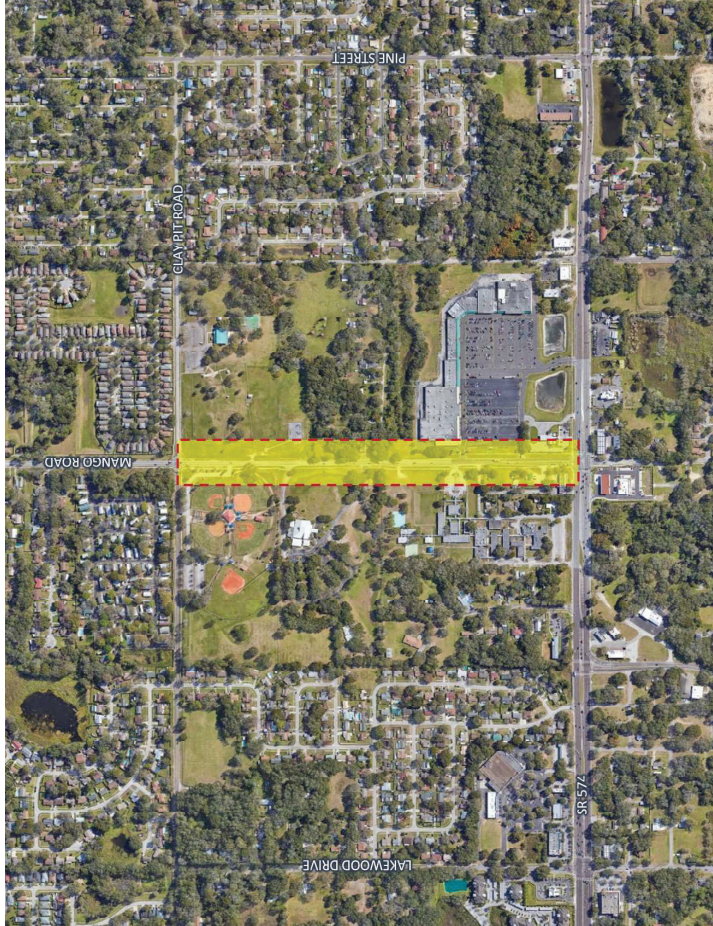
5 Year Crash Report

CDMS - Crash Data Management System

Report Memo:
Mango Road from Clay Pitt Road to
Dr. M.K. Jr. Blvd (4/1/17 to 3/31/22)

Selections used to generate this report
Date Range: 4/1/2017 - 3/31/2022
Saved Area 1 - 82-3023868021401.27.98-75033765341 - 83-3018000047652.27.98868546-028427

Report Memo:
Mango Road from Clay Pit Road to
Dr. MLK Jr. Blvd (4/1/17 to 3/31/22)



Selections used to generate this report:

Date Range: 4/1/2017 - 3/31/2022
Saved Area 1: -82.30258665021401, 27.98175030705341, -82.3019000047062, 27.988685494028427

