

# PD Modification Application:

# MM 24-0784

Zoning Hearing Master Date: August 19, 2024

BOCC Land Use Meeting Date: October 08, 2024



## Hillsborough County Florida

Development Services Department

### 1.0 APPLICATION SUMMARY

Applicant: BDG Gunn Hwy, LLC  
 FLU Category: CPV  
 Service Area: Urban  
 Site Acreage: 0.592 AC +/-  
 Community Plan Area: Citrus Park Village  
 Overlay: Citrus Park Village



#### Introduction Summary:

The applicant is requesting a major modification to the previously approved Planned Development (22-0439) to permit a ~~financial~~ financial institution with drive-thru ATMs.

PD 22-0439 was approved in 2022 to be limited to an Automated Car Wash facility, subject to the standards of LDC Section 6.11.121 (Car Wash Facilities) at a maximum building size of 6,445 sq. ft.

#### Existing Approval(s):

A 6,445 sq. ft Automated Car Wash facility.  
 Development standards shall be in accordance with the LDC Part 3.10.00 and Subdistrict G-6 of the Citrus Park Village, unless otherwise specified for the specific use of a car wash.  
 The design and materials of the building and its facades to comply at a minimum to Citrus Park Village Overlay District design standards with exception for the specific use of a car wash.  
 Single emergency access connection for use by official emergency vehicles only and gated with a Knox Box (or similar device acceptable to the Hillsborough County Fire Marshall).  
 Exclusive parking easement from the owners of 3117.0000 which permits 6 of the 7 minimum required carwash parking spaces to be located within the adjacent PD.  
 Offsite parking with a minimum 5-foot-wide sidewalk connection both within the subject project and adjacent folio 3117.000, as necessary to connect the proposed use with the offsite parking.

#### Proposed Modification(s):

A 3,100 sq. ft. Financial Institution with drive-thru ATMs.  
 Site plan and elevations to meet all development standards of LDC Part 3.10.00 and Subdistrict G-6 of the Citrus Park Village with exception to the block pattern requirement.  
 The design and materials of the building and its façades shall be consistent with Citrus Park Village Overlay District with exception to the block pattern requirement.  
 Proposed parking lot circulation no longer requires an emergency exit.  
 Easement to offsite parking no longer required to meet the new use's parking requirements.  
 Offsite parking no longer required to meet the new use's parking requirements.

#### Additional Information:

PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	Waiver to LDC Sec. 3.10.06.01: Block Pattern in the Citrus Park Village Overlay District.

