

PD Modification Application: MM 24-1152

Zoning Hearing Master Date: April 15, 2025

BOCC Land Use Meeting Date: June 10, 2025



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Tyler Hudson & Gardner Brewer Hudson, P.A.

FLU Category: NMU-4

Service Area: Rural

Site Acreage: 11.74

Community
Plan Area: Lutz

Overlay: None



Introduction Summary:

PD 03-0348 was approved in 2003 to allow the development of 50,000 square feet of office uses and 12,000 square feet of retail or CN uses, with use exceptions. In 2013, the PD was modified by PRS 13-0032 introduced two development options for Parcels A & B, with modified entitlements.

The applicant is requesting modifications to the entitlements of Parcel A & B for both options. Changes to the site plan, including access points, are also proposed as part of the Major Modification.

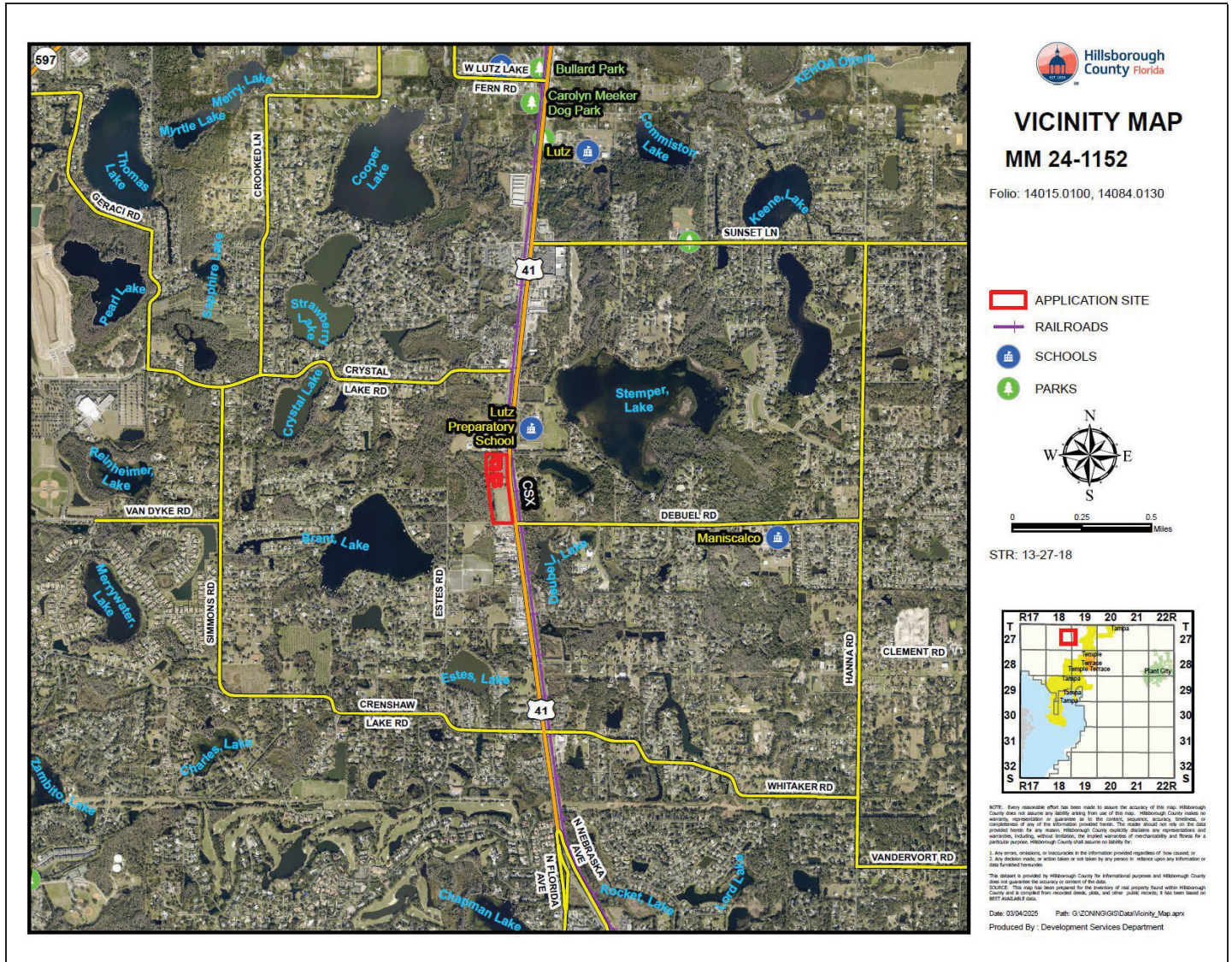
| Existing Approval(s): | Proposed Modification(s): |
|--|--|
| <u>Development Option 1</u> Parcel A: 50,000 square feet of office uses Parcel B: 12,000 square feet of restricted retail uses 62,000 sf total (0.12 FAR) | <u>Development Option 1</u> Parcel A: 46,375 square feet of office uses Parcel B: 29,500 square feet of restricted retail uses 75,875 sf total (0.14 FAR) |
| <u>Development Option 2</u> Parcel A: 46,000 square feet of office uses Parcel B: 16,000 square feet of restricted retail uses 62,000 sf total (0.12 FAR) | <u>Development Option 2</u> Parcel A: 46,375 square feet of office uses Parcel B: 20,000 square feet of restricted retail uses and 60,000 square feet of Mini-warehouses 126,375 sf (0.24 FAR) |

| Additional Information: | |
|---|--|
| PD Variation(s): | None Requested as part of this application |
| Waiver(s) to the Land Development Code: | None Requested as part of this application |

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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

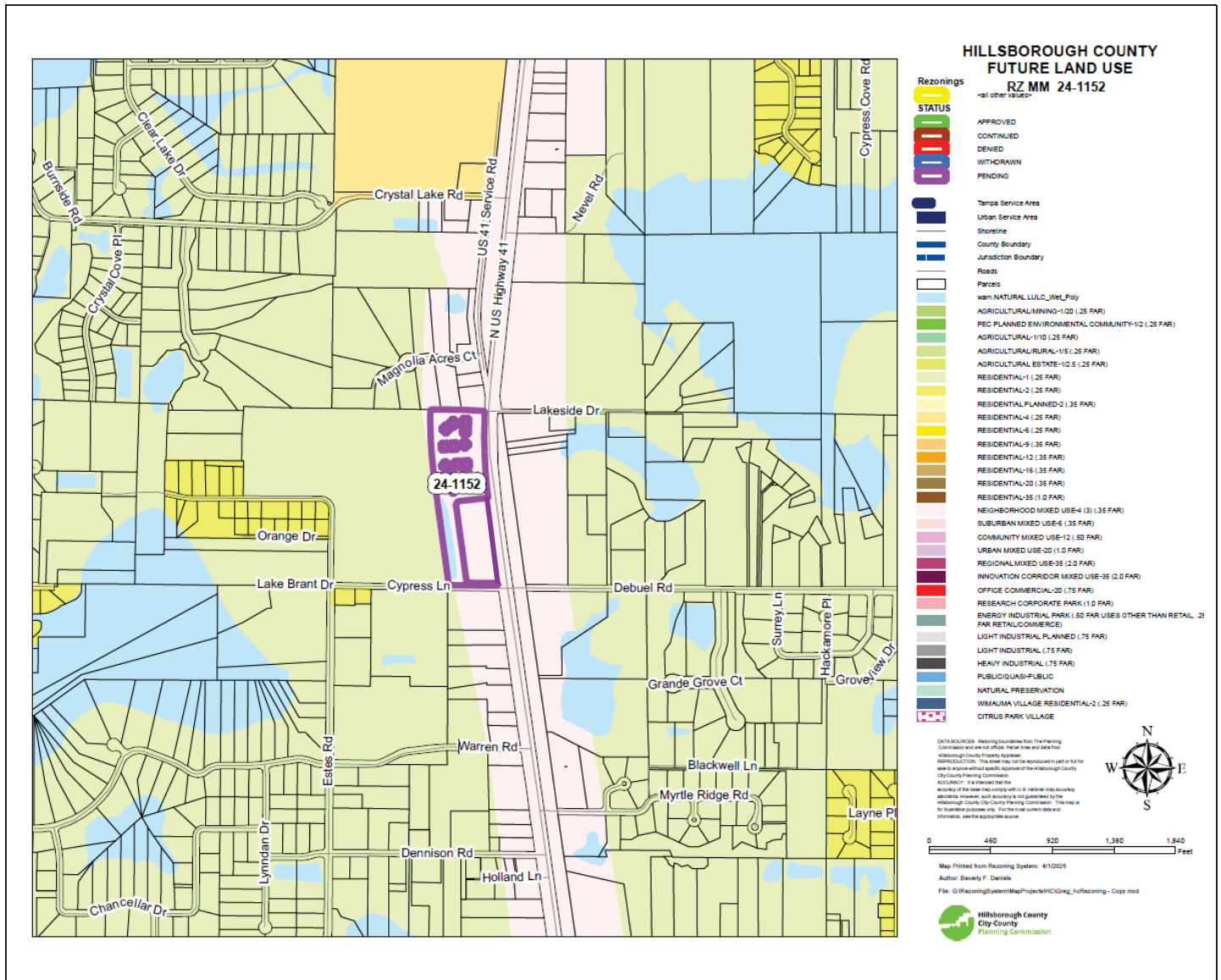


Context of Surrounding Area:

The subject property is located within the Rural Service Area and within the Lutz Community Plan Area. The surrounding area primarily consists of agriculture and residential zoning, with some commercially zoned property along US Highway 41. Uses in the vicinity along US Highway 41 consist of office, auto repair/sales, restaurants, and contractor offices. To the west and east of US Highway 41, residential single-family is the primary use.

2.0 LAND USE MAP SET AND SUMMARY DATA

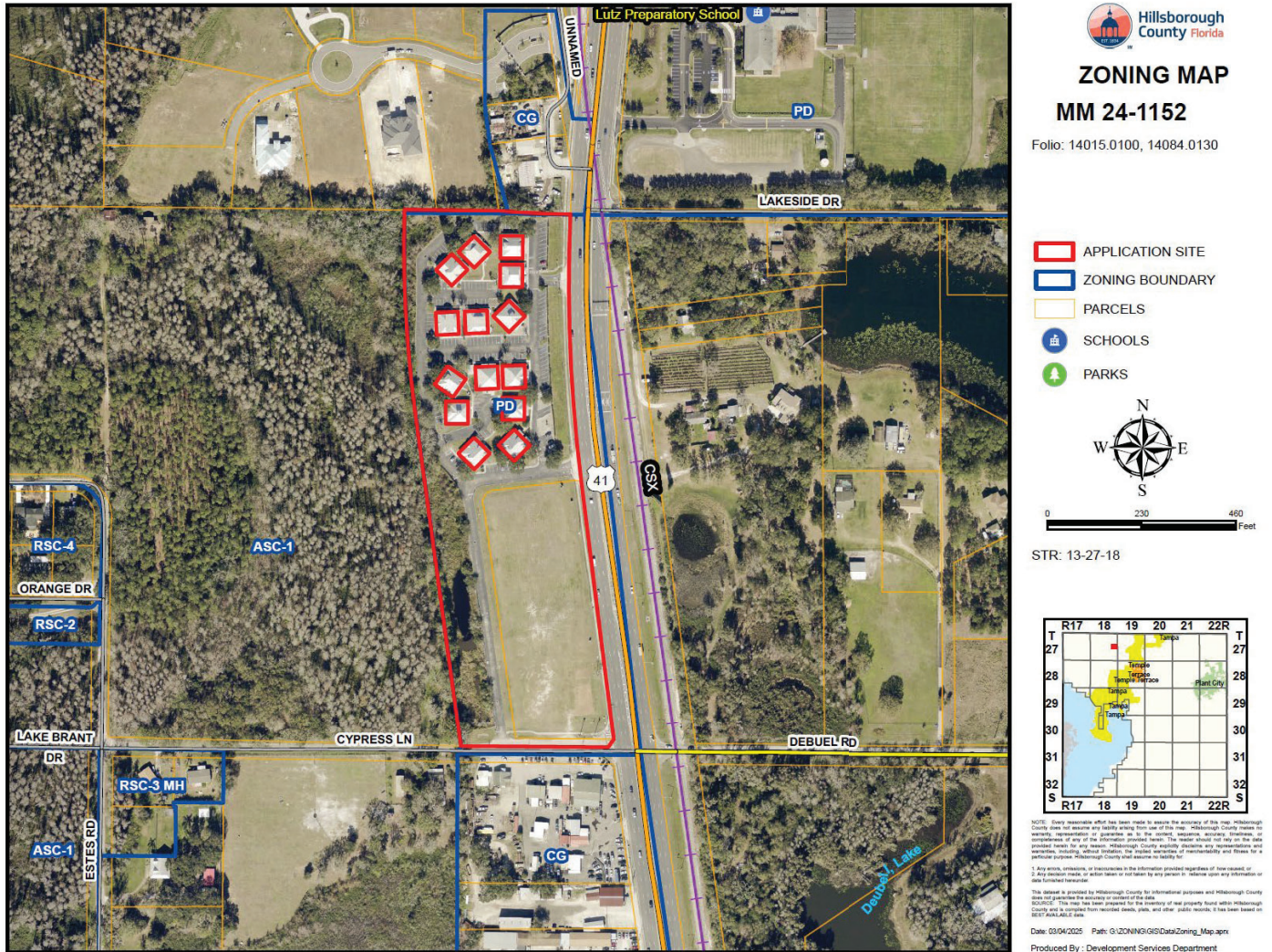
2.2 Future Land Use Map



| | |
|--|--|
| Subject Site Future Land Use Category: | Neighborhood Mixed Use-4 (NMU-4) |
| Maximum Density/F.A.R.: | 4.0 DU per acre / 0.5 FAR |
| Typical Uses: | Residential, suburban commercial, offices, research parks, multi-purpose, clustered residential, mixed-use |

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses

| Location: | Zoning: | Maximum Density/F.A.R. Permitted by Zoning District: | Allowable Use: | Existing Use: |
|-----------|-------------|--|--|--------------------------------------|
| North | CG ASC-1 | CG: 0.27 FAR ASC-1: 1 unit per acre | CG: Commercial ASC-1: Single-Family Residential | CG: Commercial ASC-1: Vacant |
| South | CG | 0.27 FAR | Commercial Uses | Automobile Repair |
| East | ASC-1 | 1 DU per acre | Single-Family Conventional / Agriculture | Railroad, Single-Family, Agriculture |
| West | ASC-1 | 1 DU per acre | Single-Family Conventional / Agriculture | Single-Family / Agriculture |

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)**Adjoining Roadways (check if applicable)**

| Road Name | Classification | Current Conditions | Select Future Improvements |
|-------------|---------------------------------|--|---|
| US Hwy 41 | FDOT Principal Arterial - Rural | 6 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |
| Cypress Ln. | County Local - Rural | 2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |

Project Trip Generation ☐ Not applicable for this request

| | Average Annual Daily Trips | A.M. Peak Hour Trips | P.M. Peak Hour Trips |
|-------------------|----------------------------|----------------------|----------------------|
| Existing | 2,026 | 196 | 258 |
| Proposed | 1,962 | 200 | 263 |
| Difference (+/-1) | -64 | +4 | +5 |

*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 | | Choose an item. | Choose an item. | Choose an item. |
| South | X | Choose an item. | Choose an item. | Choose an item. |
| East | X | Choose an item. | Choose an item. | Choose an item. |
| West | | Choose an item. | Choose an item. | Choose an item. |
| Notes: | | | | |

Design Exception/Administrative Variance ☐ Not applicable for this request

| Road Name/Nature of Request | Type | Finding |
|---------------------------------|-----------------------------------|------------|
| Cypress Ln./Substandard Roadway | Design Exception Requested | Approvable |
| Cypress Ln./Access Spacing | Administrative Variance Requested | Approvable |
| Multiple/Number of Accesses | Administrative Variance Requested | Approvable |
| Notes: | | |

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

| INFORMATION/REVIEWING AGENCY | | | | |
|--|---|---|--|---------------------------------|
| Environmental: | Comments Received | Objections | Conditions Requested | Additional Information/Comments |
| Environmental Protection Commission | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | 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 type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area (Zone 1) <input type="checkbox"/> Surface Water Resource Protection Area <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 _____ | | | | |
| Public Facilities: | Comments Received | Objections | Conditions Requested | Additional Information/Comments |
| Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input checked="" type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| Impact/Mobility Fees (Various use types allowed. Estimates are samples of potential development) <u>Retail – Shopping Center (Per 1,000 s.f.)</u> Mobility: \$15,962.00 Fire: \$313.00 <u>Health Club (Per 1,000 s.f.)</u> Mobility: \$36,438.00 Fire: \$313.00 | <u>Gen Office (Per 1,000 s.f.)</u> Mobility: \$11,777.00 Fire: \$158.00 <u>Single Tenant Office (Per 1,000 s.f.)</u> Mobility: \$44,025 Fire: \$158 <u>Mini-Warehouse (Per 1,000 s.f.)</u> Mobility: \$1,084.00 Fire: \$32.00 | | <u>Hi-Turnover Rest. (Per 1,000 s.f.)</u> Mobility: \$51,533 Fire: \$158 <u>Med. Office <= 10k s.f. (per 1,000 s.f.)</u> Mobility: \$30,637 Fire: \$158 <u>Med. Office >10k s.f. (per 1,000 s.f.)</u> Mobility: \$44,025 Fire: \$158 | |
| Comprehensive Plan: | Comments Received | Findings | Conditions Requested | Additional Information/Comments |
| Planning Commission <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Subject site is located at the southwest corner of Highway 41 and Cypress Lane. It is amongst other office and commercial uses, primarily zoned CG, but BPO and other PD zonings are present as well. Existing non-residential development along Highway 41 is located along the west of the roadway. This places the proposed development in line with the development trends of the area. Across Highway 41 from the subject site lies a property zoned ASC-1 developed with a single-family home; however, the existing home is placed to the north of property and is not directly adjacent to the subject site. Due to the separation provided by the highway and the location of the home, an increase to the entitlements of the PD and the addition of mini-warehouse on Parcel B is not foreseen to cause negative impacts to this property. Other residential uses are in the vicinity of the subject site, but due to their distance, no impacts to these residential uses are expected. In addition, the development will be subject to a restricted hours of operation and must adhere to the Lutz Rural Development standards.