5 Year Crash Report

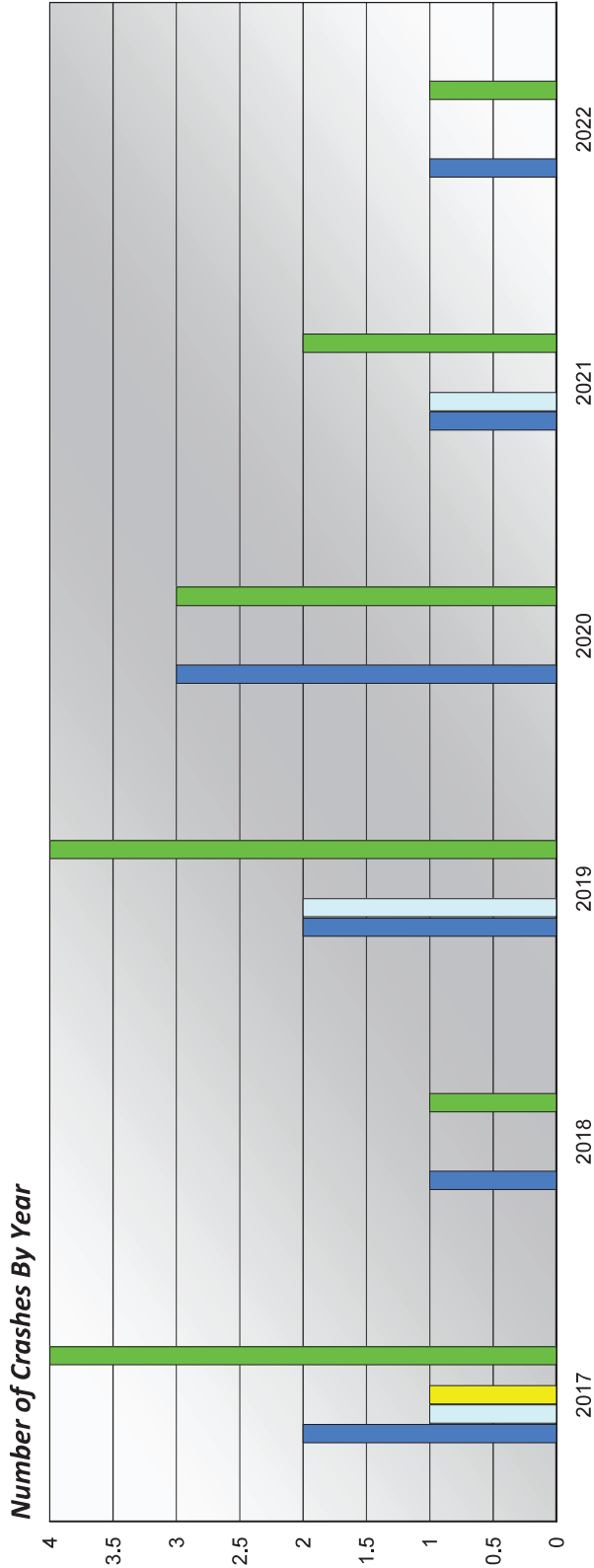
CDMS - Crash Data Management System

Records Date Range: 04/08/2017 to 01/19/2022		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.	
		15	0	1	0	0	0	2	0	0	0	0	0	9	4	2	
Intersection Summary																	
Top 40 Report																	
Click for Drill Down																	
SR 574 @ LEMON AVE		7	0	1													
CR 579 @ BROWER DR		2	0	0													
CR 579 @ TERRY LN		2	0	0													
CR 579 @ CLAY PIT RD		1	0	0													
Strategic Highway Safety Plan																	
Crash Type																	
Injury Severity																	
Ped and Bike																	
Motorcycle																	
Angles																	
Head On																	
Intoxication																	
Speeding																	
Run Control																	
Vul. Users																	
Agr. Driving																	
Lane Depart																	
At Int.																	
Motor Cycle																	
Impaired																	
Aging Driver 65+																	
Teen Driver 15-19																	
Distract Driving																	
At Int.																	
Lane Depart																	
Speed Agr. Driving																	
No Restraint																	
Work Zone																	
Comm. Veh.																	
Head On																	
Right Turn																	
Left Turn																	
Angle																	
Bike																	
Ped																	
Possible Injury																	
Non Incap																	
Incap																	
Fatal Crashes																	
Total Injuries																	
Total Fatalities																	
Total Crashes																	

5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range: 04/08/2017 to 01/19/2022
 Crashes: 15 Fatalities: 0 Injuries: 1 Peds: 0 Bike: 0 Motorcycle: 0 Angles: 2 Head On: 0 Intoxication: 0 Speeding: 0 Run Control: 0 Vol. Users: 0 Agr. Driving: 9 Lane Depart: 4 At Int.: 2



Breakdown of Crashes by Year

	2017	2018	2019	2020	2021	2022
PDO	2	1	2	3	1	1
Possible Injury	1	0	2	0	1	0
Injury Crashes	1	0	0	0	0	0
Total Crashes	4	1	4	3	2	1

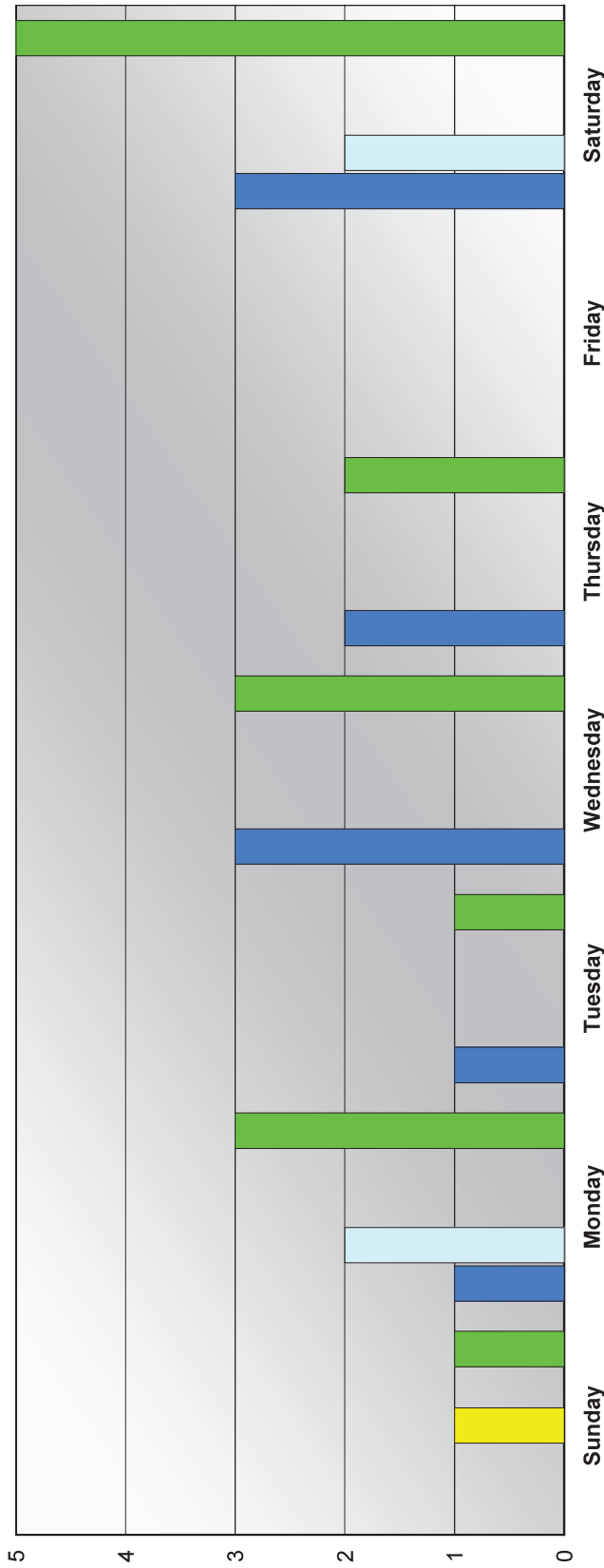
5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range: 04/08/2017 to 01/19/2022

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Number of Crashes by Day of Week