#### Planning Commission Recommendation:

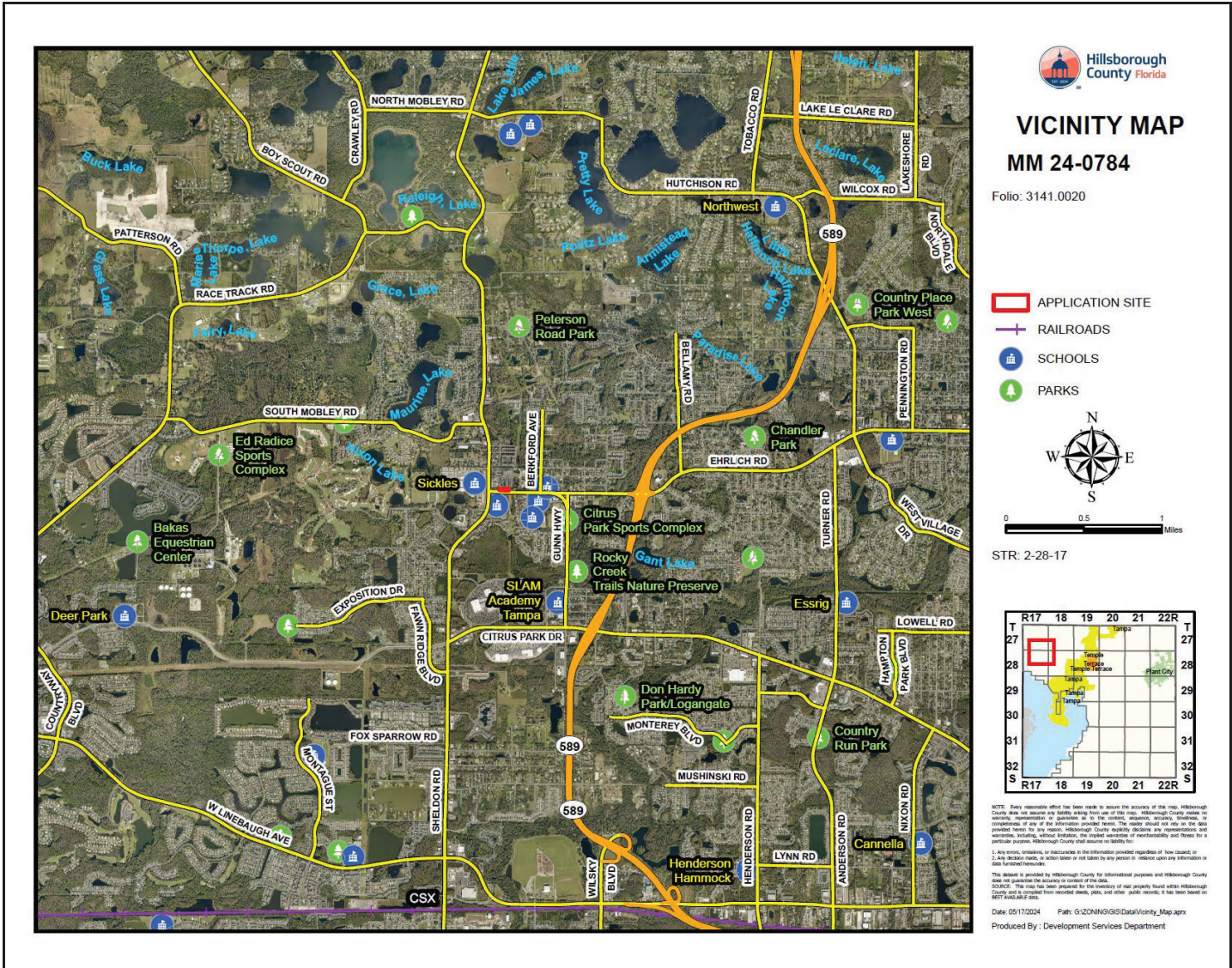
Consistent

#### Development Services Recommendation:

Approvable, subject