5.2 Recommendation

Based on the above considerations, staff finds the proposed Major Modification, subject to the conditions, approvable.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted March 4, 2025.

1. Option 1: The project shall be limited to ~~50,000~~ 46,375 square feet of office uses in Parcel A and ~~12,000~~ 29,500 square feet of retail uses in Parcel B. Option 2: The project shall be limited to ~~46,000~~ 46,375 square feet of office uses in Parcel A and ~~16,000~~ 20,000 square feet of retail uses and 60,000 sq. ft. of Mini-Warehouse use in Parcel B. Retail uses shall include all CN district uses with the following exceptions:

- Billiards and pool parlors
- Bowling alleys
- Brewery on premises
- Free standing taverns, bars, lounges, nightclubs and dance halls
- Funeral homes and mortuaries
- Liquor stores
- Kennels
- Commercial apartments
- Neighborhood fairs
- Swimming pools
- Ultralight flight park
- Hotels and motels
- Dry cleaning (pick-up only is allowed)
- Auto Repair
- Convenience store with gas pumps ("country store" type convenience store is allowed)
- Gas Stations
- Fast food/restaurants

1.1 Only one restaurant, sit down, is allowed.

2. Unless otherwise specified within these conditions, the project shall be developed in accordance with the CN zoning district standards and Lutz Rural Area Development Standards. The 2:1 setback requirement shall not apply within Parcel B.
3. Designs of buildings with the project shall incorporate the following architectural features:
 - Pitched roofs
 - Wood or wood-simulated siding
 - Covered wooden porch on the front facades of building
 - Residential style windows with mullions
 - Tin roofs
 - Wooden trim on accessory structures
4. No individual structure within the office or retail portions of the project shall exceed 20,000 square feet.
5. In addition to the requirements of the Land Development Code, landscaping along U.S. Highway 41 and Cypress Lane frontages shall be designed in accordance with the Rural Scenic Roadway requirements set forth in Section

6.06.03.I of the Hillsborough County Land Development Code, which required a 30-foot buffer easement with vegetation left in its natural state.

6. Buffering and screening shall be provided in accordance with the Land Development Code, unless otherwise specified herein.
7. Project signage shall be restricted to monument signage which will be designed to be consistent with the wooden style of the building, including materials consistent with the building. The base area of the sign shall be landscaped. Prior to issuance of a sign permit, the design of the project building(s) must be revised and approved by the Hillsborough County Development Services Department as part of the Site Development Process.
8. Dumpsters shall be screened with wooden materials consistent with the design of the building. Dumpsters shall not be visible from U.S. Highway 41.
9. Hours of operation and of delivery for the office portion of the project shall be limited to 6:00 a.m. to 8:00 p.m. Hours of operation and of delivery for the retail portion of the project shall be restrict to 6:00 a.m. to midnight.
10. Approval of this petition does not ensure that water will be available at the time when to developer seeks permits to actually develop.
11. Approval of the petition does not constitute a guarantee that the Environmental Protections Commission approvals necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval.
- ~~12. The general design, location and number of access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code. The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department and/or the Florida Department of Transportation (FDOT). Final design, if approved by Hillsborough County Planning and Growth Management Department and/or the FDOT, may include, but is not limited to, left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.~~
- ~~13. Prior to construction site plan approval, the developer shall provide a traffic analysis, signed by a professional engineer, showing the amount of left turn storage needed to serve development traffic. If, with the addition of background and project traffic, and if warranted by the results of the traffic analysis, as determined by Hillsborough County, the developer shall provide, at their expense, left turn storage lanes of sufficient length to accommodate anticipated left turning traffic, (for northbound to westbound traffic) on U.S. Highway 41 onto Cypress Land, and at each access to the project where a left turn is permitted. The design and construction of these left turn lanes shall be approved by the Hillsborough County Development Services Department and/or FDOT, where applicable. All roadway construction of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement.~~
- ~~14~~12. The applicants shall show the ability to provide cross access to/along the norther property boundary at such time like uses (commercial, office) are developed on the norther property. The provision of said cross access shall be subject to a determination by County staff during the preliminary construction plan approval process pursuant to criteria in Section 6.04.03.Q of the Land Development Code.
- ~~15~~13. The project shall be designed with an internal pedestrian walkway system.
- ~~16~~14. In the event there is conflict between a zoning condition of approval, as stated herein, and any written or graphic notation on the general site plan, the more restrictive requirement shall apply.

~~17~~15. 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.

~~18. Within ninety days of approval of PRS 13-0032 MM 24-1152 by the Hillsborough County Board of the County Commissioners, the developer shall submit to the County Development Services Department a revised General Development Plan for certification reflecting all the conditions outlined above.~~

16. If the MM 24-1152 is approved, the County Engineer will approve a Design (dated March 3, 2025) to the Hillsborough County Transportation Technical Manual to meet Land Development Code Section 6.04.03L for Cypress Lane substandard roadway improvements. The Design Exception, which was found approvable by the County Engineer on April 7, 2025, will result in the following improvements to be constructed by the developer:

17. If the MM 24-1152 is approved, the County Engineer will approve a Design (dated March 3, 2025) to the Hillsborough County Transportation Technical Manual to meet Land Development Code Section 6.04.03L for Cypress Lane substandard roadway improvements. The Design Exception, which was found approvable by the County Engineer on April 7, 2025, will result in the following improvements to be constructed by the developer:

- a. Restripe Cypress Lane from US 41 to the western access to provide 11-foot lanes and 6-foot bike lanes.
- b. Provide 5-foot sidewalk on the north side of Cypress Lane.

18. If MM 24-1152 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated September 23, 2024) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.I, which was found approvable on April 7, 2025. Approval of this Administrative Variance will waive the limitation on the maximum number of access connections to allow the proposed right-in access only on Cypress Ln as part of said proposed major modification.

19. If MM 24-1152 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated September 23, 2024), which was found approvable on April 7, 2024. Approval of this Administrative Variance will permit a reduction of the minimum access spacing (between the Cypress Ln. access and US Hwy 41 and the next closest driveway connection) such that a minimum spacing of +/- 145 feet from US Hwy 41 and +/- 97 feet from the next closest driveway connection is permitted. The eastern most vehicular access connection on Cypress Ln shall be restricted to right-in ingress only and shall have a minimum 50-foot throat depth.

20. Concurrent with the initial increment of development of Parcel B, the developer shall construct the following site access improvements on US 41 at Cypress Lane, subject to FDOT approval:

- c. a new southbound right turn lane,
- d. extend the existing southbound left turn lane, and
- e. extend the existing northbound left turn lane.

21. Any existing vehicular access points not shown on the PD site plan shall be removed and restored to typical roadway section standards.

22. No development shall be permitted in Parcel "B" that causes cumulative development to exceed 1,962 gross average daily trips, 200 gross a.m. peak hour trips, or 263 gross p.m. peak hour trips; or 1,476 net average daily trips, 172 net a.m. peak hour trips, or 207 net p.m. peak hour trips. Additionally:

- f. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of

seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

23. 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.
24. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
25. Development on site will be subject to the restrictions and prohibitions found with the PWWPA and Wellhead Protection Areas.
26. 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.
27. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:

J. Brian Grady

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.

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ZHM HEARING DATE: April 15, 2025

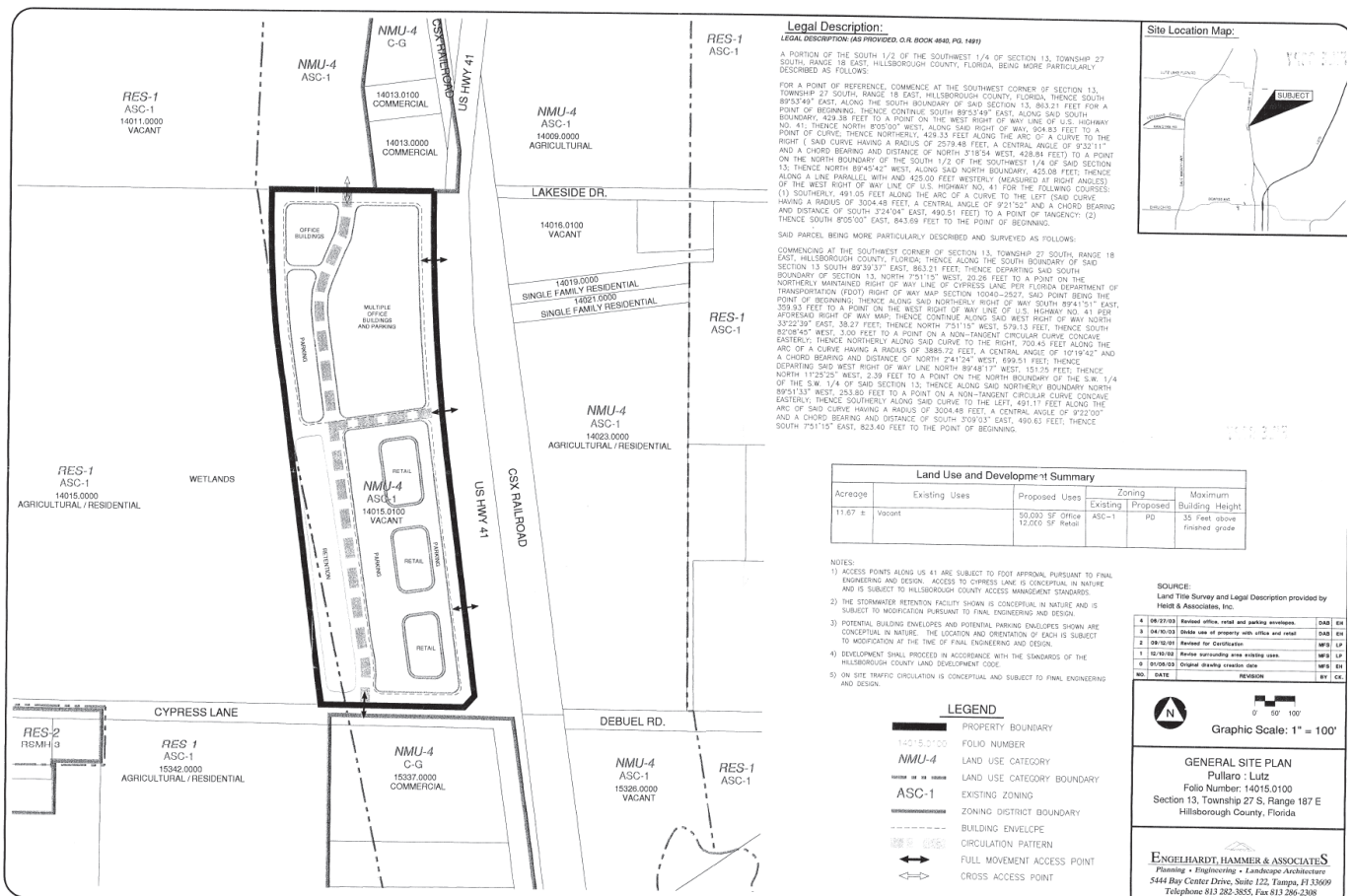
BOCC LUM MEETING DATE: June 10, 2025

Case Reviewer: Jared Follin

7.0 ADDITIONAL INFORMATION AND/OR GRAPHIC

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



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9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Richard Perez, AICP
PLANNING AREA: LUTZ/NW

DATE: 4/07/2025
AGENCY/DEPT: Transportation
PETITION NO: MM 24-1152

- ☐ 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 ZONING APPROVAL

NEW CONDITIONS:

- If the MM 24-1152 is approved, the County Engineer will approve a Design (dated March 3, 2025) to the Hillsborough County Transportation Technical Manual to meet Land Development Code Section 6.04.03L for Cypress Lane substandard roadway improvements. The Design Exception, which was found approvable by the County Engineer on April 7, 2025, will result in the following improvements to be constructed by the developer:
 - a. Restripe Cypress Lane from US 41 to the western access to provide 11-foot lanes and 6-foot bike lanes.
 - b. Provide 5-foot sidewalk on the north side of Cypress Lane.
- If MM 24-1152 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated September 23, 2024) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.I, which was found approvable on April 7, 2025. Approval of this Administrative Variance will waive the limitation on the maximum number of access connections to allow the proposed right-in access only on Cypress Ln as part of said proposed major modification.
- If MM 24-1152 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated September 23, 2024), which was found approvable on April 7, 2024. Approval of this Administrative Variance will permit a reduction of the minimum access spacing (between the Cypress Ln. access and US Hwy 41 and the next closest driveway connection) such that a minimum spacing of +/- 145 feet from US Hwy 41 and +/-97 feet from the next closest driveway connection is permitted. The eastern most vehicular access connection on Cypress Ln shall be restricted to right-in ingress only and shall have a minimum 50-foot throat depth.
- Concurrent with the initial increment of development of Parcel B, the developer shall construct the following site access improvements on US 41 at Cypress Lane, subject to FDOT approval:
 - a) a new southbound right turn lane,
 - b) extend the existing southbound left turn lane, and
 - c) extend the existing northbound left turn lane.

- Any existing vehicular access points not shown on the PD site plan shall be removed and restored to typical roadway section standards.
- No development shall be permitted in Parcel "B" that causes cumulative development to exceed 1,962 gross average daily trips, 200 gross a.m. peak hour trips, or 263 gross p.m. peak hour trips; or 1,476 net average daily trips, 172 net a.m. peak hour trips, or 207 net p.m. peak hour trips. Additionally:
 - a. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
- 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.
- Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.

REVISED CONDITIONS:

- ~~12. The general design, location and number of access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code. The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department and/or the Florida Department of Transportation (FDOT). Final design, if approved by Hillsborough County Planning and Growth Management Department and/or the FDOT, may include, but is not limited to, left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.~~

[Staff recommends deletion of this condition. By its nature, a PD is a site plan-controlled zoning district and the number and location of access points are governed by the PD site plan and conditions of approval. Furthermore, the applicant's transportation analysis indicates where auxiliary turn lanes are anticipated. Final evaluation of turn lane warrants will be done in accordance with Section 6.04.04.D. at the time of plat/site/construction plan review.]