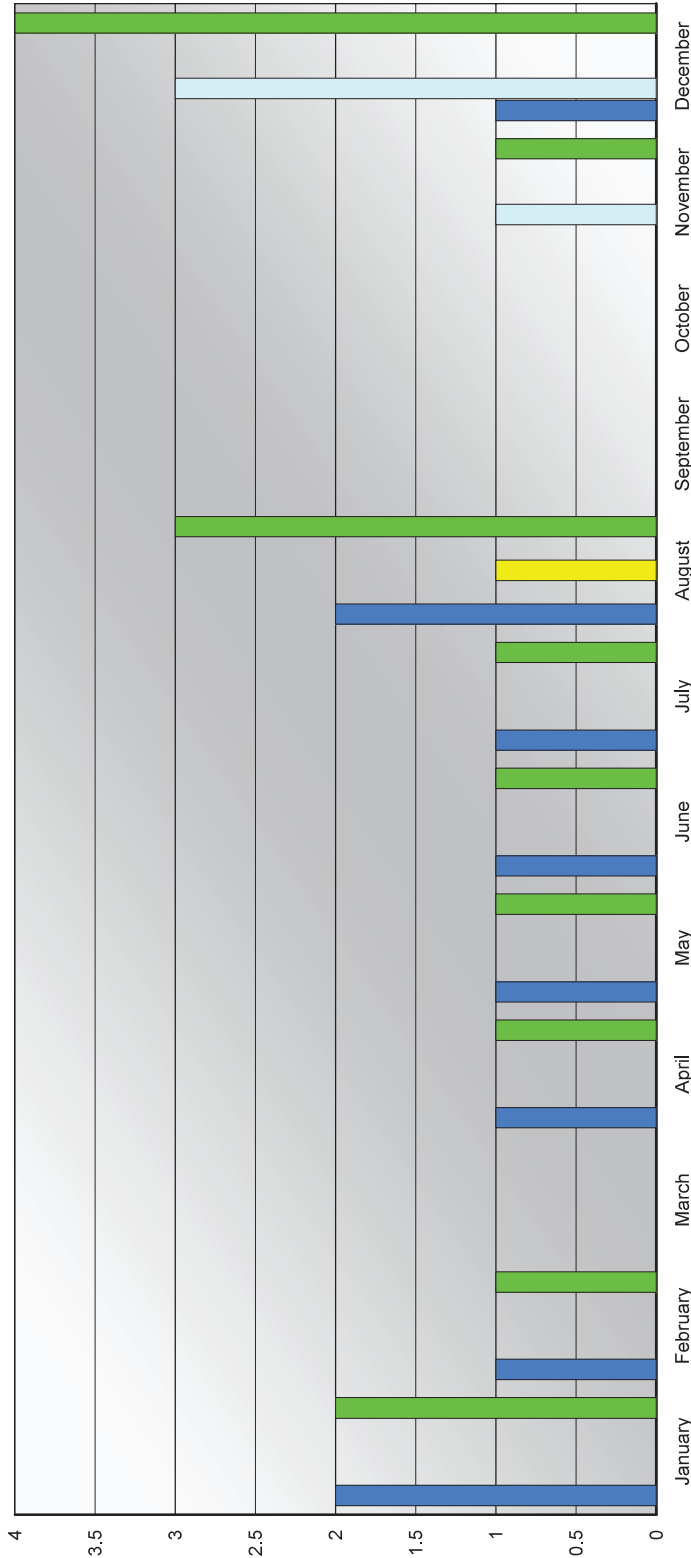
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	0	1	1	3	0	3	10	
Possible Injury	0	2	0	0	0	2	4	
Injury Crashes	1	0	0	0	0	0	1	
Others	0	0	0	0	0	0	0	
Total Crashes	1	3	1	3	0	5	15	

5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Number of Crashes by Month



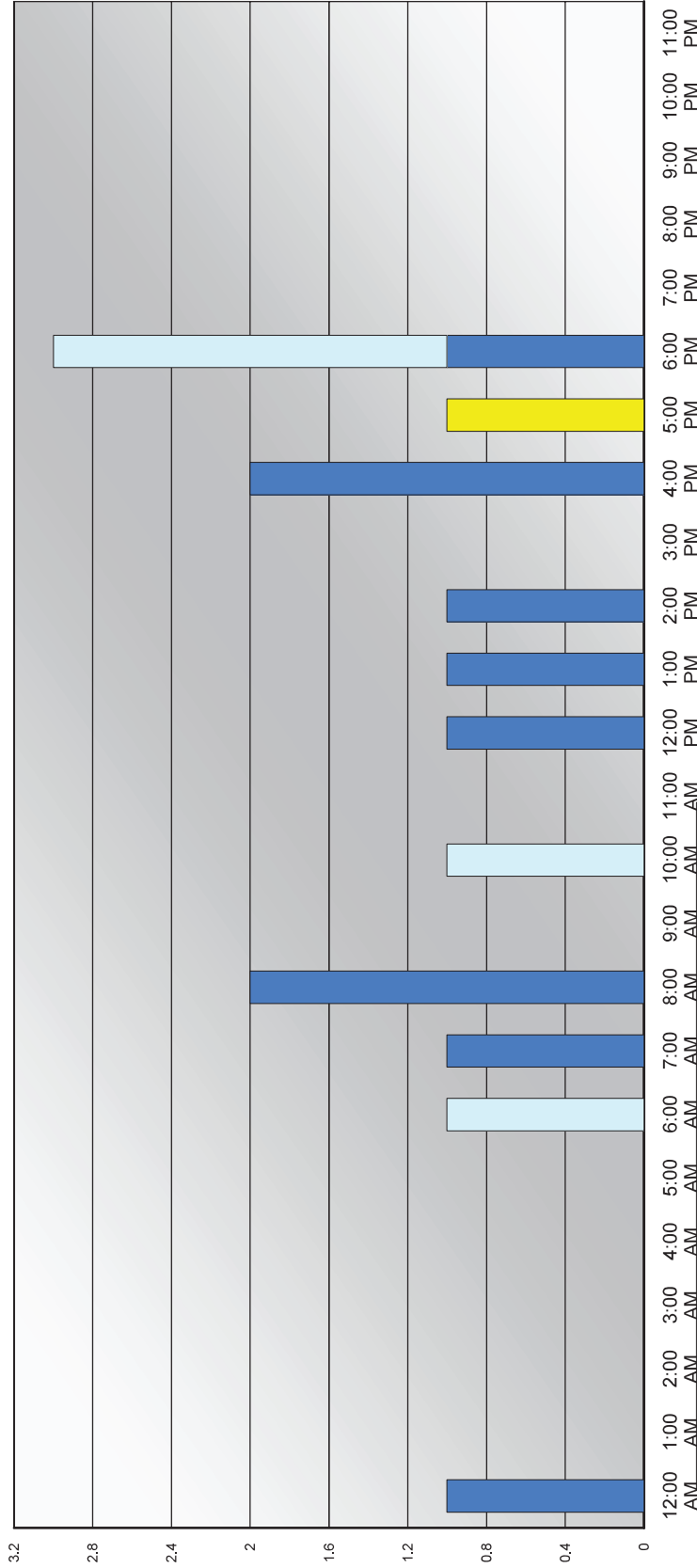
	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	2	1	0	1	1	1	1	2	0	0	0	1	10
Possible Injury	0	0	0	0	0	0	0	0	0	0	1	3	4
Injury Crashes	0	0	0	0	0	0	0	1	0	0	0	0	1
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	2	1	0	1	1	1	1	3	0	0	1	4	15