to proposed conditions

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



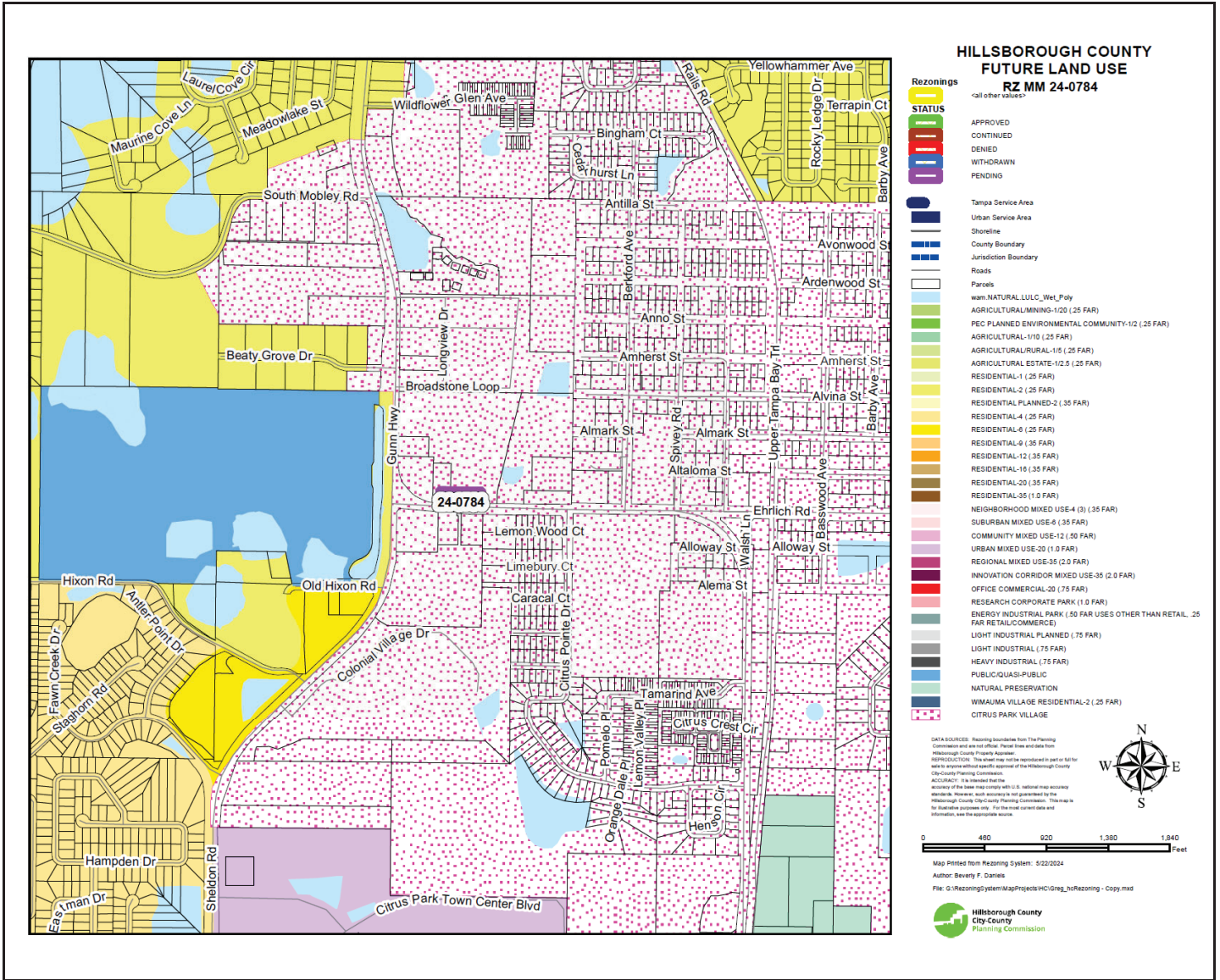
### Context of Surrounding Area:

The subject parcel is located on the north side of Gunn Highway, east of Sheldon Road in the Citrus Park Village Overlay District. The area consists of commercial, school sites, multifamily, and single-family residential uses. A large shopping center with two existing financial uses surround the site to the north, east and west. There are retail uses located across Gunn Highway to the south. Furthermore, there are three public schools and one private school located in the vicinity of the property. The residential uses are located to the south, east and north of the parcel.



2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



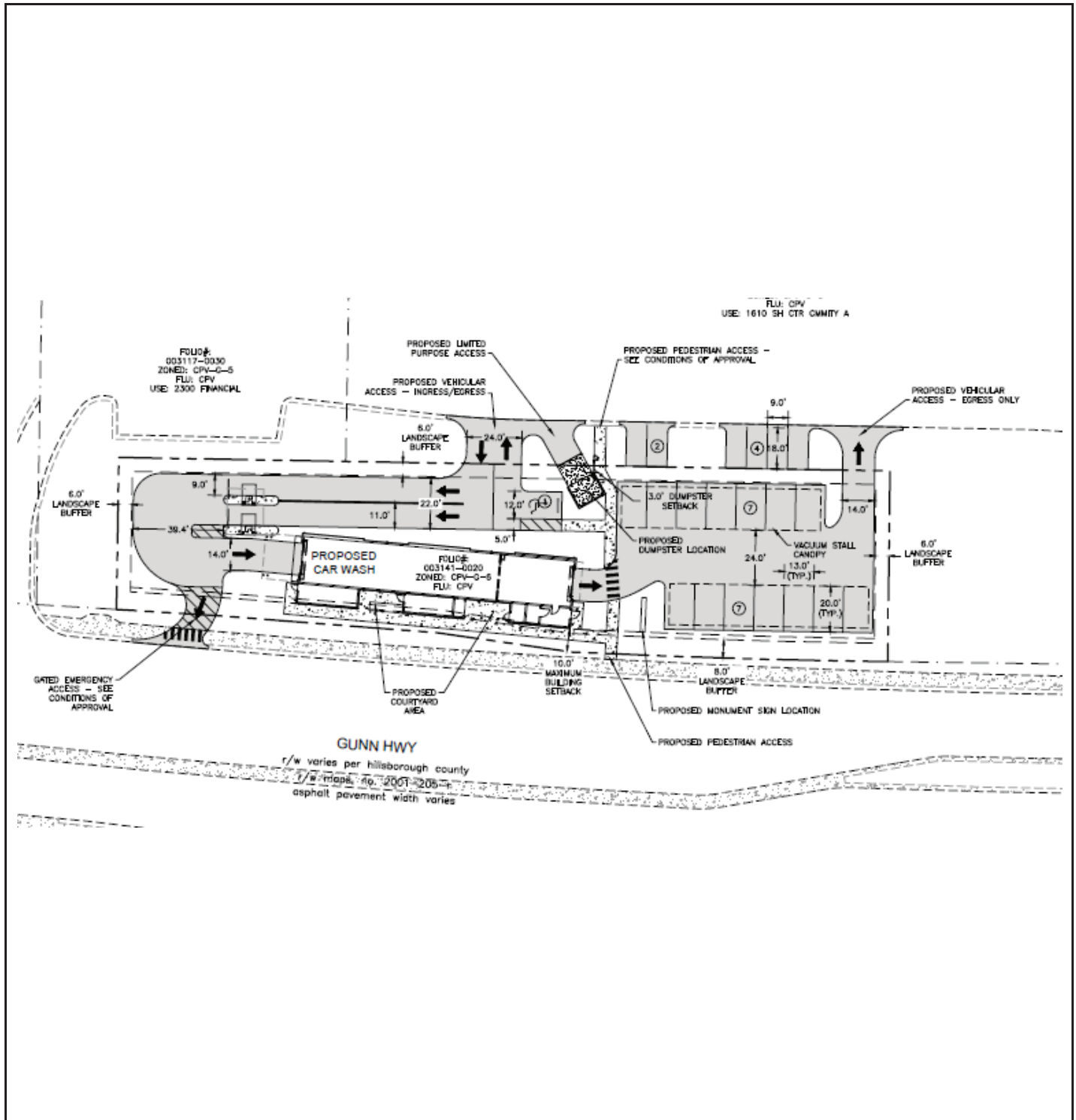
<p>Subject Site Future Land Use Category:</p>	<p>CPV – Sub Area Category G</p>
<p>Maximum Density/F.A.R.:</p>	<p>Up to 0.25 FAR. Up to 12 DU/Acre</p>
<p>Typical Uses:</p>	<p>The intent of Sub Area G is to recognize existing development within this sub area. The sub area will allow for commercial, office and residential land uses, or a mixture of these uses.</p>