- ~~13. Prior to construction site plan approval, the developer shall provide a traffic analysis, signed by a professional engineer, showing the amount of left turn storage needed to serve development traffic. If, with the addition of background and project traffic, and if warranted by the results of the traffic analysis, as determined by Hillsborough County, the developer shall provide, at their expense, left turn storage lanes of sufficient length to accommodate anticipated left turning traffic, (for northbound to westbound traffic) on U.S. Highway 41 onto Cypress Lane, and at each access to the project where a left turn is permitted. The design and construction of these left turn lanes shall be approved by the Hillsborough County Development Services Department and/or FDOT, where applicable. All roadway construction of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement.~~

[Staff recommends deletion of this condition. The applicant's transportation analysis indicates where

auxiliary turn lanes are anticipated. Final evaluation of turn lane warrants will be done in accordance with Section 6.04.04.D. at the time of plat/site/construction plan review.]

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a major modification to PD 03-0348, as amend by PRS 13-0032. The 11.67-acre site is located at the northwest corner of US Hwy 41 and Cypress Lane and approved for office and retail uses split into two separate parcels. The future land use designation is Neighborhood Mixed Use 4 (NMU-4).

The approved entitlements are for one of two development options:

OPTION 1:

Parcel A – 50,000 sf of Office

Parcel B – 12,000 sf of Commercial Neighborhood Retail with restrictions including convenience stores, gas stations and fast-food restaurants

OPTION 2:

Parcel A – 46,000 sf of Office

Parcel B -16,000 sf of Commercial Neighborhood Retail with restrictions including convenience stores, gas stations and fast food restaurants

The applicant is proposing change the following changes:

OPTION 1:

Parcel A – 46,375 sf of Office

Parcel B – 29,500 sf of restricted Commercial Neighborhood (CN) Retail uses*

OPTION 2:

Parcel A – 46,375 sf of Office

Parcel B -20,000 sf of restricted Commercial Neighborhood (CN) Retail uses*

*CN uses not permitted include:

- Billiards and pool parlors
- Bowling alleys
- Brewery on premises
- Free standing taverns, bars, lounges, nightclubs and dance halls
- Funeral homes and mortuaries
- Liquor stores
- Kennels
- Commercial apartments
- Neighborhood fairs
- Swimming pools
- Ultralight flight park
- Hotels and motels
- Dry cleaning (pick-up only is allowed)
- Auto Repair
- Convenience store with gas pumps (“country store” type convenience store is allowed)
- Gas Stations
- Fast food/restaurants

Only one site down restaurant is allowed.

Trip Generation Analysis

As provided for in the Development Review Procedures Manual (DRPM), the applicant submitted a transportation analysis study. Since the project will potentially generate more than 50 peak hour trips at buildout, a detailed transportation analysis is required per the Development Review Procedures Manual (DRPM).

Staff has prepared a comparison of the trips potentially generated under the existing and proposed Option 1 uses, utilizing a generalized worst-case scenario. Staff notes that the applicant has proposed to cap the trips to what was studied in their submitted site access analysis. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved Zoning for Parcel B:

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|---|---------------------------|-----------------------|------------|
| | | AM | PM |
| PD: 6,000 SF High Turnover Restaurant (ITE 932) | 644 | 58 | 54 |
| PD: 6,000 SF Bank w/Drive thru (ITE code 912) | 602 | 60 | 126 |
| PD: 4,000 SF/1 Tunnel Carwash (ITE 948) | 780* | 78* | 78 |
| Total Trips | 2,026 | 196 | 258 |

*Estimated by County staff.

Proposed Modification (Option 1):

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|--|------------------------------|-----------------------|-----|
| | | AM | PM |
| PD: Development Pursuant to Trip Cap (gross trips) | 1,962 | 200 | 263 |

Trip Generation Difference:

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|-------------------------|---------------------------|-----------------------|-----------|
| | | AM | PM |
| Difference (+/-) | -64 | +4 | +5 |

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject property is located on the northwest corner of US Highway 41 and Cypress Lane.

US Hwy 41 is a 6-lane, divided, arterial roadway maintained by FDOT. The roadway is characterized by +/- 12-foot wide travel lanes within +/- 125 feet of right-of-way. There is a +/- 5-foot sidewalk along the project frontage and +/- 5-foot bicycles lanes are present in the vicinity of the project.

Cypress Lane is a substandard 2-lane, rural roadway characterized by 34ft of pavement in average condition with 11 ft lanes within +/- 68 ft of right of way. Cypress Lane has a sidewalk on the north side along the project frontage with the exception of an +/- 85-foot gap. There are no bicycle lanes or paved shoulder within the vicinity of the project. There are no curbs beyond the corner radii at US Highway 41.

According to the County's Transportation Technical Manual, 2-lane local and collector rural roadways must be consistent with the TS-7, typical section. The typical section consists of 12ft travel lanes and 8ft

shoulders with 5ft paved bicycle lanes and sidewalks. A design exception request was submitted by the applicant's Engineer of Record for review and approval, as discussed herein below.

SITE ACCESS

The approved PD site plan has the following access connections:

- One (1) right-in/right-out access to US 41 through Parcel A (existing)
- One (1) left-in/right-in/right-out access to US 41 through Parcel A (existing)
- One (1) full access to Cypress Lane (existing)

The applicant is proposing a new right-in ingress only on Cypress Lane. The ingress shall be subject to a 50-foot minimum throat depth to ensure safe flow of traffic into the site and prevent disruption of traffic flow on Cypress Lane.

The existing driveway access located +/-113 feet north of Cypress Lane shall be removed and restored to its original condition as it is non-conforming with FDOT's requirements.

Based on the applicant's site access analysis improvements are recommended at the intersection of US Hwy 41 and Cypress Lane to facilitate project traffic accessing the site. Cypress Lane has left-in/right-in/right-out access to US 41. A new 350-foot southbound right turn lane is warranted, the existing northbound left turn lane is recommended to be extended to 450 feet and the existing southbound left turn lane at the intersection is recommended to be extended to 400 feet, subject to FDOT approval.

REQUESTED DESIGN EXCEPTION – CYPRESS LANE

Cypress Lane is a substandard roadway. The applicant's Engineer of Record (EOR) submitted a Design Exception Request (dated March 3, 2025) to the Hillsborough County Transportation Technical Manual to meet Land Development Code Section 6.04.03L for Cypress Lane from the western project access to US Hwy 41. Based on factors presented in the Design Exception Request, the County Engineer found the request approvable on April 7, 2025. If this rezoning is approved, the County Engineer will approve the Design Exception request. The Design Exception will result in the following improvements to be constructed by the developer:

- a. Restripe Cypress Lane from US 41 to the western access to provide 11-foot lanes and 6-foot bike lanes.
- b. Provide 5-foot sidewalk on the north side of Cypress Lane.

REQUESTED ADMINISTRATIVE VARIANCE - # OF DRIVEWAYS

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated September 23, 2024) from the Section 6.04.03.I. LDC requirement, governing number of driveways which may be permitted. Based upon the functional classification of adjacent roadways, the LDC requires (and permits) only two (2) access connections for the subject PD. The applicant is proposing three (3) access connections to serve the proposed project. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on April 7, 2025. If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

REQUESTED ADMINISTRATIVE VARIANCE – CYPRESS LN ACCESS SPACING

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated September 23, 2024) from the Section 6.04.07. LDC requirement, governing spacing for the proposed Cypress Lane access. The applicant is proposing the driveway in a location which is +/- 143

feet from the intersection of US Hwy 41 and Cypress Ln., and +/- 97 feet from the project's western access on Cypress Ln. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on April 7, 2025. If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

LEVEL OF SERVICE (LOS)

Level of Service (LOS) information is reported below. Note, Cypress Lane is not regulated.

| FDOT Generalized Level of Service | | | | |
|--|-------------|------------------|---------------------|--------------------------------|
| Roadway | From | To | LOS Standard | Peak Hr Directional LOS |
| US HWY 41 | SUNSET LANE | DEBUEL RD | D | C |
| US HWY 41 | DEBUEL RD | NEBRASKA/FLORIDA | D | C |

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

From: Williams, Michael [WilliamsM@hcfl.gov]
Sent: Monday, April 7, 2025 12:27 PM
To: Steven Henry [shenry@lincks.com]
CC: Joe Moreda [jmoreda@gardnerbrewer.com]; Follin, Jared [FollinJ@hcfl.gov]; Heinrich, Michelle [HeinrichM@hcfl.gov]; Perez, Richard [PerezRL@hcfl.gov]; Drapach, Alan [DrapachA@hcfl.gov]; Tirado, Sheida [TiradoS@hcfl.gov]; De Leon, Eleonor [DeLeonE@hcfl.gov]; PW-CEIntake [PW-CEIntake@hcfl.gov]
Subject: FW: MM 24-1152 Design Exception/Administrative Variance Review
Attachments: 24-1152 DEReq 03-05-25_2.pdf; 24-1152 AVReq 09-25-24_1.pdf; 24-1152 AVReq 09-25-24_2.pdf

Steve,

I have found the attached two Section 6.04.02.B. Administrative Variances (AV) and Design Exception (DE) for PD 24-1152 APPROVABLE.

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

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

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

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

Mike

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

P: (813) 307-1851

M: (813) 614-2190
E: WilliamsM@HCFL.gov
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Saturday, April 5, 2025 4:54 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: MM 24-1152 Design Exception/Administrative Variance Review

Hello Mike,

The attached DE and AVs are **Approvable** to me, please include the following people in your response:

shenry@lincks.com
jmoreda@gardnerbrewer.com
follinj@hcfl.gov
heinrichm@hcfl.gov
perezrl@hcfl.gov
drapacha@hcfl.gov

Best Regards,

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

E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602
HCFL.gov

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

Hillsborough County Florida

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



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at deleone@HCFL.gov or via telephone at (813) 307-1707 if you have questions about how to complete this form.

| | | | |
|--|---|--|---|
| Request Type (check one) | <input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) | | |
| Submittal Type (check one) | <input checked="" type="checkbox"/> New Request | <input type="checkbox"/> Revised Request | <input type="checkbox"/> Additional Information |
| Submittal Number and Description/Running History (check one and complete text box using instructions provided below) | <input checked="" type="checkbox"/> 1. DE-Cypress Lane <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6. | | |
| Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal. | | | |
| Project Name/ Phase | US 41 Retail Center Development | | |
| Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase. | | | |
| Folio Number(s) | 014015.0000 | | |
| | <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers | | |
| Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876"). | | | |
| Name of Person Submitting Request | Steven J. Henry, P.E. | | |
| Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed. | | | |
| Current Property Zoning Designation | | | |
| Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3. | | | |
| Pending Zoning Application Number | MM 24-1152 | | |
| Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances. | | | |
| Related Project Identification Number (Site/Subdivision Application Number) | N/A | | |
| Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable". | | | |



March 3, 2025

Mr. Mike Williams
County Engineer Development Review Director
Hillsborough County
601 East Kennedy Blvd., 22nd Floor
Tampa, FL 33602

Re: US 41 Retail Center Development
MM 24-1152
Folio Number: 014015.0000
Lincks Project No.: 21176

The purpose of this letter is to request a Design Exception per Section 1.7.2 of the Hillsborough County Transportation Technical Manual to meet Land Development Code Section 6.04.03L – Existing Facilities for Cypress Lane from US 41 to the western project access. According to the Hillsborough County Roadways Functional Classification Map, Cypress Lane is classified as a local roadway. The subject site is within the Hillsborough County Urban Service Area. The subject property is currently zoned PD for the following land uses:

- Office – 50,000 Square Feet
- Retail – 12,000 Square Feet

The office component of the project has been constructed. The PD is proposed to be modified to allow the development options for the remaining retail portion the property:

Option 1:

- Retail – 16,000 Square Feet
- High-Turnover Restaurant – 3,000 Square Feet
- Day Care – 10,500 Square Feet
– 188 Students

Option 2:

- Retail – 6,500 Square Feet
- High-Turnover Restaurant – 3,000 Square Feet
- Day Care – 10,500 Square Feet
– 188 Students
- Self-Storage 60,000 Square Feet

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

Mr. Mike Williams
March 3, 2025
Page 2

Tables 1, 2, and 3 provide the trip generation for the proposed retail portion of the project.

The access to serve the project is proposed to be as follows:

- One (1) right-in/right-out access to US 41 (existing)
- One (1) left-in/right-in/right-out access to US 41 (existing)
- One (1) full access to Cypress Lane (existing)
- One (1) right-in only access to Cypress Lane (proposed)

The request is for a Design Exception to TS-7 of the Hillsborough County Transportation Technical Manual for Cypress Lane from US 41 to the existing western access. The subject segment of Cypress Lane is currently a two (2) lane roadway. The following exceptions are requested to accommodate the proposed project.

1. Lane width – TS-7 has 12 foot lanes. The total width of pavement ranges between 20 feet and 35 feet.
2. Shoulder – TS-7 has 8 foot shoulders with 5 feet paved. There is an existing unpaved shoulder.
3. Sidewalk – TS-7 has 5 foot sidewalk on both sides of the roadway. There is an existing 5 foot sidewalk on the north side of Cypress Lane.

The justification for the Design Exception is as follows:

1. The developer proposed to add the following improvements to Cypress Lane:
 - a. Restripe Cypress Lane from US 41 to the western access to provide 11 foot lanes and 6 foot bike lanes.
 - b. Provide 5 foot sidewalk on the north side of Cypress Lane.

Figure 1 illustrates the proposed improvements and Figure 2 illustrates the proposed typical section.

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

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

Mr. Mike Williams
March 3, 2025
Page 3

Best Regards,

Steven J Henry
President
Lincks & Associates, LLC
A TMC Company
P.E. #51555



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

_____ Disapproved
_____ Approved
_____ Approved with Conditions

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Mr. Mike Williams
March 3, 2025
Page 4TABLE 1
ESTIMATED DAILY PROJECT TRIP ENDS

| <u>Option</u> | <u>Land Use</u> | <u>ITE LUC</u> | <u>Size</u> | <u>Daily Trip Ends (1)</u> | <u>Passerby Capture (2)</u> | <u>New Daily Trip Ends</u> |
|---------------|--------------------------|--------------------|--------------|--------------------------------|---------------------------------|--------------------------------|
| 1 | Retail | 822 | 16,000 SF | 871 | 348 | 523 |
| | High-Turnover Restaurant | 932 | 3,000 SF | 322 | 138 | 184 |
| | Day Care | 565 | 188 Students | <u>769</u> | <u>0</u> | <u>769</u> |
| | | | Sub-Total | 1962 | 486 | 1476 |
| 2 | Retail | 822 | 6,500 SF | 354 | 142 | 212 |
| | High-Turnover Restaurant | 932 | 3,000 SF | 322 | 138 | 184 |
| | Day Care | 565 | 188 Students | 769 | 0 | 769 |
| | Self Storage | 151 | 60,000 SF | <u>87</u> | <u>0</u> | <u>87</u> |
| | | | Sub-Total | 1,532 | 280 | 1,252 |

(1) Based on ITE Trip Generation Manual, 11th Edition, 2021.(2) Based on ITE Trip Generation Manual, 11th Edition, 2021.

• Passerby Trips:

Retail (16,000 SF) - 40%

871 x 0.40 = 348

Retail (6,500 SF) - 40%

354 x 0.40 = 142

High-Turnover Restaurant (3,000 SF) - 43%

322 x 0.40 = 138

• Passerby trips should not exceed 10% of the adjacent street traffic.

45,933 (a) x 0.10 = 4,593 > 290

(a) Based on PM peak hour peak season traffic at the intersection of Cypress Lane and US 41 and K = 0.09.