5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Crashes by Time of Day



	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
PDO	1	0	1	2	0	1	1	1	1	2	0	1	1	1	1	1	2	0	1
Possible Injury	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Injury Crashes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	1	2	1	1	1	1	1	2	0	1	1	1	1	1	2	0	3

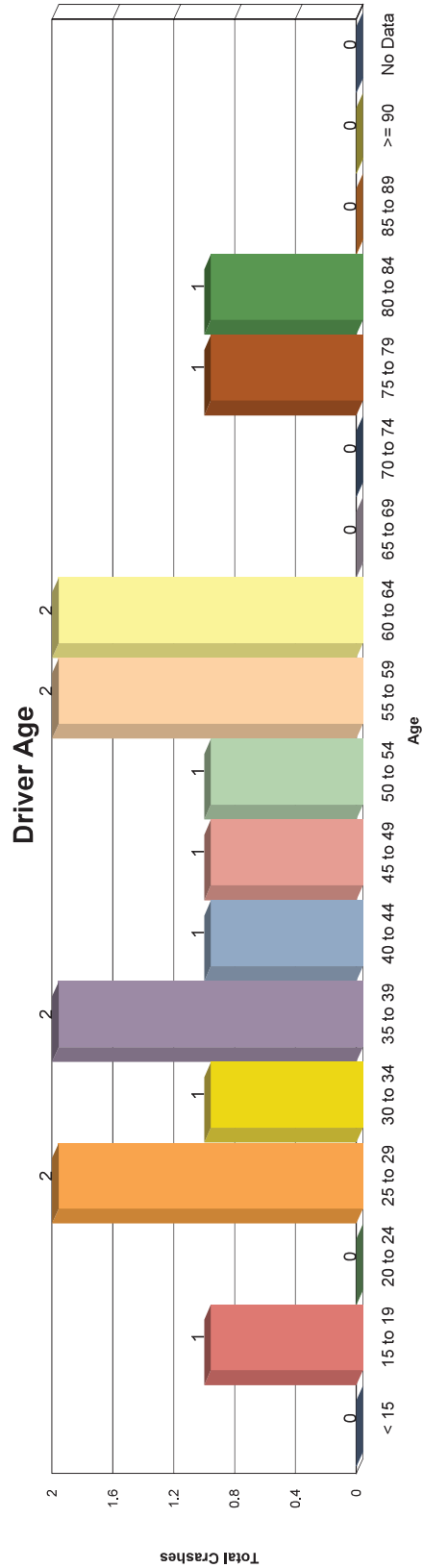
5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Driver Age Summary (Vehicle 1, Driver 1)

Drill Down Rpt.	Driver Actions														
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 25 to 29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 30 to 34	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Age 35 to 39	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Age 40 to 44	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Age 45 to 49	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Age 50 to 54	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Age 55 to 59	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Age 60 to 64	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Age 65 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 70 to 74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 75 to 79	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 80 to 84	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Crash Type Summary

Impact Type

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
Angle	4	0	0	0	0	0	0	0	0	0	4	0	0	0	2
Front to Rear	7	0	1	0	0	0	0	0	0	0	3	0	0	0	0
Sideswipe, same direction	4	0	0	0	0	0	0	0	0	0	2	4	0	0	0

Relation to Intersection

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Intersection	2	0	0	0	0	0	0	2	0	2
Intersection-Related	1	0	0	0	0	0	0	0	0	0
Non-Junction	7	0	1	0	0	0	0	4	1	0
Driveway/Ally Access Related	4	0	0	0	0	0	0	2	2	0
Other, Explain in Narrative	1	0	0	0	0	0	0	1	1	0