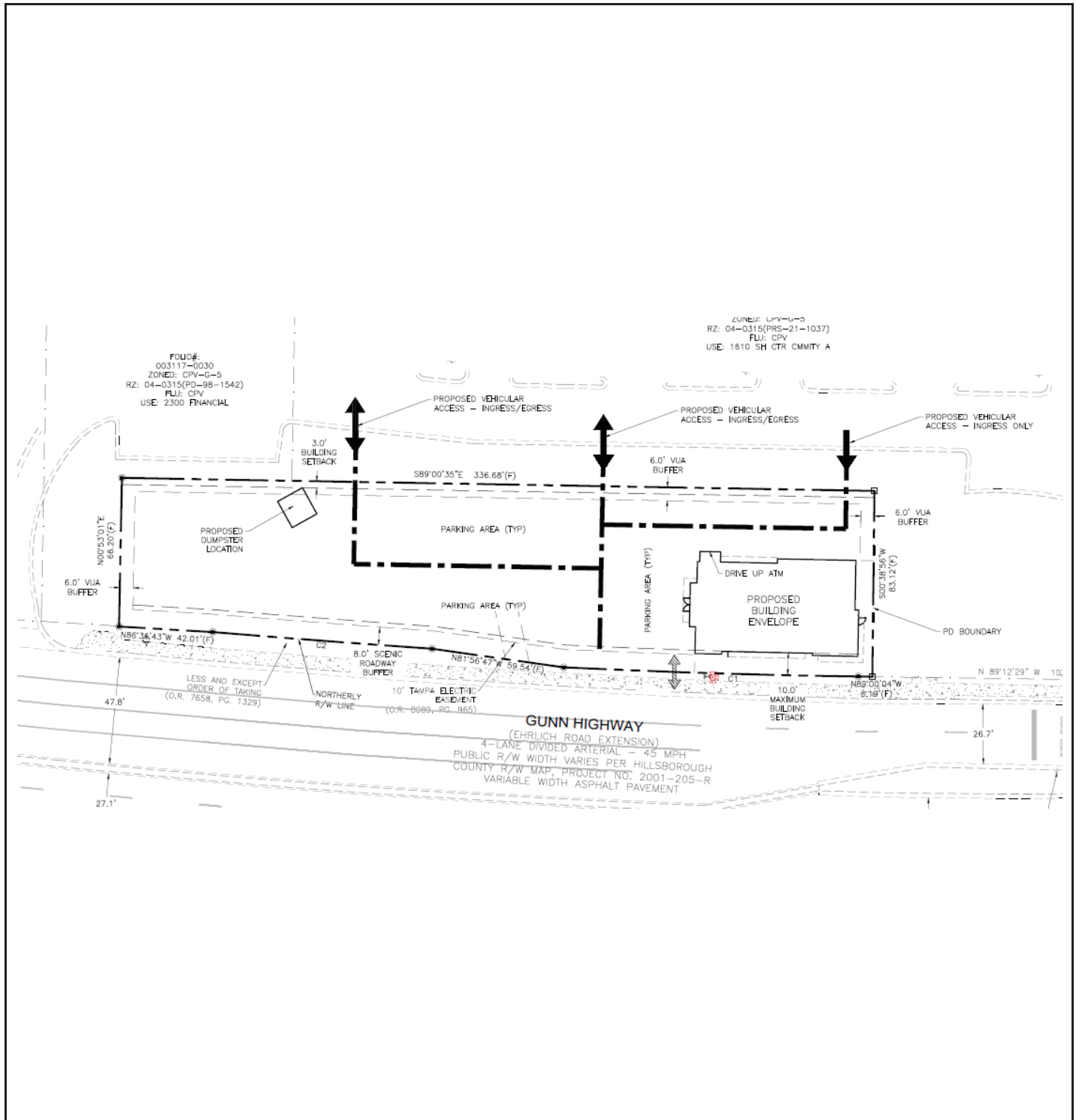
### 2.0 LAND USE MAP SET AND SUMMARY DATA

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



## 2.0 LAND USE MAP SET AND SUMMARY DATA

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





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

**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
Gunn Hwy.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input 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	780 (est.)	78 (est.)	78
Proposed	311	31	65
Difference (+/-)	<b>(-) 469</b>	<b>(-) 47</b>	<b>(-) 13</b>

\*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	X	Vehicular & Pedestrian	Vehicular & Pedestrian	Meets LDC
South	X	Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC

Notes: A gated emergency only access is also being proposed to Gunn Hwy.

**Design Exception/Administrative Variance**  Not applicable for this request

Road Name/Nature of Request	Type	Finding
Right Turn Lane Variance – Easternmost Access on East/West Portion of Gunn Hwy.	Administrative Variance Deminimis Request	Previously Approved
Right Turn Lane Variance – Southernmost Access on North/South Portion of Gunn Hwy.	Administrative Variance Deminimis Request	Previously Approved

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	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
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 <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input 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
<b>Transportation</b> <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input 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	
<b>Hillsborough County School Board</b> 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	
<b>Impact/Mobility Fees</b>				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



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## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

The vacant subject parcel is located on the north side of Gunn Highway near the intersection with Sheldon Road in the Citrus Park Village area east of Sickles High School. The immediate surroundings of the property consist of commercial and retail uses. The site is located adjacent to an existing shopping center that includes outparcels with financial institutions, a drugstore, and offices. There are retail uses located to the south across Gunn Highway. Additionally, there are residential uses located to the south, east and north in the vicinity of the parcel.

The project will be limited to a ~~finical~~ financial institution with drive-thru ATMs, 3,100 sq. ft. in size with associated parking for customers. The site proposes access connection from a private driveway in the shopping center site to the north with a one-way entrance from the eastern side on the site to access the ATMs and two accesses (in and out) towards the western side of the site. A pedestrian only access is proposed to connect directly to Gunn Highway from the site.

The proposed elevations submitted on August 07, 2024 meets the design requirements of the CPV Overlay District with exception to the Block Pattern requirements as does the current PD approval.

### 5.2 Recommendation

Approvable, subject to proposed conditions.