Mr. Mike Williams
March 3, 2025
Page 5TABLE 2
ESTIMATED AM PEAK HOUR PROJECT TRIP ENDS

| Option | Land Use | ITE LUC | Size | AM Peak Hour Trip Ends (1) | | | Passerby Capture (2) | | | New AM Peak Hour Trip Ends | | |
|--------|-----------|------------|--------------|-------------------------------|-----|-------|-------------------------|-----|-------|-------------------------------|-----|-------|
| | | | | In | Out | Total | In | Out | Total | In | Out | Total |
| 1 | Retail | 822 | 16,000 SF | 23 | 15 | 38 | 9 | 6 | 15 | 14 | 9 | 23 |
| | | 932 | 3,000 SF | 16 | 13 | 29 | 7 | 6 | 13 | 9 | 7 | 16 |
| | Day Care | 565 | 188 Students | 70 | 63 | 133 | 0 | 0 | 0 | 70 | 63 | 133 |
| | | | Sub-Total | 109 | 91 | 200 | 16 | 12 | 28 | 93 | 79 | 172 |
| 2 | Retail | 822 | 6,500 SF | 9 | 6 | 15 | 4 | 2 | 6 | 5 | 4 | 9 |
| | | 932 | 3,000 SF | 16 | 13 | 29 | 7 | 6 | 13 | 9 | 7 | 16 |
| | Day Care | 565 | 188 Students | 70 | 63 | 133 | 0 | 0 | 0 | 70 | 63 | 133 |
| | | 151 | 60,000 SF | 3 | 2 | 5 | 0 | 0 | 0 | 3 | 2 | 5 |
| | Sub-Total | | | 98 | 84 | 182 | 11 | 8 | 19 | 87 | 76 | 163 |

(1) Based on ITE Trip Generation Manual, 11th Edition, 2021.(2) Based on ITE Trip Generation Manual, 11th Edition, 2021.

• Passerby Trips:

Retail (16,000 SF) - 40%

In: $23 \times 0.40 = 9$ Out: $15 \times 0.40 = 6$

Retail (6,500 SF) - 40%

In: $9 \times 0.40 = 4$ Out: $6 \times 0.40 = 2$

High-Turnover Restaurant (3,000 SF) - 43%

In: $16 \times 0.43 = 7$ Out: $13 \times 0.43 = 6$

• Passerby trips should not exceed 10% of the adjacent street traffic.

 $4,475 (a) \times 0.10 = 448 > 20$

(a) Based on AM peak hour peak season traffic at the intersection of Cypress Lane and US 41.

Mr. Mike Williams
March 3, 2025
Page 6

TABLE 3

ESTIMATED PM PEAK HOUR PROJECT TRIP ENDS

| Option | Land Use | ITE LUC | Size | PM Peak Hour | | | Passerby | | | New PM Peak Hour | | |
|--------|--------------------------|------------|--------------|---------------|-----|-------|-------------|-----|-------|------------------|-----|-------|
| | | | | Trip Ends (1) | | | Capture (2) | | | Trip Ends | | |
| | | | | In | Out | Total | In | Out | Total | In | Out | Total |
| 1 | Retail | 822 | 16,000 SF | 55 | 54 | 109 | 22 | 22 | 44 | 33 | 32 | 65 |
| | High-Turnover Restaurant | 932 | 3,000 SF | 16 | 11 | 27 | 7 | 5 | 12 | 9 | 6 | 15 |
| | Day Care | 565 | 188 Students | 60 | 67 | 127 | 0 | 0 | 0 | 60 | 67 | 127 |
| | | | Sub-Total | 131 | 132 | 263 | 29 | 27 | 56 | 102 | 105 | 207 |
| 2 | Retail | 822 | 6,500 SF | 29 | 28 | 57 | 12 | 11 | 23 | 17 | 17 | 34 |
| | High-Turnover Restaurant | 932 | 3,000 SF | 16 | 11 | 27 | 7 | 5 | 12 | 9 | 6 | 15 |
| | Day Care | 565 | 188 Students | 60 | 67 | 127 | 0 | 0 | 0 | 60 | 67 | 127 |
| | Self Storage | 151 | 60,000 SF | 4 | 5 | 9 | 0 | 0 | 0 | 4 | 5 | 9 |
| | | | Sub-Total | 109 | 111 | 220 | 19 | 16 | 35 | 90 | 95 | 185 |

(1) Based on ITE Trip Generation Manual, 11th Edition, 2021.(2) Based on ITE Trip Generation Manual, 11th Edition, 2021.

• Passerby Trips:

Retail (16,000 SF) - 40%

In: $55 \times 0.40 = 22$ Out: $54 \times 0.40 = 22$

Retail (6,500 SF) - 40%

In: $29 \times 0.40 = 12$ Out: $28 \times 0.40 = 11$

High-Turnover Restaurant (3,000 SF) - 43%

In: $16 \times 0.43 = 7$ Out: $11 \times 0.43 = 5$

• Passerby trips should not exceed 10% of the adjacent street traffic.

 $4,134(a) \times 0.10 = 413 > 36$

(a) Based on AM peak hour peak season traffic at the intersection of Cypress Lane and US 41.

Mr. Mike Williams
March 3, 2025
Page 7

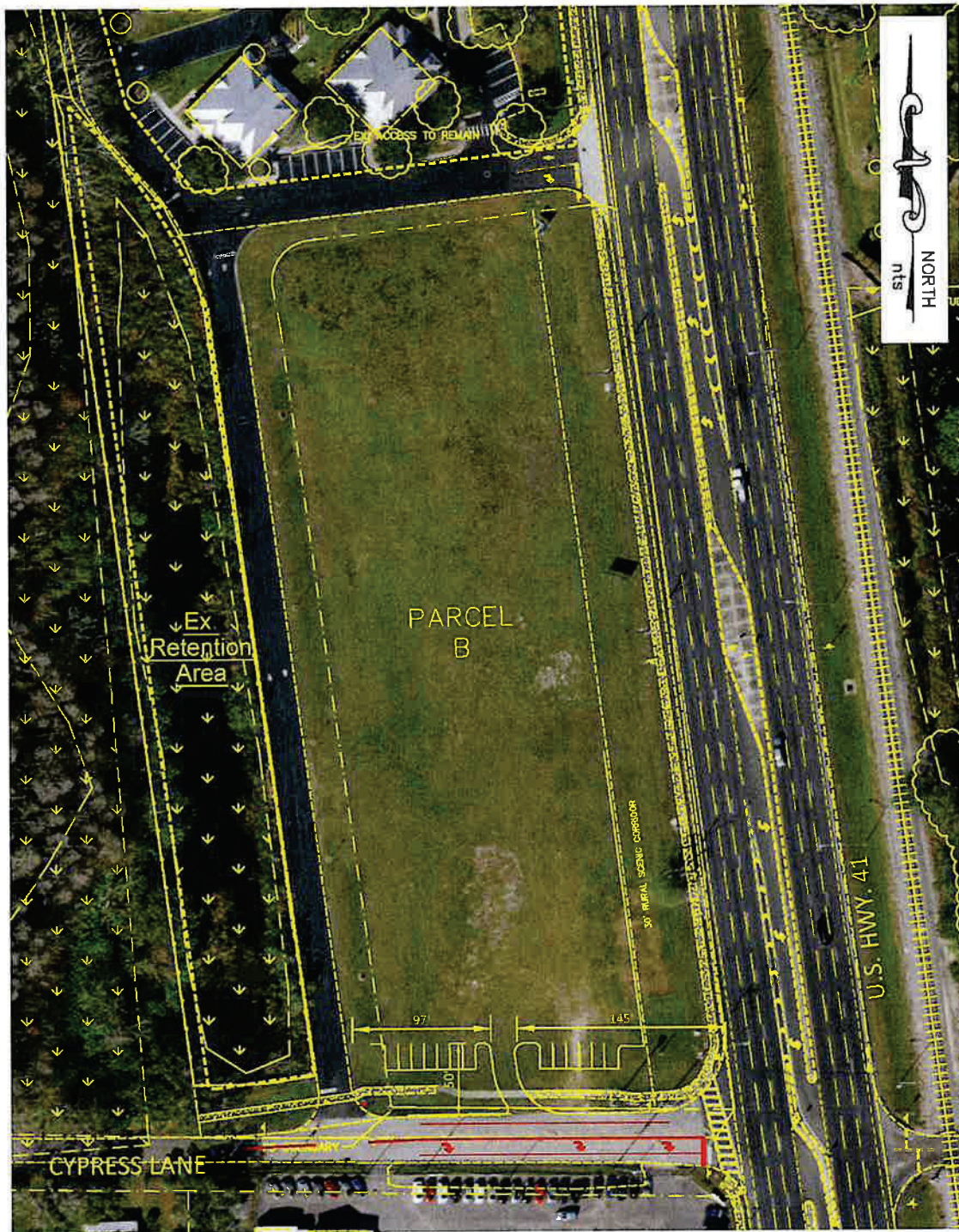
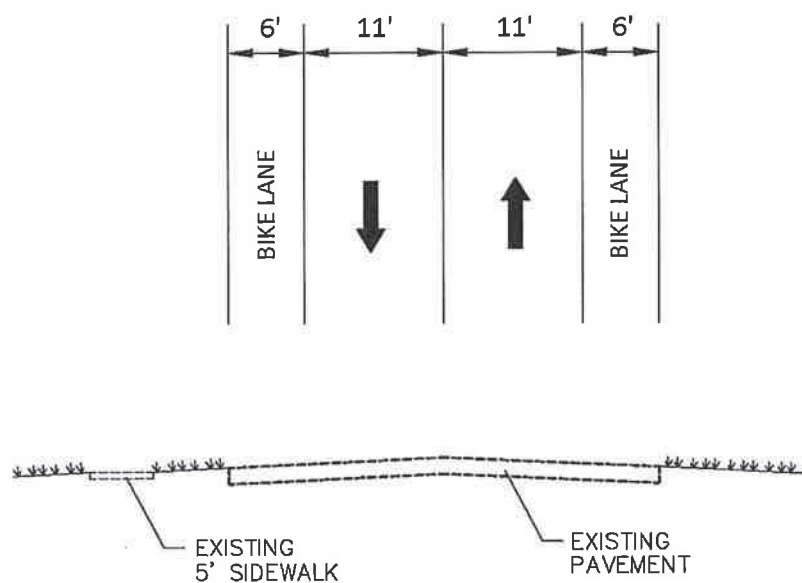


FIGURE 1

Mr. Mike Williams
March 3, 2025
Page 8



TYPICAL SECTION
CYPRESS LANE
NTS

FIGURE 2

APPENDIX



PD PLAN



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



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



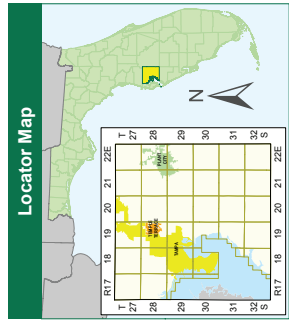
Legend

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

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

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

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

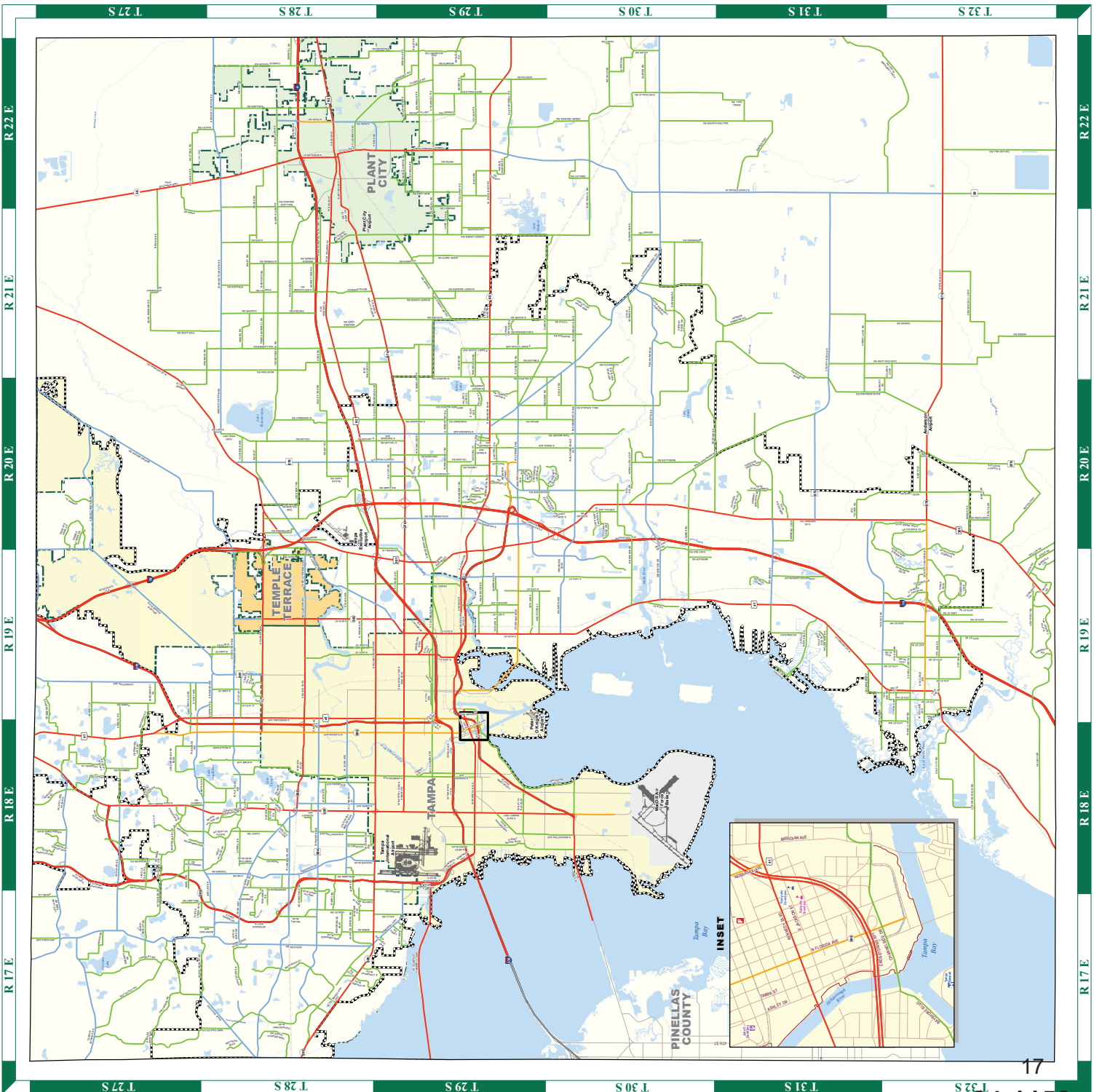


NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the map. The map is for informational purposes only and should not be used for any other purpose.

SOURCE: This map has been prepared for the inventory of road property found within Hillsborough County and is not intended to be used for any other purpose. The map is not a legal document and should not be used for any other purpose.

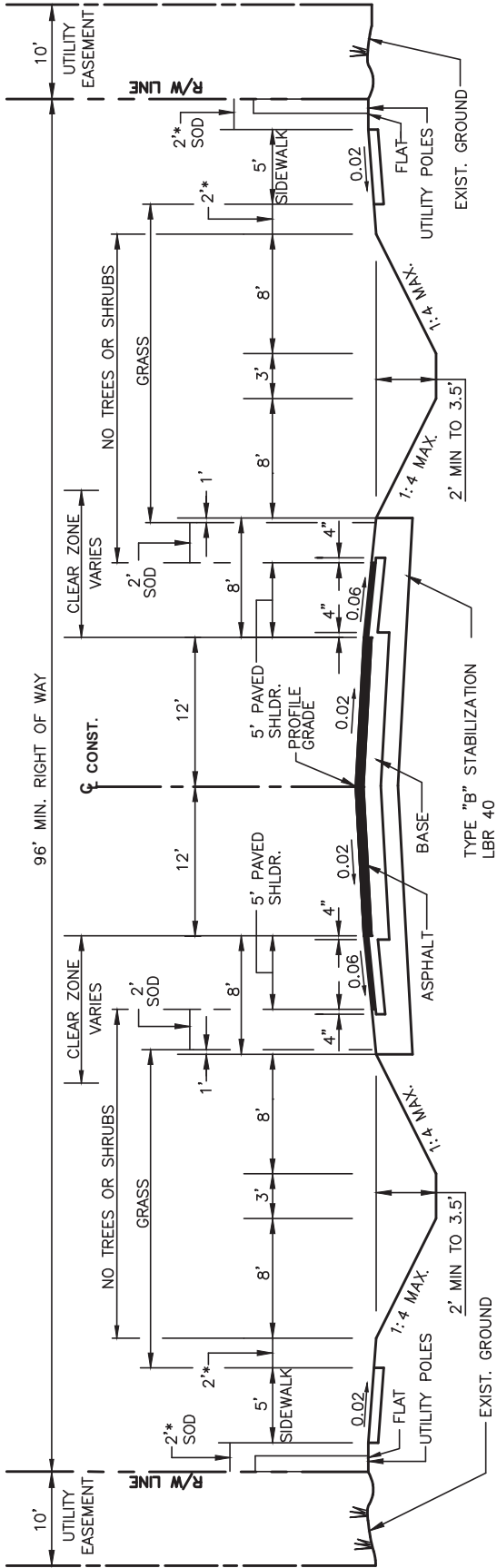
Users of the map are hereby notified that the above information is preliminary and should be verified for verification of the information contained on this map.