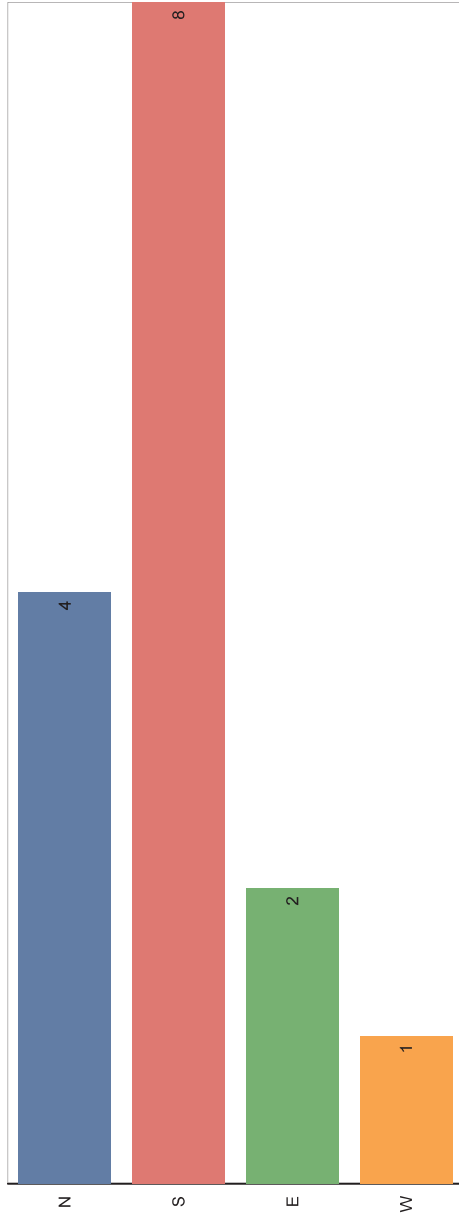
5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

Angle	Front to Rear	Sideswipe, same direction
N	2	2
S	5	2
E	0	0
W	0	0
Total	7	4

5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

At Fault Vehicle Summary

Vehicle Type

Strategic Highway Safety Plan (SHSP)

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
Click for Drill Down	8	0	0	0	0	0	0	0	0	0	5	5	1	2	2
Passenger Car	3	0	0	0	0	0	0	0	0	0	2	2	2	0	0
Pickup	4	0	1	0	0	0	0	0	0	0	2	2	1	0	0
No Data															

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Click for Drill Down	7	0	1	0	0	0	0	3	1	0
Straight Ahead	3	0	0	0	0	0	0	3	0	2
Turning Left	2	0	0	0	0	0	0	1	0	0
Turning Right	2	0	0	0	0	0	0	1	2	0
Changing Lanes	1	0	0	0	0	0	0	1	1	0
Unknown										

5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Roadway Condition Summary

Roadway Location

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
On Roadway	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Strategic Highway Safety Plan (SHSP)

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Aggressive Driving

9

Vulnerable Users

0

Motorcycle

0

Bike

0

Peds

0

Injuries

1

Fatalities

0

Road Condition

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
Wet	3	0	0	0	0	0	0	0	0	0	0	2	1	0	
Dry	12	0	1	0	0	0	0	0	0	0	0	7	3	2	

Strategic Highway Safety Plan (SHSP)

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
3	0	0	0	0	0	0	0	0	0	0	2	1	0	
12	0	1	0	0	0	0	0	0	0	0	7	3	2	

Aggressive Driving

2

Vulnerable Users

0

Motorcycle

0

Bike

0

Peds

0

Injuries

1

Fatalities

0

Road Contributing Cause Summary

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
None	13	0	1	0	0	0	0	0	0	0	0	7	3	2	
Unknown	2	0	0	0	0	0	0	0	0	0	0	2	1	0	

Strategic Highway Safety Plan (SHSP)

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
13	0	1	0	0	0	0	0	0	0	0	7	3	2	
2	0	0	0	0	0	0	0	0	0	0	2	1	0	

Aggressive Driving

7

Vulnerable Users

0

Motorcycle

0

Bike

0

Peds

0

Injuries

1

Fatalities

0

5 Year Crash Report

CDMS - Crash Data Management System

Records Date Range:	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Traffic Control Signal

Yield Sign

No Controls

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	1	1	1	0	0
13	0	1	0	0	0	0	0	0	0	8	3	3	2	2

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Straight

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
15	0	1	0	0	0	0	0	0	0	9	9	4	2	2

5 Year Crash Report

CDMS - Crash Data Management System

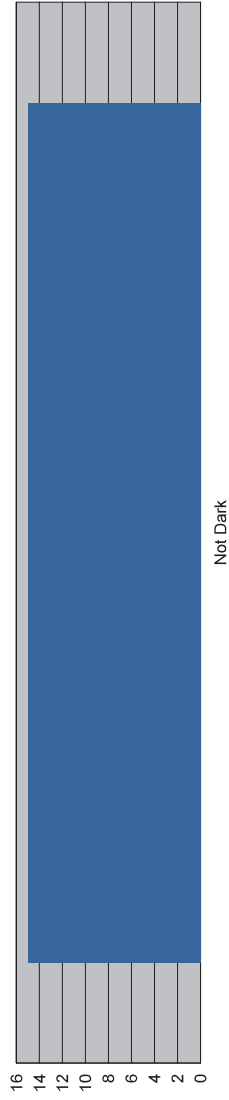
Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	9	4	2

Environment Summary Report

Lighting

Click for Drill Down

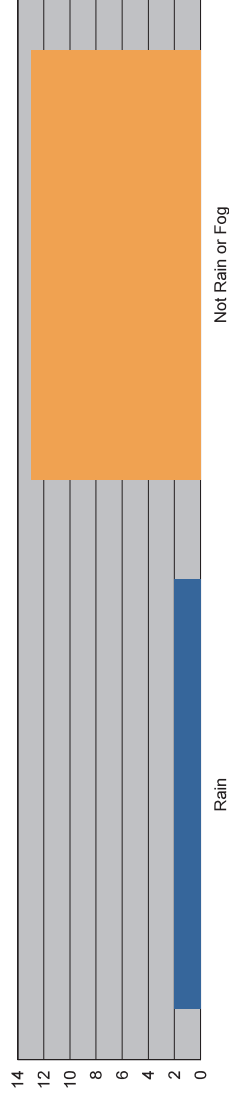
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Intersection
Daylight	12	0	1	0	0	0	0	0	8	0	3	2	2
Dark-Lighted	2	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	1	0	0	0	0	0	0	0	1	0	1	0	0