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



TS-7





TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 50 MPH

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

REVISION DATE:

10/17

**TRANSPORTATION
TECHNICAL
MANUAL**



**Hillsborough
County Florida**

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

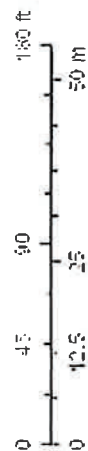
DRAWING NO. **TS-7**

SHEET NO. 1 OF 1

ROADWAY ASSESSMENT



Cypress Lane



Parcels

Cypress Lane

Type of Road: 2 lane, crown, asphalt with painted median

Special Field Survey for Substandard Road Assessment

N. US 41 thence west about 400'

By: WLR

Date of Survey: 12/15/21

Speed Limit: 25 mph

Pav't condition: fair to poor with block cracking throughout
Shoulder cond.: unstabilized, limited width

Swales: Ill-defined LT side, small swale RT

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

| Lane Pavement | | |
|---------------|-------|-------------|
| Left Slope | Width | Right Slope |
| Minimum: | 19.6' | 0.9% |
| Maximum: | 35.6' | 2.4% |
| Average: | 34.7' | 1.5% |

| Station | Left Slopes and Swales | | | Lane Pavement | | Right Shoulder | | Right Slopes and Swales | | |
|---|--|----------------|---------------------------|----------------------------------|------------|----------------|-------------|---------------------------|----------------|--------------------------|
| | Back Slope (Width/slope) | Bottom (width) | Front Slope (width/slope) | Left Shoulder Total/Paved/ Slope | Left Slope | Width | Right Slope | Front Slope (width/slope) | Bottom (width) | Back Slope (width/slope) |
| 1+00 | | -3% to fence | | *4'/0'/-3% | 2.0% | 35.6' | -0.9% | *6'/0'/+5% | 4'/+5% | +3% AFR behind S/W |
| LT 6' CLF 9' LT, 0+73 end C&G, 0+98 U.P. 5' LT | | | | | | | | | | |
| RT 5' Conc. S/W 10' RT, 0+56 U.P. 1' BOC, 0+75 end C&G, 0+92 U.P. 4' RT | | | | | | | | | | |
| Notes | 0+00 set at EOP N. US 41, 0+04 to 0+16 crosswalk, 0+24 stop bar, 0+40 Type 5 inlets both sides, painted median slope -0.3% | | | | | | | | | |
| 2+00 | | -9% to fence | | *4'/0'/-9% | 4.2% | 33.8' | -1.1% | *6'/0'/+5% | 4'/+5% | +3% AFR behind S/W |
| LT 6' CLF 9' LT, 2+25 U.P. 7' LT | | | | | | | | | | |
| RT 5' Conc. S/W 10' RT, 2+12 to 2+47 swale 5' RT w/ 5' bottom, front slope 33% from EOP, back slope 40% to S/W, 2+65 decorative light pole 10' RT | | | | | | | | | | |
| Notes | Ill-defined swale along fence line LT side to culvert under driveway, asph. Cond. Fair with block cracking, 12' painted median | | | | | | | | | |
| 3+00 | | -7% to fence | | *2'/0'/-7% | 2.8% | 19.6' | -2.4% | - | Drive to RT | |
| LT Mailboxes 2' LT, 3+24 U.P. 8' LT | | | | | | | | | | |
| RT Drive | | | | | | | | | | |
| Notes | Asph. Cond. Fair with block cracking, 2+11 to 3+30 painted median taper, 3+39 change in asph. Cond. To good. | | | | | | | | | |
| 3+84 end of segment and beginning of 18' wide asphalt road west | | | | | | | | | | |
| Notes: | | | | | | | | | | |
| 1. Segment is a flushed shoulder roadway except for first 75' | | | | | | | | | | |
| 2. There an ill-defined swale at the fence on the left side and two short swales on the right side. | | | | | | | | | | |
| 3. Utility poles have less than 6' clear from the edge of pavement at stations 0+98 LT, and 0+92 RT | | | | | | | | | | |
| 4. There is one dedicated decorative light pole within the R/W at station 2+65, 10' RT, Two light poles are behind the fence on the left side | | | | | | | | | | |
| 5. Pavement condition is fair throughout with block cracking | | | | | | | | | | |
| 6. Shoulders have insufficient width both sides, are not paved and shoulder slopes vary from -9% to +5%. | | | | | | | | | | |
| 7. Westbound right turn only at intersection with N. US 41 | | | | | | | | | | |
| 8. Vehicle traffic is very light and through truck traffic of more than 2 axles is not allowed | | | | | | | | | | |
| 9. Most traffic signs are less than the FDOT recommended 12' from edge of pavement and are not breakaway | | | | | | | | | | |
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From: Williams, Michael [WilliamsM@hcfl.gov]
Sent: Monday, April 7, 2025 12:27 PM
To: Steven Henry [shenry@lincks.com]
CC: Joe Moreda [jmoreda@gardnerbrewer.com]; Follin, Jared [FollinJ@hcfl.gov]; Heinrich, Michelle [HeinrichM@hcfl.gov]; Perez, Richard [PerezRL@hcfl.gov]; Drapach, Alan [DrapachA@hcfl.gov]; Tirado, Sheida [TiradoS@hcfl.gov]; De Leon, Eleonor [DeLeonE@hcfl.gov]; PW-CEIntake [PW-CEIntake@hcfl.gov]
Subject: FW: MM 24-1152 Design Exception/Administrative Variance Review
Attachments: 24-1152 DEReq 03-05-25_2.pdf; 24-1152 AVReq 09-25-24_1.pdf; 24-1152 AVReq 09-25-24_2.pdf

Steve,

I have found the attached two Section 6.04.02.B. Administrative Variances (AV) and Design Exception (DE) for PD 24-1152 APPROVABLE.

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

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

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

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

Mike

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

P: (813) 307-1851

M: (813) 614-2190
E: WilliamsM@HCFL.gov
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Saturday, April 5, 2025 4:54 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: MM 24-1152 Design Exception/Administrative Variance Review

Hello Mike,

The attached DE and AVs are **Approvable** to me, please include the following people in your response:

shenry@lincks.com
jmoreda@gardnerbrewer.com
follinj@hcfl.gov
heinrichm@hcfl.gov
perezrl@hcfl.gov
drapacha@hcfl.gov

Best Regards,

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

E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602
HCFL.gov

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Hillsborough County Florida

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

| | | | |
|--|---|--|---|
| Request Type (check one) | <input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) | | |
| Submittal Type (check one) | <input checked="" type="checkbox"/> New Request | <input type="checkbox"/> Revised Request | <input type="checkbox"/> Additional Information |
| Submittal Number and Description/Running History (check one and complete text box using instructions provided below) | <input checked="" type="checkbox"/> 1. MM 24-1152 <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6. | | |
| Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal. | | | |
| Project Name/ Phase | U.S. 41 Retail Center Development | | |
| Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase. | | | |
| Folio Number(s) | 14015.0100 | | |
| <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers | | | |
| Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876"). | | | |
| Name of Person Submitting Request | Joe Moreda AICP | | |
| Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed. | | | |
| Current Property Zoning Designation | PD 03-0348 / PRS 12-0032 | | |
| Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3. | | | |
| Pending Zoning Application Number | MM 24-1152 | | |
| Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances. | | | |
| Related Project Identification Number (Site/Subdivision Application Number) | | | |
| Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable". | | | |



LINCKS & ASSOCIATES, LLC

September 23, 2024

Mr. Michael Williams, PE
County Engineer Development Review Director
Hillsborough County
601 East Kennedy Blvd., 22nd Floor
Tampa, FL 33602

Re: US 41 Retail Center Development
MM 24-1152
Folio 014015.0100
Lincks Project No.: 21176

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03I of the Hillsborough County Land Development Code, for the number of accesses to the project. The subject property is currently zoned PD for the following land uses:

- Office – 50,000 Square Feet
- Retail – 12,000 Square Feet

The office component of the project has been constructed. The PD is proposed to be modified to allow the following land uses for the remaining retail portion the property:

- Fast Food Restaurant w/Drive Thru – 3,500 Square Feet
- Day Care – 12,000 Square Feet
– 188 Students
- Retail – 11,000 Square Feet

Tables 1, 2, and 3 provide the trip generation for the proposed retail portion of the project.

The access to serve the project is proposed to be as follows:

- One (1) right-in/right-out access to US 41 (existing)
- One (1) left-in/right-in/right-out access to US 41 (existing)
- One (1) full access to Cypress Lane (existing)
- One (1) right-in only access to Cypress Lane (proposed)

Based on the trip generation for the project, the adjacent roadways, and Section 6.04.03 of the Hillsborough County LDC, two (2) accesses would be allowed for the project. This letter is to request a waiver to the number of accesses to serve the project.

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

Mr. Mike Williams
September 23, 2024
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(a) there is an unreasonable burden on the applicant,

The project has three (3) existing accesses and one (1) additional right-in only access that is proposed for Cypress Lane. The subject access provides additional traffic distribution and circulation for the project. The developer does not have the right to eliminate any of the existing three (3) accesses.

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

The additional access is proposed to be right-in only with a 50 foot throat depth. Based on the limited access, the variance would not be detrimental to the public health, safety and welfare.

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

Given three (3) of these accesses are existing, the additional access to Cypress Lane is needed to provide reasonable access circulation for the project.

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

Best Regards,

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



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

_____ Disapproved
_____ Approved
_____ Approved with Conditions

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

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Mr. Mike Williams
September 23, 2024
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TABLE 1
ESTIMATED DAILY PROJECT TRIP ENDS

| <u>Land Use</u> | <u>ITE LUC</u> | <u>Size</u> | <u>Daily Trip Ends (1)</u> | <u>Passerby Capture (2)</u> | <u>New Daily Trip Ends</u> |
|------------------------------------|----------------|--------------|----------------------------|-----------------------------|----------------------------|
| Fast Food Restaurant w/ Drive Thru | 934 | 3,500 SF | 1,636 | 818 | 818 |
| Day Care | 565 | 188 Students | 769 | 0 | 769 |
| Retail | 822 | 11,000 SF | <u>599</u> | <u>240</u> | <u>359</u> |
| | | Total | 3,004 | 1,058 | 1,946 |

(1) Based on ITE Trip Generation Manual, 11th Edition, 2021.

(2) Based on ITE Trip Generation Manual, 11th Edition, 2021.

• Passerby Trips:

Fast Food Restaurant w/ Drive Thru - 50%

1,636 x 0.50 = 818

Retail - 40%

599 x 0.40 = 240

• Passerby trips should not exceed 10% of the adjacent street traffic.

45,933 (a) x 0.10 = 4,593 > 1,058

(a) Based on PM peak hour peak season traffic at the intersection of Cypress Lane and US 41 and K=0.09

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TABLE 2
ESTIMATED AM PEAK HOUR PROJECT TRIP ENDS

| <u>Land Use</u> | <u>ITE LUC</u> | <u>Size</u> | <u>AM Peak Hour</u> | | | <u>Passerby</u> | | | <u>New AM Peak Hour</u> | | |
|------------------------------------|----------------|--------------|----------------------|------------|--------------|--------------------|------------|--------------|-------------------------|------------|--------------|
| | | | <u>Trip Ends (1)</u> | | | <u>Capture (2)</u> | | | <u>Trip Ends</u> | | |
| | | | <u>In</u> | <u>Out</u> | <u>Total</u> | <u>In</u> | <u>Out</u> | <u>Total</u> | <u>In</u> | <u>Out</u> | <u>Total</u> |
| Fast Food Restaurant w/ Drive Thru | 934 | 3,500 SF | 80 | 76 | 156 | 40 | 38 | 78 | 40 | 38 | 78 |
| Day Care | 565 | 188 Students | 70 | 63 | 133 | 0 | 0 | 0 | 70 | 63 | 133 |
| Retail | 822 | 11,000 SF | 16 | 10 | 26 | 6 | 3 | 9 | 10 | 7 | 17 |
| Total | | | 166 | 149 | 315 | 46 | 41 | 87 | 120 | 108 | 228 |

(1) Based on ITE Trip Generation Manual, 11th Edition, 2021.

(2) Based on ITE Trip Generation Manual, 11th Edition, 2021.

• Passerby Trips:

Fast Food Restaurant w/ Drive Thru - 50%

In: $80 \times 0.50 = 40$

Out: $76 \times 0.50 = 38$

Retail - 40%

In: $16 \times 0.40 = 6$

Out: $10 \times 0.40 = 4$

• Passerby trips should not exceed 10% of the adjacent street traffic.

$4,475 (a) \times 0.10 = 448 > 88$

(a) Based on AM peak hour peak season traffic at the intersection of Cypress Lane and US 41.

Mr. Mike Williams
September 23, 2024
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TABLE 3
ESTIMATED PM PEAK HOUR PROJECT TRIP ENDS

| <u>Land Use</u> | <u>ITE</u> <u>LUC</u> | <u>Size</u> | <u>PM Peak Hour</u> | | | <u>Passerby</u> | | | <u>New PM Peak Hour</u> | | |
|------------------------------------|--------------------------|-------------|----------------------|------------|--------------|--------------------|------------|--------------|-------------------------|------------|--------------|
| | | | <u>Trip Ends (1)</u> | | | <u>Capture (2)</u> | | | <u>Trip Ends</u> | | |
| | | | <u>In</u> | <u>Out</u> | <u>Total</u> | <u>In</u> | <u>Out</u> | <u>Total</u> | <u>In</u> | <u>Out</u> | <u>Total</u> |
| Fast Food Restaurant w/ Drive Thru | 934 | 3,500 SF | 60 | 56 | 116 | 33 | 31 | 64 | 27 | 25 | 52 |
| Day Care | 565 | 12,000 SF | 63 | 70 | 133 | 0 | 0 | 0 | 63 | 70 | 133 |
| Retail | 822 | 11,000 SF | 42 | 41 | 83 | 17 | 16 | 33 | 25 | 25 | 50 |
| Total | | | 165 | 167 | 332 | 50 | 47 | 97 | 115 | 120 | 235 |

(1) Based on ITE Trip Generation Manual, 11th Edition, 2021.

(2) Based on ITE Trip Generation Manual, 11th Edition, 2021.

• Passerby Trips:

Fast Food Restaurant w/ Drive Thru - 55%

In: $60 \times 0.55 = 33$

Out: $56 \times 0.55 = 31$

Retail - 40%

In: $42 \times 0.40 = 17$

Out: $41 \times 0.40 = 16$

• Passerby trips should not exceed 10% of the adjacent street traffic.
 $4,134(a) \times 0.10 = 413 > 97$

(a) Based on AM peak hour peak season traffic at the intersection of Cypress Lane and US 41.

APPENDIX



PD PLAN



HILLSBOROUGH COUNTY
ROADWAY FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Legend

Functional Classifications

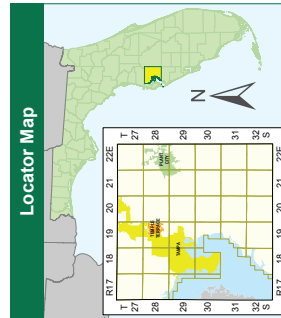
Authority Classification

- State, Principal Arterial
- State, Arterial
- Hillsborough, Arterial
- Hillsborough, Collector
- Urban Service Area Boundary
- City Limits

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

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

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



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the map. The map is provided for informational purposes only and is not to be used for any other purpose. The map is not to be used for any other purpose.

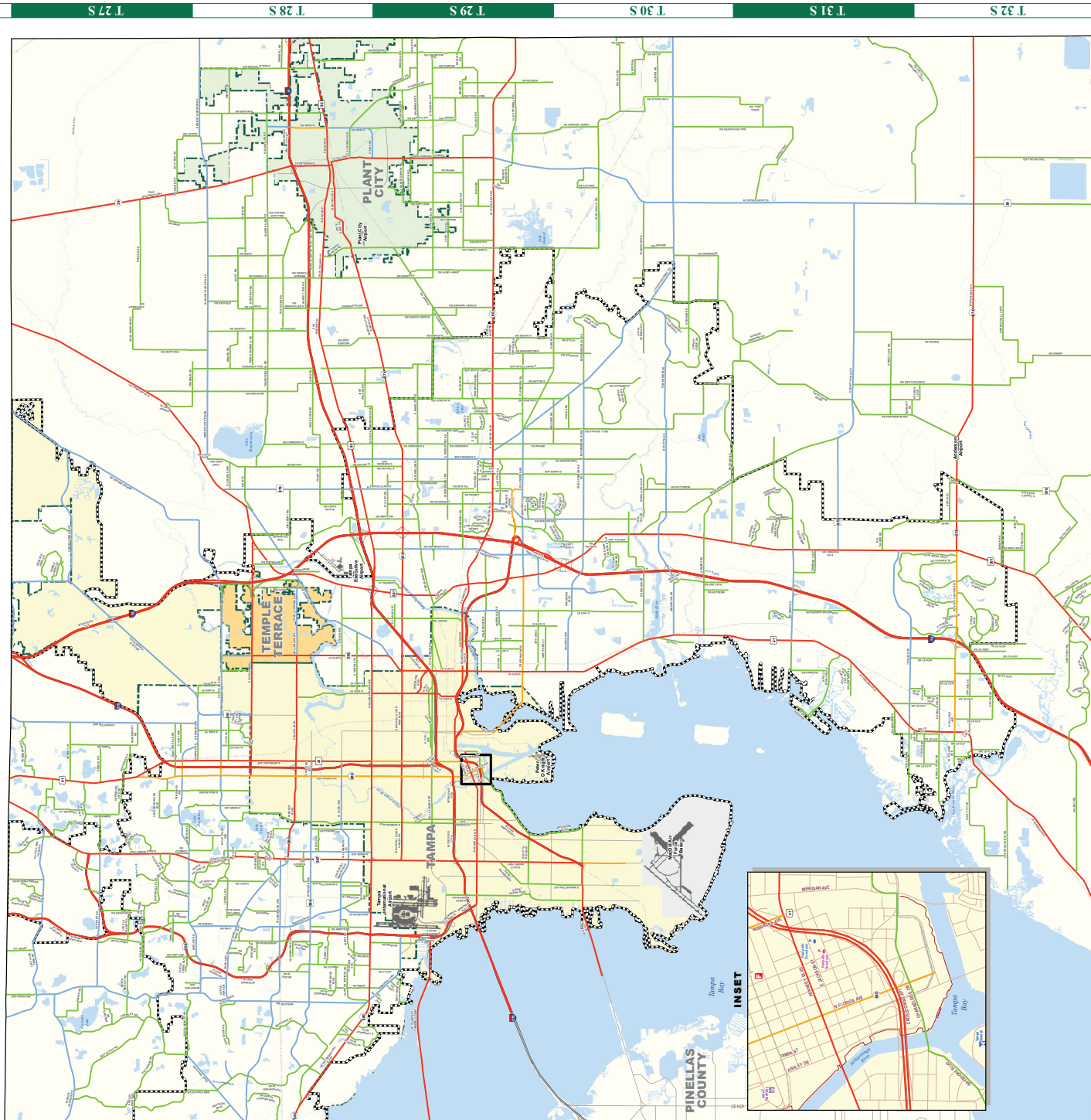
SOURCE: This map has been prepared for the inventory of road property found within Hillsborough County and is not to be used for any other purpose. The map is not to be used for any other purpose.

Users of the map are hereby notified that the above information is preliminary and should be consulted for verification of the information contained on this map.

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

Date: 04/11/2014

Path: W:\GIS\PROJECTS\Roadway Functional Map\Map\Hillsborough County\Roadway Functional Map.aprx



HILLSBOROUGH COUNTY LDC



from a street, alley or driveway of lawfully oncoming traffic from any direction in the intersecting public street, between heights of two and one-half feet and eight feet, as measured from the pavement edge, of the adjacent roadway across sight distances complying with the Hillsborough County Transportation Technical Manual. Alternatively, the comparable design standards of the Florida Department of Transportation may be utilized.

G. Operational Characteristics of Access

The driveway should be constructed so that all entering and exiting movements can be accomplished with minimum disruption to traffic flow on the intersecting roadway. For developments having drive-in services, the service area should be far enough from the roadway to ensure adequate vehicle storage space within the property limits, i.e., avoid vehicle backups blocking the service operation and interfering with the safe movement of highway traffic. Where possible, a minimum of 50' (for Type II) or 100' (for Type III or higher) of the driveway throat shall remain free of internal connections or parking spaces which might interfere with the movement of vehicles into or out of the access. The applicant may submit an analysis showing that for his particular site, a throat of less than 100' is appropriate and will result in no adverse impact to the public roadway system.

H. Access Along Acceleration/Deceleration Lanes

A driveway shall not be constructed along acceleration or deceleration tapers connecting to interchange ramp terminals, intersecting roadways, bus bays or other driveways unless access would be unreasonably denied and the driveway can be made to function properly, i.e., safe and efficient traffic operation.

I. Number of Access Points

1. The minimum number of driveways should be allowed that will adequately serve the need for the abutting property, and yet not seriously impact the function and capacity of the highway to which access is desired.
2. The number of entrances shall be determined based on the maximum desirable vehicle flow rate at entrances for residential and non-residential land uses based on the street characteristics.
3. All access drives shall be required to comply with access spacing criteria and cross access connections are considered as a driveway connection for the purpose of complying with this section of the LDC. Cross access connections shall be consistent with Section 6.04.03 (Q) of the Land Development Code.
4. Properties that are bordered by physical impediments such as railroad tracks, limited access highways, existing navigable river or government owned property with restrictions may request an Administrative Variance pursuant to Section 6.04.02(B) of the Land Development

Code.

- 5. The applicant may be permitted fewer driveway connections than required by the threshold matrix if through an approved traffic engineering study it is demonstrated that the proposed driveway connections will provide adequate capacity for the project to operate in a safe and efficient manner without causing delays or backups on the impacted roadways.
- 6. Where Non-Residential development abuts Collector/Arterial and Local roads primary driveway connections shall be at Collector/Arterial roads and Local roads shall be use for secondary access.

Table 1: Function and Driveway Guidelines

Residential Uses

| Street Character | Maximum Vehicle Flow |
|--------------------|----------------------|
| Function | Peak Hour Total |
| Local | 90 |
| Collector/Arterial | 180 |

Table 2: Function and Driveway Guidelines

Non-Residential Uses

| Street Character | Maximum Vehicle Flow |
|--------------------|----------------------|
| Function | Peak Hour Total |
| Local | 180 |
| Collector/Arterial | 300 |

7. A permit which becomes invalid as a result of the expiration of the time limits and extensions, if any, after construction has, in the opinion of the issuing authority substantially begun, may be required to submit a new application which will be reviewed as per the requirements of this document and which may result in the issuance of a new permit which may contain new or modified conditions of approval.

(Ord. No. 01-26, § 2, 9-12-01)

Sec. 6.04.03. - General Access Standards

A. Applicability

The following standards apply to all Connection Types.

B. Access to Residential Property

Direct access from residential property adjacent to arterial streets shall be prohibited when access can be provided via a collector roadway, unless it can be demonstrated by the applicant that access to the arterial roadway will provide a greater public benefit.

C. Primary Access to Non-Residential Property

If non-residential property is located such that access can be provided to either an arterial or collector facility, primary access shall be via the collector facility, unless it can be demonstrated by the applicant that primary access to the arterial roadway will provide a greater public benefit.

D. Shared Access

Shared access facilities onto arterial and collector streets are encouraged when two or more contiguous sites are planned for compatible uses. Shared access is desirable where the trip generation from the anticipated land uses will not be large enough to warrant a traffic signal.

E. Off-site Street Parking

Except for Single Family Residential Units or other types of residential units approved by the County, off-site street parking shall be designed to insure that all vehicles leaving or entering the public street right-of-way shall be traveling in a forward motion.

F. Sight Distance; Visibility At Intersections

1. Sight Distance Access points shall be located along the property frontage in such a manner as to provide adequate sight distance per the requirements of the Hillsborough County Transportation Technical Manual latest edition and Florida Department of Transportation Standard(s).
2. No structure or portion of any structure shall be placed or erected, no motor vehicle, trailer or equipment shall be allowed to park, stand, stop or be stored, and no vegetation shall be maintained, planted or allowed to grow in a manner which materially impedes the visibility

From: Williams, Michael [WilliamsM@hcfl.gov]
Sent: Monday, April 7, 2025 12:27 PM
To: Steven Henry [shenry@lincks.com]
CC: Joe Moreda [jmoreda@gardnerbrewer.com]; Follin, Jared [FollinJ@hcfl.gov]; Heinrich, Michelle [HeinrichM@hcfl.gov]; Perez, Richard [PerezRL@hcfl.gov]; Drapach, Alan [DrapachA@hcfl.gov]; Tirado, Sheida [TiradoS@hcfl.gov]; De Leon, Eleonor [DeLeonE@hcfl.gov]; PW-CEIntake [PW-CEIntake@hcfl.gov]
Subject: FW: MM 24-1152 Design Exception/Administrative Variance Review
Attachments: 24-1152 DEReq 03-05-25_2.pdf; 24-1152 AVReq 09-25-24_1.pdf; 24-1152 AVReq 09-25-24_2.pdf

Steve,

I have found the attached two Section 6.04.02.B. Administrative Variances (AV) and Design Exception (DE) for PD 24-1152 APPROVABLE.

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

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

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

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

Mike

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

P: (813) 307-1851

M: (813) 614-2190
E: WilliamsM@HCFL.gov
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Saturday, April 5, 2025 4:54 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: MM 24-1152 Design Exception/Administrative Variance Review

Hello Mike,

The attached DE and AVs are **Approvable** to me, please include the following people in your response:

shenry@lincks.com
jmoreda@gardnerbrewer.com
follinj@hcfl.gov
heinrichm@hcfl.gov
perezrl@hcfl.gov
drapacha@hcfl.gov

Best Regards,

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

E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602
HCFL.gov

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

Hillsborough County Florida

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



Additional / Revised Information Sheet

Office Use Only

Application Number: 24-1152

Received Date:

Received By:

The following form is required when submitted changes for any application that was previously submitted. A cover letter must be submitted providing a summary of the changes and/or additional information provided. If there is a change in project size the cover letter must list any new folio number(s) added. Additionally, **the second page of this form must be included indicating the additional/revised documents being submitted with this form.**

Application Number: 24-1152 Applicant's Name: Gardner Brewer Hudson

Reviewing Planner's Name: Jared Follin Date: 09/25/2024

Application Type:

- ☐ Planned Development (PD) ☐ Minor Modification/Personal Appearance (PRS) ☐ Standard Rezoning (RZ)
- ☐ Variance (VAR) ☐ Development of Regional Impact (DRI) ☒ Major Modification (MM)
- ☐ Special Use (SU) ☐ Conditional Use (CU) ☐ Other _____

Current Hearing Date (if applicable): _____

Important Project Size Change Information

Changes to project size may result in a new hearing date as all reviews will be subject to the established cut-off dates.

Will this revision add land to the project? ☐ Yes ☒ No

If "Yes" is checked on the above please ensure you include all items marked with * on the last page.

Will this revision remove land from the project? ☐ Yes ☒ No

If "Yes" is checked on the above please ensure you include all items marked with * on the last page.

Email this form along with all submittal items indicated on the next page in pdf form to:

ZoningIntake-DSD@hcflgov.net

Files must be in pdf format and minimum resolution of 300 dpi. Each item should be submitted as a separate file titled according to its contents. All items should be submitted in one email with application number (including prefix) included on the subject line. Maximum attachment(s) size is 15 MB.

For additional help and submittal questions, please call (813) 277-1633 or email ZoningIntake-DSD@hcflgov.net.

I certify that changes described above are the only changes that have been made to the submission. Any further changes will require an additional submission and certification.

Signature

Date



**Hillsborough
County Florida**
Development Services

Identification of Sensitive/Protected Information and Acknowledgement of Public Records

Pursuant to [Chapter 119 Florida Statutes](#), all information submitted to Development Services is considered public record and open to inspection by the public. Certain information may be considered sensitive or protected information which may be excluded from this provision. Sensitive/protected information may include, but is not limited to, documents such as medical records, income tax returns, death certificates, bank statements, and documents containing social security numbers.

While all efforts will be taken to ensure the security of protected information, certain specified information, such as addresses of exempt parcels, may need to be disclosed as part of the public hearing process for select applications. If your application requires a public hearing and contains sensitive/protected information, please contact [Hillsborough County Development Services](#) to determine what information will need to be disclosed as part of the public hearing process.

Additionally, parcels exempt under [Florida Statutes §119.071\(4\)](#) will need to contact [Hillsborough County Development Services](#) to obtain a release of exempt parcel information.

Are you seeking an exemption from public disclosure of selected information submitted with your application pursuant to Chapter 119 FS? ☐ Yes ☒ No

I hereby confirm that the material submitted with application 24-1152


☐ Includes sensitive and/or protected information.

Type of information included and location _____

☒ Does not include sensitive and/or protected information.

Please note: Sensitive/protected information will not be accepted/requested unless it is required for the processing of the application.

If an exemption is being sought, the request will be reviewed to determine if the applicant can be processed with the data being held from public view. Also, by signing this form I acknowledge that any and all information in the submittal will become public information if not required by law to be protected.

Signature: Joe Moreda, AICP  Digitally signed by Joe Moreda, AICP
Date: 2024.09.25 14:54:28 -04'00'

(Must be signed by applicant or authorized representative)

Intake Staff Signature: _____ Date: _____



Additional / Revised Information Sheet

Please indicate below which revised/additional items are being submitted with this form.

| Included | Submittal Item |
|--|---|
| 1 <input type="checkbox"/> | Cover Letter** If adding or removing land from the project site, the final list of folios must be included |
| 2 <input type="checkbox"/> | Revised Application Form** |
| 3 <input type="checkbox"/> | Copy of Current Deed* Must be provided for any new folio(s) being added |
| 4 <input type="checkbox"/> | Affidavit to Authorize Agent* (If Applicable) Must be provided for any new folio(s) being added |
| 5 <input type="checkbox"/> | Sunbiz Form* (If Applicable) Must be provided for any new folio(s) being added |
| 6 <input type="checkbox"/> | Property Information Sheet** |
| 7 <input type="checkbox"/> | Legal Description of the Subject Site** |
| 8 <input type="checkbox"/> | Close Proximity Property Owners List** |
| 9 <input checked="" type="checkbox"/> | Site Plan** All changes on the site plan must be listed in detail in the Cover Letter. |
| 10 <input type="checkbox"/> | Survey |
| 11 <input type="checkbox"/> | Wet Zone Survey |
| 12 <input checked="" type="checkbox"/> | General Development Plan |
| 13 <input checked="" type="checkbox"/> | Project Description/Written Statement |
| 14 <input checked="" type="checkbox"/> | Design Exception and Administrative Variance requests/approvals |
| 15 <input type="checkbox"/> | Variance Criteria Response |
| 16 <input type="checkbox"/> | Copy of Code Enforcement or Building Violation |
| 17 <input checked="" type="checkbox"/> | Transportation Analysis |
| 18 <input type="checkbox"/> | Sign-off form |
| 19 <input type="checkbox"/> | Other Documents (please describe): <div></div> |

*Revised documents required when adding land to the project site. Other revised documents may be requested by the planner reviewing the application.

**Required documents required when removing land from the project site. Other revised documents may be requested by the planner reviewing the application.