Weather

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Intersection
Clear	9	0	0	0	0	0	0	0	6	0	2	1	1
Cloudy	4	0	1	0	0	0	0	0	2	0	1	1	1
Rain	2	0	0	0	0	0	0	0	1	0	1	0	0



5 Year Crash Report

CDMS - Crash Data Management System

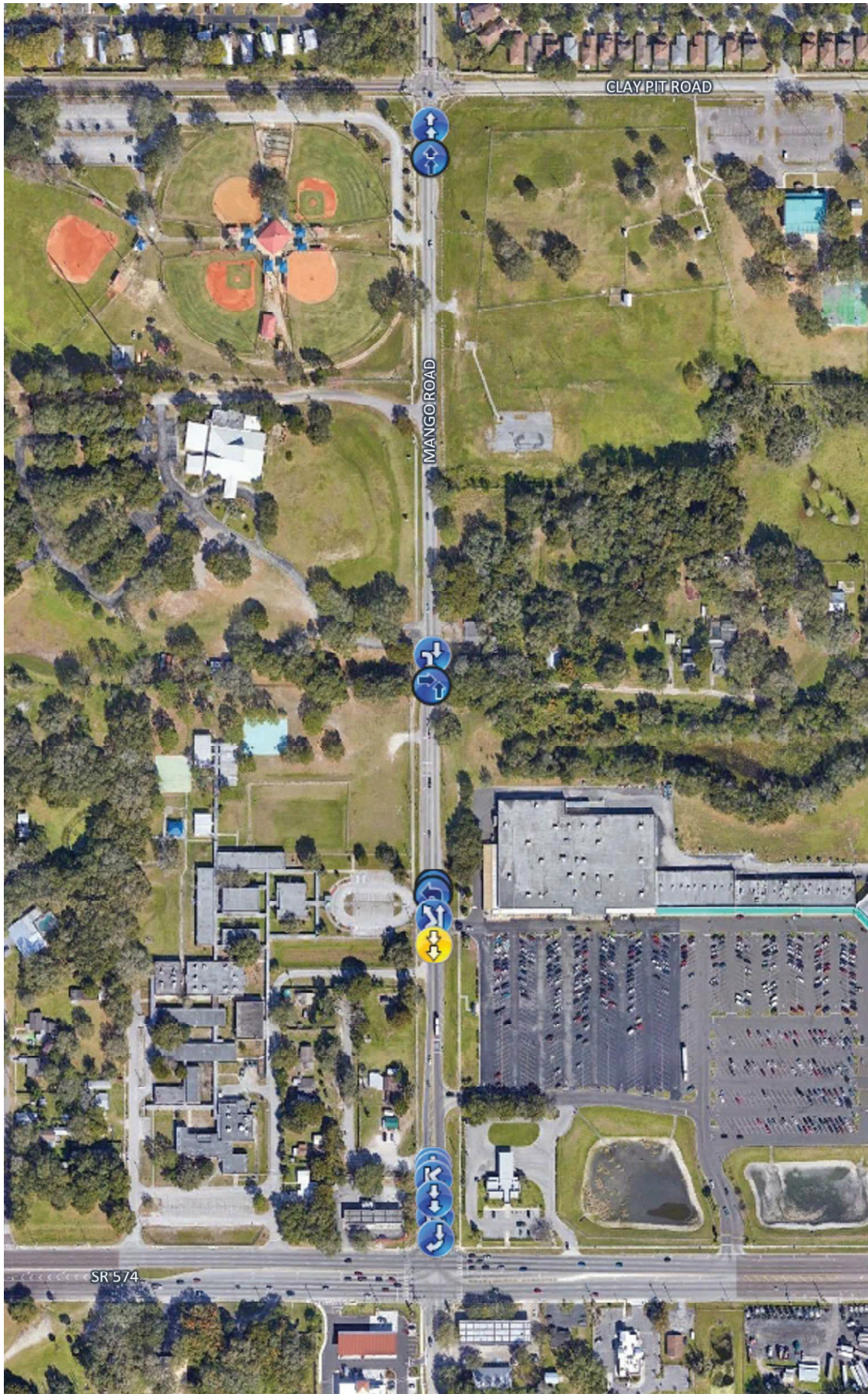
Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/08/2017 to 01/19/2022	15	0	1	0	0	0	2	0	0	0	0	0	9	4	2

Located Crashes

Area	Crashes	Fatalities	Injuries
E LAKE ORIENT PARK	3	0	0
SEFFNER	1	0	0
UNINCORPORATED	3	0	1
UNINCORPORATED H.C.	5	0	0
Totals:	12	0	1

Private Property, Parking Lot, and Unlocated Crashes

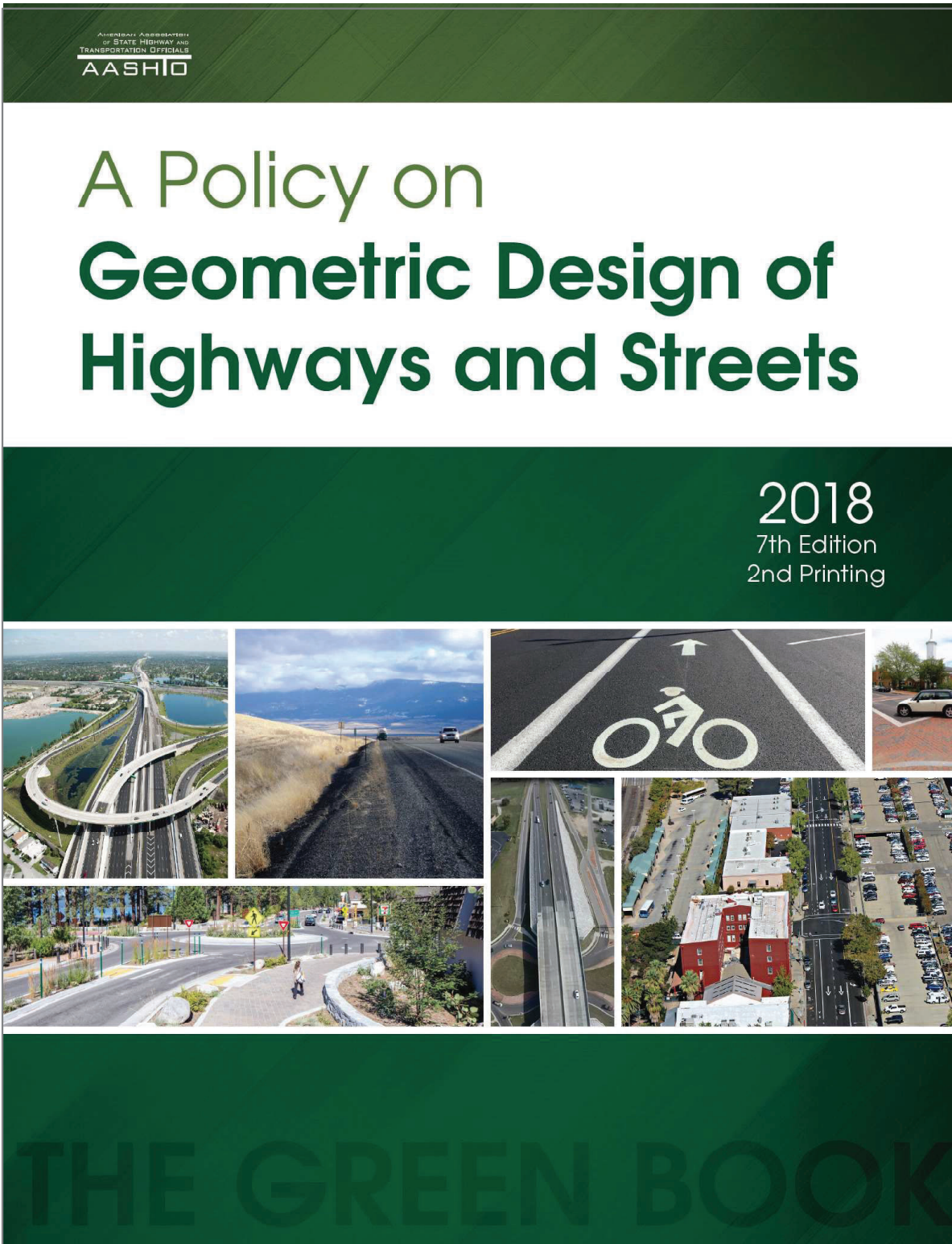
Area	Crashes	Fatalities	Injuries
E LAKE ORIENT PARK	2	0	0
UNINCORPORATED	1	0	0
Totals:	3	0	0



ATTACHMENT H



CASA DI FRANCESCO
AASHTO Reference Materials (1 of 2)



ATTACHMENT H



Table 5-5. Minimum Width of Traveled Way and Shoulders for Two-Lane Local Roads in Rural Areas

U.S. Customary				Metric			
Design Speed (mph)	Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day)			Design Speed (km/h)	Minimum Width of Traveled Way (m) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000		under 400	400 to 2000	over 2000
15	18	20 ^a	22	20	5.4	6.0 ^a	6.6
20	18	20 ^a	22	30	5.4	6.0 ^a	6.6
25	18	20 ^a	22	40	5.4	6.0 ^a	6.6
30	18	20 ^a	22	50	5.4	6.0 ^a	6.6
35	18	20 ^a	22	60	5.4	6.0 ^a	6.6
40	18	20 ^a	22	70	6.0	6.6	6.6
45	20	22	22	80	6.0	6.6	6.6
50	20	22	22	90	6.6	6.6	6.6 ^b
55	22	22	22b	100	6.6	6.6	6.6 ^b
60	22	22	22b	All speeds	Width of graded shoulder on each side of the road (m)		
65	22	22	22b		0.6	1.0	1.8
All speeds	Width of graded shoulder on each side of the road (ft)						
	2	3	6				

^a For roads in mountainous terrain with design volume of 400 to 600 veh/day, an 18-ft [5.4-m] traveled-way width may be used.

^b Consider using traveled-way width of 24 ft [7.2 m] where substantial truck volumes are present or agricultural equipment frequently uses the road

5.2.2.3 Right-of-Way Width

Providing right-of-way widths that accommodate construction, adequate drainage, and proper maintenance of a highway is a very important part of the overall design. Wide rights-of-way permit the construction of gentle slopes, resulting in reduced crash severity potential and providing for easier and more economical maintenance. The procurement of sufficient right-of-way at the time of the initial construction permits the widening of the roadway and the widening and strengthening of the pavement at a reasonable cost as traffic volumes increase.

In developed areas, it may be necessary to limit the right-of-way width. However, the right-of-way width should not be less than that needed to accommodate all the elements of the design cross sections, utilities, and appropriate border areas.