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

| | | | |
|--|---|--|---|
| Request Type (check one) | <input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) | | |
| Submittal Type (check one) | <input checked="" type="checkbox"/> New Request | <input type="checkbox"/> Revised Request | <input type="checkbox"/> Additional Information |
| Submittal Number and Description/Running History (check one and complete text box using instructions provided below) | <input checked="" type="checkbox"/> 1. MM 24-1152 <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6. | | |
| Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal. | | | |
| Project Name/ Phase | U.S. 41 Retail Center Development | | |
| Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase. | | | |
| Folio Number(s) | 14015.0100 | | |
| <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers | | | |
| Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876"). | | | |
| Name of Person Submitting Request | Joe Moreda AICP | | |
| Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed. | | | |
| Current Property Zoning Designation | PD 03-0348 / PRS 12-0032 | | |
| Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3. | | | |
| Pending Zoning Application Number | MM 24-1152 | | |
| Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances. | | | |
| Related Project Identification Number (Site/Subdivision Application Number) | | | |
| Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable". | | | |



LINCKS & ASSOCIATES, LLC

September 23, 2024

Mr. Mike Williams
County Engineer Development Review Director
Hillsborough County
601 East Kennedy Blvd., 22nd Floor
Tampa, FL 33602

Re: US 41 Retail Center Development
MM 24-1152
Folio Number: 014015.0000
Lincks Project No.: 21176

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.07 of the Hillsborough County Land Development Code for the access to Cypress Lane for the above project. The subject property is currently zoned PD for the following land uses:

- Office – 50,000 Square Feet
- Retail – 12,000 Square Feet

The office component of the project has been constructed. The PD is proposed to be modified to allow the following land uses for the remaining retail portion the property:

- Fast Food Restaurant w/Drive Thru – 3,500 Square Feet
- Day Care – 12,000 Square Feet
– 188 Students
- Retail – 11,000 Square Feet

Tables 1, 2, and 3 provide the trip generation for the proposed retail portion of the project.

The access to serve the project is proposed to be as follows:

- One (1) right-in/right-out access to US 41 (existing)
- One (1) left-in/right-in/right-out access to US 41 (existing)
- One (1) full access to Cypress Lane (existing)
- One (1) right-in only access to Cypress Lane (proposed)

The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing on Cypress Lane. Based on Section 6.04.07, the access spacing on Cypress Lane is 245 feet and the spacing is as follows:

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

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- 145 feet from US 41
- 97 feet from the western access

This is graphically shown in Figure 1.

The justification for the variance is as follows:

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

The property has limited frontage along Cypress Lane. The proposed right-in only access allows a better distribution of the project traffic.

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

The proposed access is to be limited to right-in only and provides a minimum 50 foot throat depth. Therefore, the proposed variance would not be detrimental to the public health, safety and welfare.

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

Given the proposed layout for the project, the variance is required to allow proper circulation for the proposed land uses.

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Best Regards,

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



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

_____ Disapproved
_____ Approved
_____ Approved with Conditions

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

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TABLE 1
ESTIMATED DAILY PROJECT TRIP ENDS

| <u>Land Use</u> | <u>ITE LUC</u> | <u>Size</u> | <u>Daily Trip Ends (1)</u> | <u>Passerby Capture (2)</u> | <u>New Daily Trip Ends</u> |
|------------------------------------|--------------------|--------------|--------------------------------|---------------------------------|--------------------------------|
| Fast Food Restaurant w/ Drive Thru | 934 | 3,500 SF | 1,636 | 818 | 818 |
| Day Care | 565 | 188 Students | 769 | 0 | 769 |
| Retail | 822 | 11,000 SF | 599 | 240 | 359 |
| Total | | | 3,004 | 1,058 | 1,946 |

(1) Based on ITE Trip Generation Manual, 11th Edition, 2021.

(2) Based on ITE Trip Generation Manual, 11th Edition, 2021.

- Passerby Trips:

Fast Food Restaurant w/ Drive Thru - 50%

$1,636 \times 0.50 = 818$

Retail - 40%

$599 \times 0.40 = 240$

- Passerby trips should not exceed 10% of the adjacent street traffic.

$45,933 (a) \times 0.10 = 4,593 > 1,058$

(a) Based on PM peak hour peak season traffic at the intersection of Cypress Lane and US 41 and $K=0.09$

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TABLE 2
ESTIMATED AM PEAK HOUR PROJECT TRIP ENDS

| Land Use | ITE LUC | Size | AM Peak Hour | | | Passerby | | | New AM Peak Hour | | |
|------------------------------------|------------|--------------|---------------|-----|-------|-------------|-----|-------|------------------|-----|-------|
| | | | Trip Ends (1) | | | Capture (2) | | | Trip Ends | | |
| | | | In | Out | Total | In | Out | Total | In | Out | Total |
| Fast Food Restaurant w/ Drive Thru | 934 | 3,500 SF | 80 | 76 | 156 | 40 | 38 | 78 | 40 | 38 | 78 |
| Day Care | 565 | 188 Students | 70 | 63 | 133 | 0 | 0 | 0 | 70 | 63 | 133 |
| Retail | 822 | 11,000 SF | 16 | 10 | 26 | 6 | 3 | 9 | 10 | 7 | 17 |
| Total | | | 166 | 149 | 315 | 46 | 41 | 87 | 120 | 108 | 228 |

(1) Based on ITE Trip Generation Manual, 11th Edition, 2021.

(2) Based on ITE Trip Generation Manual, 11th Edition, 2021.

• Passerby Trips:

Fast Food Restaurant w/ Drive Thru - 50%

In: $80 \times 0.50 = 40$

Out: $76 \times 0.50 = 38$

Retail - 40%

In: $16 \times 0.40 = 6$

Out: $7 \times 0.40 = 3$

• Passerby trips should not exceed 10% of the adjacent street traffic.

$4,475 (a) \times 0.10 = 448 > 88$

(a) Based on AM peak hour peak season traffic at the intersection of Cypress Lane and US 41.

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TABLE 3
ESTIMATED PM PEAK HOUR PROJECT TRIP ENDS

| Land Use | ITE LUC | Size | PM Peak Hour | | | Passerby Capture (2) | | | New PM Peak Hour | | |
|------------------------------------|------------|-----------|---------------|-----|-------|-------------------------|-----|-------|------------------|-----|-------|
| | | | Trip Ends (1) | | | In | | | Trip Ends | | |
| | | | In | Out | Total | In | Out | Total | In | Out | Total |
| Fast Food Restaurant w/ Drive Thru | 934 | 3,500 SF | 60 | 56 | 116 | 33 | 31 | 64 | 27 | 25 | 52 |
| Day Care | 565 | 12,000 SF | 63 | 70 | 133 | 0 | 0 | 0 | 63 | 70 | 133 |
| Retail | 822 | 11,000 SF | 42 | 41 | 83 | 17 | 16 | 33 | 25 | 25 | 50 |
| Total | | | 165 | 167 | 332 | 50 | 47 | 97 | 115 | 120 | 235 |

(1) Based on ITE Trip Generation Manual, 11th Edition, 2021.

(2) Based on ITE Trip Generation Manual, 11th Edition, 2021.

• Passerby Trips:

Fast Food Restaurant w/ Drive Thru - 55%

In: $60 \times 0.55 = 33$

Out: $56 \times 0.55 = 31$

Retail - 40%

In: $42 \times 0.40 = 17$

Out: $41 \times 0.40 = 16$

• Passerby trips should not exceed 10% of the adjacent street traffic.

$4,134(a) \times 0.10 = 413 > 97$

(a) Based on AM peak hour peak season traffic at the intersection of Cypress Lane and US 41.

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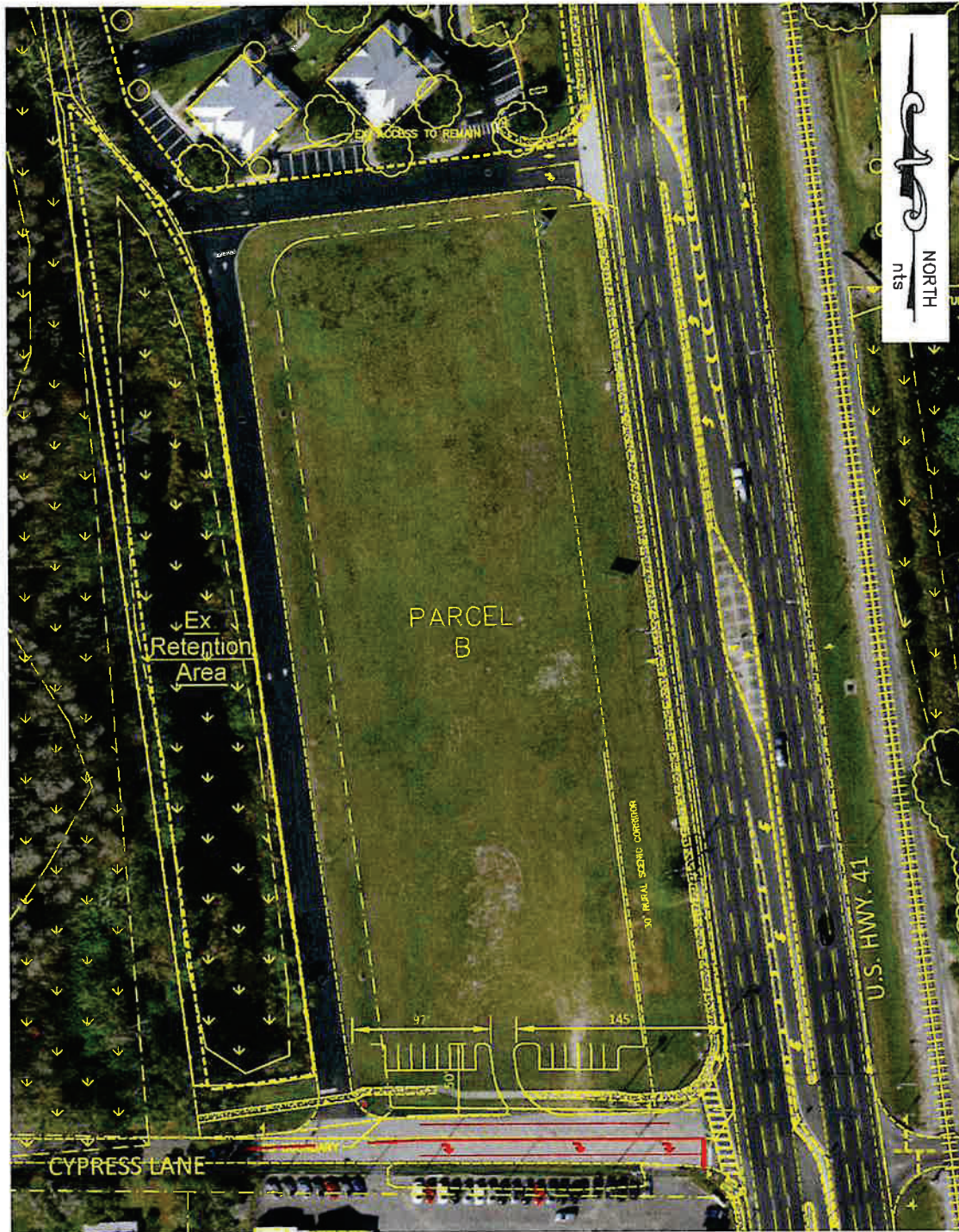


FIGURE 1

APPENDIX



PD PLAN



HILLSBOROUGH COUNTY
ROADWAY FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Legend

Functional Classifications

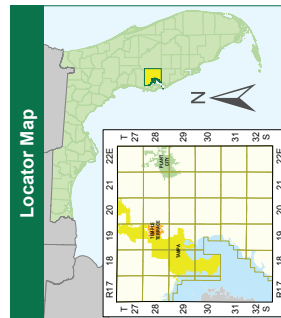
Authority Classification

- State, Principal Arterial
- State, Arterial
- Hillsborough, Arterial
- Hillsborough, Collector
- Urban Service Area Boundary
- City Limits

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

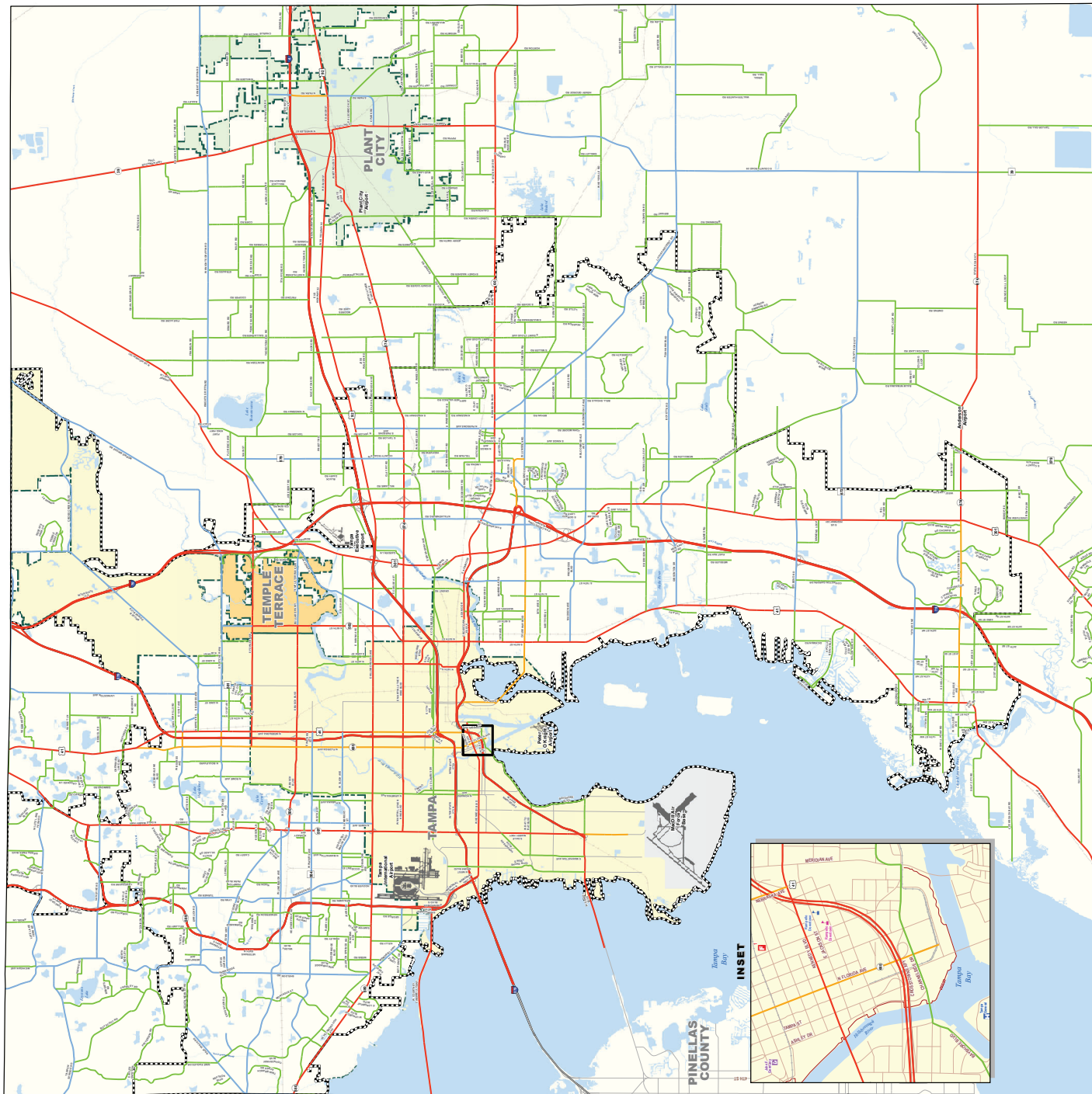
- PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 5.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.07.00 FENCES AND WALLS
- PART 12.01.00 DEFINITIONS
- OTHER PARTS OF THE LDC NOT LISTED ABOVE

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



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the map. The map is provided for informational purposes only and is not to be used for any other purpose. The map is not to be used for any other purpose. The map is not to be used for any other purpose.

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



HILLSBOROUGH COUNTY
LAND DEVELOPMENT CODE SECTION 6.04.04



Sec. 6.04.04. - Design Standards

A. Driveway Width/Length

Driveways provide the physical transition between a site and the abutting roadway. Driveways should be located and designed to minimize impacts on traffic while providing safe entry and exit from the development served. The location and design of the connection must take into account characteristics of the roadway, the site, and the potential users.