5.2.2.3 Right-of-Way Width

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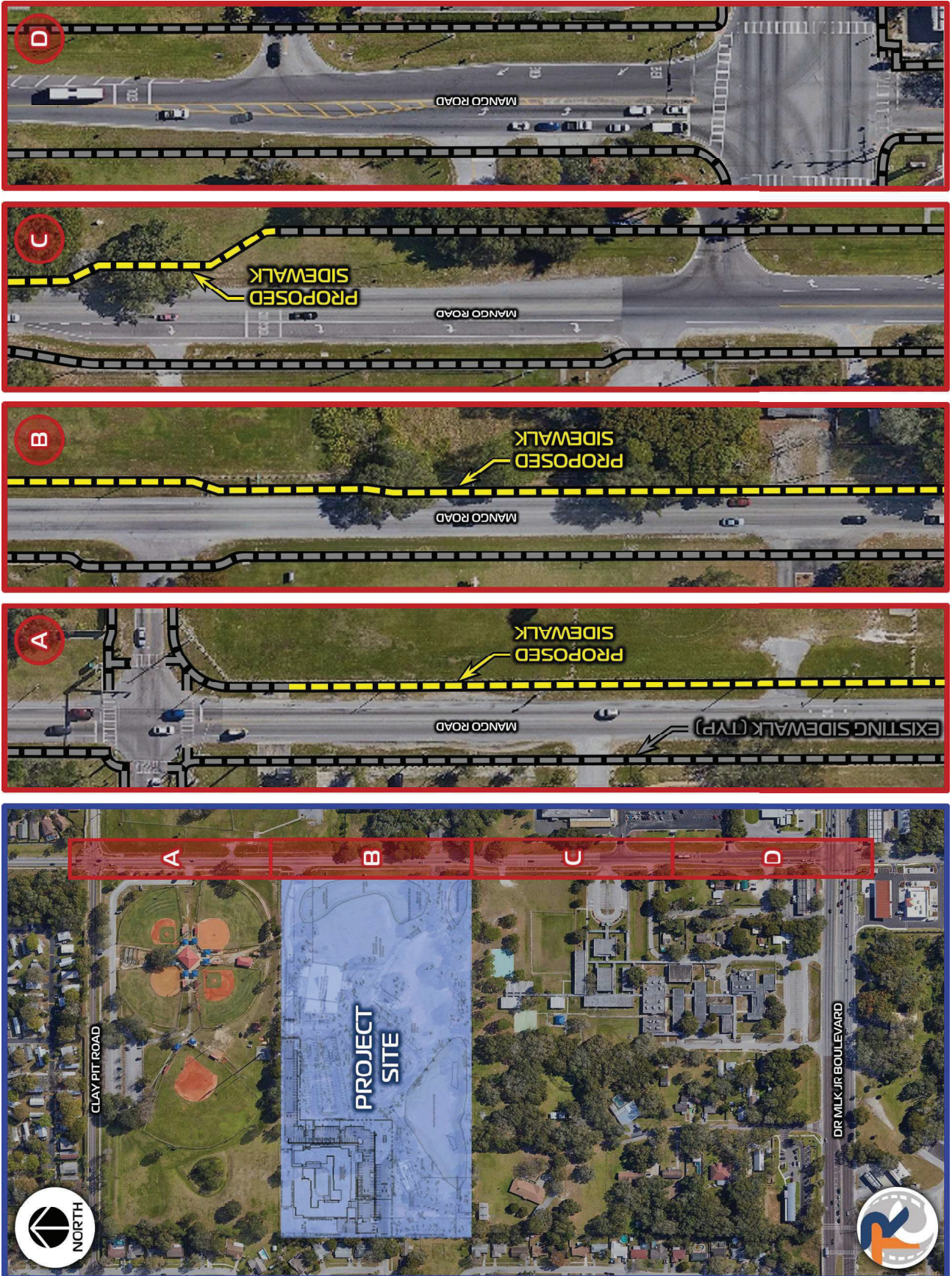
In developed areas, it may be necessary to limit the right-of-way width. However, the right-of-way width should not be less than that needed to accommodate all the elements of the design cross sections, utilities, and appropriate border areas.

5.2.2.4 Medians

Medians are generally not provided for local roads in rural areas. For additional information on medians, see Section 5.3, "Local Streets in Urban Areas."

ATTACHMENT I

MANGO ROAD SIDEWALK EXHIBIT



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
CR 579	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Required <input checked="" type="checkbox"/> Proposed Vehicular Access <input type="checkbox"/> Other
Filmore Ave.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Required <input checked="" type="checkbox"/> Proposed Vehicular Access <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	1,014	63	80
Proposed	1,014	63	80
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		None	None	Meets LDC
South		None	None	Meets LDC
East	X	None	None	Meets LDC
West		Vehicular & Pedestrian	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
CR 579/Substandard Roadway	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes:		

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> 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 report.

**WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

PETITION NO.: PRS22-0941 REVIEWED BY: Randy Rochelle DATE: 6/16/2022

FOLIO NO.: 64833.0100

WATER

- The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A 12 inch water main exists (adjacent to the site), (approximately 55 feet from the site) and is located within the east Right-of-Way of County Road 579. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- A 4 inch wastewater force main exists (adjacent to the site), (approximately feet from the site) and is located within the north Right-of-Way of Fillmore Avenue. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water and wastewater systems.

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 8 June 2022

REVIEWER: Bernard W. Kaiser, Conservation and Environmental Lands Management

APPLICANT: Braulio Grajales

PETITION NO: PRS 22-0941

LOCATION: 4450 579 Hwy, Seffner, FL 33548

FOLIO NO: 64833.0100

SEC: 04 TWN: 29 RNG: 20

- This agency has no comments.

- This agency has no objection.

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

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

COMMENTS: _____.