The actual width and length of driveways shall be subject to internal and external traffic flow considerations. The driveway width considerations include, but are not limited to the number of lanes, the driveway geometrics, internal obstructions, traffic safety, etc. The length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. The driveway length therefore, will be subject to the anticipated required stacking length of entering and exiting vehicle during the peak period.

1. For driveways that will be signalized, driveway length should be determined by a traffic study of expected traffic and queues. An important measurement in determining the driveway length is the outbound queue.
2. For unsignalized driveways, the following minimum lengths will be used:

| Land Use | Driveway Length (In Feet) |
|---|---|
| Any major entrance with 4 or more total lanes in the in the driveway. Typically malls, and "Super" retail centers | 300 or greater, based on traffic study |
| Regional Shopping Centers (over 150,000 sq. ft.) | 250 |
| Community Shopping Center (100-150,000 sq. ft.) (Supermarket, drug store, etc.) | 150 |
| Small Strip Shopping Center | 50 |
| Smaller Commercial Development (convenience store with gas pumps) | 30 |

3. For residential developments, the maximum length shall be:

| Land Use | Driveway Length (In Feet) |
|--------------------------|------------------------------|
| Residential Developments | 250 |

B. Driveway Grades

1. Driveway grades shall conform to the requirements of FDOT Roadway and Traffic Design Standard Indices, latest edition.
2. For driveways with high volumes and where curve radii turnouts would be a prime benefit to traffic movements, the following factors should be considered:
 - a. It is desirable to have driveway slope upward from gutter line without any vertical curve. The upward slope with curbs will allow better control of drainage.

- b. It is desirable to have a relatively flat area adjacent to the roadway, where vehicles may turn off without an immediate climbing or descending need. Then exiting vehicles may wait to enter traffic flow at approximately roadway level.
- c. Within the limits of curve radii, no drop curb shall be allowed except as required for curb cut ramps.

C. Traffic Control Devices

1. The installation of signs and pavement markings at private roadways and residential or commercial driveways, and the installation of traffic signals at high-volume commercial Type III driveways may be required in order to provide for safe and efficient movement of traffic. All traffic control devices shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the current County standards and specifications and shall be approved by the County Public Works Department, Traffic Section.
2. The approval to install traffic signals shall be based on a traffic engineering study which addresses the warrants, the design, and the operation of the signals. The study and design shall be approved by the County Public Works Department, Traffic Section and FDOT, if on the State Highway System. The responsibility for the engineering study shall rest with the permittee. If a traffic signal is installed, all signal elements and appropriate portions of the access approach to assure efficient signal operation, shall be on public right-of-way or on easements granted to the public.
3. Any required traffic control devices, including signs, signals or pavement markings shall be installed by the permittee. The permittee shall be responsible for all purchase and installation costs involved.

D. Auxiliary Lanes

Auxiliary Lanes refer to left-turn, right-turn, acceleration, deceleration, and storage lanes. Developments which generate AM or PM Peak Hour Traffic which exceeds the following thresholds shall provide the following site related acceleration, deceleration, and storage lanes:

1. If more than 20 left turning vehicles per hour on a two-lane arterial or collector roadway, then left turn lanes are warranted,
2. If more than 50 right turning vehicles per hour on a two-lane arterial or collector roadway, then right turn lanes are warranted,
3. If more than 40 right turning vehicles per hour, on a four-lane rural roadway, then a right turn lane is warranted,
4. If more than 80 right turning vehicles per hour, on a four-lane urban roadway, then a right turn lane is warranted,
5. If more than 60 right turning vehicles per hour, on a six-lane rural roadway, then a right turn lane is warranted,
6. If more than 100 right turning vehicles per hour, on a six-lane urban roadway, then a right turn lane is warranted,
7. On multi-lane roadways, left turn lanes shall be constructed when there are more than 20 left turning vehicles.

(Ord. No. 00-38, § 2, 11-2-00; Ord. No. 05-22, § 2, 11-17-05; Ord. No. 07-18, § 2, 7-19-07, eff. 10-1-07)

Any required traffic control devices, including signs, signals or pavement markings shall be installed by the permittee. The permittee shall be responsible for all purchase and installation costs involved.

D. Auxiliary Lanes

Auxiliary Lanes refer to left-turn, right-turn, acceleration, deceleration, and storage lanes.

Developments which generate AM or PM Peak Hour Traffic which exceeds the following thresholds shall provide the following site related acceleration, deceleration, and storage lanes:

1. If more than 20 left turning vehicles per hour on a two-lane arterial or collector roadway, then left turn lanes are warranted,
2. If more than 50 right turning vehicles per hour on a two-lane arterial or collector roadway, then right turn lanes are warranted,
3. If more than 40 right turning vehicles per hour, on a four-lane rural roadway, then a right turn lane is warranted,
4. If more than 80 right turning vehicles per hour, on a four-lane urban roadway, then a right turn lane is warranted,
5. If more than 60 right turning vehicles per hour, on a six-lane rural roadway, then a right turn lane is warranted,
6. If more than 100 right turning vehicles per hour, on a six-lane urban roadway, then a right turn lane is warranted,
7. On multi-lane roadways, left turn lanes shall be constructed when there are more than 20 left turning vehicles.

(Ord. No. 00-38, § 2, 11-2-00; Ord. No. 05-22, § 2, 11-17-05; Ord. No. 07-18, § 2, 7-19-07, eff. 10-1-07)

Transportation Comment Sheet

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

| Adjoining Roadways (check if applicable) | | | |
|--|---------------------------------|--|---|
| Road Name | Classification | Current Conditions | Select Future Improvements |
| US Hwy 41 | FDOT Principal Arterial - Rural | 6 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |
| Cypress Ln. | County Local - Rural | 2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |

| 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 | 2,026 | 196 | 258 |
| Proposed | 1,962 | 200 | 263 |
| Difference (+/-) | -64 | +4 | +5 |

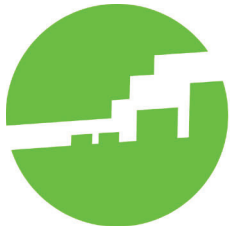
*Trips reported are based on gross external trips unless otherwise noted.

| Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request | | | | |
|--|----------------|--------------------------------|-----------------|-----------------|
| Project Boundary | Primary Access | Additional Connectivity/Access | Cross Access | Finding |
| North | | Choose an item. | Choose an item. | Choose an item. |
| South | X | Choose an item. | Choose an item. | Choose an item. |
| East | X | Choose an item. | Choose an item. | Choose an item. |
| West | | Choose an item. | Choose an item. | Choose an item. |
| Notes: | | | | |

| Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request | | |
|---|-----------------------------------|------------|
| Road Name/Nature of Request | Type | Finding |
| Cypress Ln./Substandard Roadway | Design Exception Requested | Approvable |
| Cypress Ln./Access Spacing | Administrative Variance Requested | Approvable |
| Multiple/Number of Accesses | Administrative Variance Requested | Approvable |
| Notes: | | |

4.0 Additional Site Information & Agency Comments Summary

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



**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 – 272 – 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

| Unincorporated Hillsborough County Rezoning Consistency Review | |
|--|--|
| Hearing Date: April 15, 2025 Report Prepared: April 4, 2025 | Case Number: MM 24-1152 Folio(s): 14015.0100 & 14084.0130 General Location: North of Cypress Lane and west of North US Highway 41 |
| Comprehensive Plan Finding | CONSISTENT |
| Adopted Future Land Use | Neighborhood Mixed Use-4 (3) (4 du/ga; 0.25 FAR) |
| Service Area | Rural |
| Community Plan(s) | Lutz |
| Rezoning Request | Major Modification (MM) to modify the allotted entitlements. |
| Parcel Size | 11.74 ± acres |
| Street Functional Classification | Cypress Lane – Local North US Highway 41 – State Principal Arterial |
| Commercial Locational Criteria | Not applicable |
| Evacuation Area | None |

| Table 1: COMPARISON OF SURROUNDING PROPERTIES | | | |
|---|-----------------------------|-----------------|--|
| Vicinity | Future Land Use Designation | Zoning | Existing Land Use |
| Subject Property | Neighborhood Mixed Use-4(3) | PD | Vacant Land |
| North | Neighborhood Mixed Use-4(3) | PD + CG + ASC-1 | Vacant Land + Light Commercial + |
| South | Neighborhood Mixed Use-4(3) | CG | Heavy Commercial + Light Commercial + Light Industrial + Agriculture |
| East | Residential-1 | ASC-1 | Agriculture + Single Family Residential + Vacant Land |
| West | Residential-1 | PD + ASC-1 | Vacant Land + Natural + Single Family Residential |

Staff Analysis of Goals, Objectives and Policies:

The 11.74 ± acre subject site is located north of Cypress Lane and west of North US Highway 41. The site is in the Rural Area and is within the limits of the Lutz Community Plan. The applicant is requesting a Major Modification (MM) to Planned Development (PD) 03-0348 to modify the allotted entitlements.

The PD includes two parcels; the subject property (referred to as Parcel B) and the 8.2 ± acre tract directly north (referred to as Parcel A). Parcel A is developed in accordance with the approved PD and contains an office park. Currently, the conditions of approval contain two development options for Parcel B: 12,000 square feet of retail (explained to include all CN uses with the exception of a prohibited list in the conditions) or 16,000 square feet of retail, the amount being governed by the amount of office square footage developed on Parcel A. The applicant seeks to increase the square footage ceiling in two (2) development options as follows:

Option 1: The project shall be limited to 46,375 square feet of office uses in Parcel A and 29,500 square feet of retail uses in Parcel B.

Option 2: The project shall be limited to 46,375 square feet of office use in Parcel A; and, 20,000 square feet of retail uses and 60,000 sq. ft. Mini-Warehouse use in Parcel B

The applicant noted in the revised request, which was uploaded into Optix on March 4, 2025, the retail uses shall include all Commercial Neighborhood (CN) zoning district uses with the following exceptions: billiards and pool parlors, bowling alleys, brewery on premises, free standing taverns, bars, lounges, nightclubs and dance halls, funeral homes and mortuaries, liquor stores, kennels, commercial apartments,

neighborhood fairs, swimming pools, ultralight flight park, hotels and motels and dry cleaning (pick-up only is allowed).

The Future Land Use Element permits new development within the Rural Area that is similar in character to the existing community. Objective 4 of the Future Land Use Element (FLUE) of the Comprehensive Plan notes that 20% of the growth in the region will occur within the Rural Area without the threat of urban or suburban encroachment. FLUE Policy 4.1 characterizes the Rural Area as low-density, large lot residential. The subject site is currently vacant. There is also vacant land to the north, west and east. The area is comprised of mixed uses. The proposed Major Modification is compatible for the surrounding area and meets the intent of FLUE Objective 4.

FLUE Objective 7, FLUE Objective 8 and each of their respective policies establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each Future Land Use category. The character of each land use category is defined by building type, residential density, functional use and the physical composition of the land. The integration of these factors set the general atmosphere and character of each Future Land Use category. Each category has a range of potentially permissible uses which are not exhaustive but are intended to be illustrative of the character of uses within the land use designation. Appendix A contains a description of the character and intent permitted in each of the Future Land use categories. The site is located in the Neighborhood Mixed Use-4(3) (NMU-4(3)) Future Land Use category. The subject property can be considered for a maximum density of 4 dwelling units per gross acre and a maximum of 0.25 Floor Area Ratio (FAR). Typical uses in the designation include residential, suburban scale neighborhood commercial, office uses, research corporate park uses, multi-purpose and clustered residential and/or mixed use projects at appropriate locations. Office uses are not subject to locational criteria. Both options fall under the maximum allowable FAR for the NMU-4(3) Future Land Use category. The proposal to modify the allotted entitlements to increase to 29,000 square feet meets the intent of FLUE Objective 7, FLUE Objective 8 and each of its respective policies.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2). However, at the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The proposal meets the intent of FLUE Objective 16 and its accompanying policies 16.1 ,16.2, 16.3, 16.5 and 16.10 that require new development to be compatible to the surrounding neighborhood. Goal 12 and Objective 12-1 of the Community Design Component (CDC) of the FLUE require new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. In this case, the surrounding land use pattern is mixed use but comprised mostly of residential uses, vacant land, light commercial and agriculture.

The site is within the limits of the Lutz Community Plan. The Lutz community desires to retain existing and encourage new commercial uses geared to serving the daily needs of area residents in a scale and design that complements the character of the community. The community also seeks to ensure that commercial development and special uses in the community are properly placed to enhance the utility and historic character. The community does not want new commercial and special use development to force the creation of development that does not complement the character of the area. The Community Plan ensures that commercial uses are developed in character and/or scale with the rural look of the community and the environment. The proposed Major Modification would complement the area that is comprised of mixed uses and aligns with the character of the community and environment.

Overall, staff finds that the proposed use is an allowable use in the NMU-4(3) category, is compatible with the existing development pattern found within the surrounding area and does support the vision of the Lutz Community Plan. The Major Modification would allow for development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

Based upon the above considerations and the following Goals, Objectives and Policies, Planning Commission staff finds the proposed Major Modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the proposed conditions by the Development Services Department..

Staff Identified Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan* Related to the Request:

FUTURE LAND USE ELEMENT

Rural Area

Objective 4: *The Rural Area will provide areas for long term, agricultural uses and large lot, low density rural residential uses which can exist without the threat of urban or suburban encroachment, with the goal that no more than 20% of all population growth within the County will occur in the Rural Area.*

Land Use Categories

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

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

Relationship to Land Development Regulations

Objective 9: *All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and*

consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.

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

Policy 9.2: *Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.*

Neighborhood/Community Development

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

Policy 16.2: *Gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering, and screening techniques and control of specific land uses.*

Policy 16.3: *Development and redevelopment shall be integrated with the adjacent land uses through:*

- a) the creation of like uses; or*
- b) creation of complementary uses; or*
- c) mitigation of adverse impacts; and*
- d) transportation/pedestrian connections*

Policy 16.5: *Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.*

Policy 17.7: *New development and redevelopment must mitigate the adverse noise, visual, odor and vibration impacts created by that development upon all adjacent land uses.*

Community Design Component (CDC)

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

OBJECTIVE 12-1: *New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.*

Policy 12-1.4: *Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions, to affect elements such as height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture.*

7.0 SITE DESIGN

7.1 DEVELOPMENT PATTERN

GOAL 17: *Develop commercial areas in a manner which enhances the County's character and ambiance.*

OBJECTIVE 17-1: *Facilitate patterns of site development that appear purposeful and organized.*

Policy 17-1.4: *Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.*

LIVABLE COMMUNITIES ELEMENT: LUTZ COMMUNITY PLAN

Strategies

To ensure the implementation of the Vision formulated by the residents of the Lutz community the following strategies will guide future growth and redevelopment.

Commercial Character

The Lutz community desires to retain existing and encourage new commercial uses geared to serving the daily needs of area residents in a scale and design that complements the character of the community. Currently there is approximately 301,559 square feet of commercial approved but not built within the community planning area.

The Lutz community seeks to ensure that commercial development and special uses in the community are properly placed to enhance the utility and historic character of the downtown. The community does not want new commercial and special use development to force the creation of development that does not complement the character of the area. To ensure that new commercial development is consistent with the character of the Lutz community, design guideline standards have been created and adopted into the County's land development regulations.

These regulations ensure that:

- *commercial uses are developed in character and/or scale with the rural look of the community and the environment*

HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ MM 24-1152

Rezonings

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

Tampa Service Area
Urban Service Area

Shoreline

County Boundary

Jurisdiction Boundary

Roads

Parcels

warm NATURAL LULC_Wet_Poly

AGRICULTURAL MINING-1/20 (.25 FAR)

PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)

AGRICULTURAL-1/10 (.25 FAR)

AGRICULTURAL/RURAL-1/5 (.25 FAR)

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)

OFFICE COMMERCIAL-20 (.75 FAR)

RESEARCH CORPORATE PARK (1.0 FAR)

ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)

LIGHT INDUSTRIAL PLANNED (.75 FAR)

LIGHT INDUSTRIAL (.75 FAR)

HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASI-PUBLIC

NATURAL PRESERVATION

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



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Author: Beverly F. Daniels

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