**6.0 PROPOSED CONDITIONS**

**Approval**- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 07, 2024.

1. The project shall be limited to ~~an Automated Car Wash facility, subject to the standards of LDC Section 6.11.121-a~~ Financial Institution with drive-thru ATMs. Maximum building size shall be ~~6,445~~ 3,100 sq. ft.
2. Development standards shall be in accordance with the LDC Part 3.10.00 with exception to the block pattern requirements and Subdistrict G-6 of the Citrus Park Village, unless otherwise specified herein or in the submitted General Development Site Plan:
  - a. Maximum building front setback shall be 10 feet. ~~A maximum front setback of 20 feet shall be permitted for the facades within the courtyards along Gunn Hwy. A canopy, or roof structure covering the courtyards shall be placed at the same distance as the canopy over the facades meeting the maximum 10-foot front setback. At least 67% of the front façade along Gunn Hwy shall be placed at the prescribed maximum 10-foot setback.~~
  - b. A direct pedestrian access shall be provided from the building to the public sidewalk.
  - e. Parking spaces ~~and vacuum areas~~ shall be placed on the side or behind the structure. ~~If placed on the site, these shall be no closer to the street right of way than the structure.~~
  - d. Maximum impervious surface shall be ~~69~~ 60%.
3. The design and materials of the building and its facades shall be consistent with the architectural rendering on the site plan. ~~elevations submitted on January 20, 2022. The architectural style of the building shall be of Florida Cracker. The façades shall comply, at a minimum, with the following:~~
  - a. ~~A canopy, or roof structure, shall be provided along the front façade to delineate two stories. A minimum of 20 percent of the front façade covered by the canopy shall be comprised of windows. Faux windows consisting of spandrel glass with exterior moldings/treatments shall be permitted to be utilized to meet this requirement.~~
  - b. ~~Windows and doorways shall be spaced no more than 20 feet apart and shall be defined with trim and shutters. Decorative shutters, if provided, shall be made of wood, metal or copolymer material and shall not be scored into stucco.~~
  - e. ~~At least 20 percent of the front façade wall area shall be comprised of window treatments, doors, doorway treatments, transoms, structural canopies, balconies, architectural expressions such as porticos and pilasters, or other similar enhancements. The architectural expressions and enhancements shall be consistent with the style of the building, with projections or recess at least two inches from the wall surface.~~
  - d. ~~The rear façade (north) shall be permitted to include a mural in its center. The mural wall shall be architecturally finished. If no mural is provided, that portion of the façade shall be designed in accordance with the rest of the façade and/or with 3.c above.~~



- e. ~~Pitched roofs shall have a minimum pitch of 4/12. The finished roof materials shall be consistent with the architectural style of the structure. Flat roofs shall include an architectural trim or cornice, with a minimum vertical dimension of 12 inches.~~
- f. ~~The dumpster enclosure shall include an architectural finish consistent with the principal structure.~~
4. Buffer and screening between adjacent parcels shall be per the LDC Part 3.10.00 regulations.
5. Gunn Hwy is an Urban Scenic Roadway; therefore, the site is subject to LDC Section 6.06.03.I.
6. The site is within a Wellhead Resource Protection Area (WRPA); therefore, development of the site is subject to LDC Part 3.05.00.
7. Vehicular project access shall be via easement access through the properties surrounding the subject zoning (i.e. through folios 3117.0000 and 3147.0000). No direct vehicular access to Gunn Hwy. shall be permitted.
8. ~~Notwithstanding the above, the project shall be permitted a single emergency access connection to Ehrlich Rd. as generally shown on the site plan. Such access shall be restricted for use by official emergency vehicles only and gated with a Knox Box (or similar device acceptable to the Hillsborough County Fire Marshall).~~
9. 8. If RZ MM 22-0439 24-0784 is approved, the County Engineer will approve a de minimis exception to the previously approved Section 6.04.02.B Administrative Variance (dated April 19, 2022) which was found approvable approved by the County Engineer (on May 6 July 8, 2022) from the Section 6.04.04.D.4. requirement to construct a northbound to eastbound right turn lane into the southernmost project access (to folio 3147.0000) on the north-south portion of Gunn Hwy. Approval of this de minimis exception will allow the previously approved Administrative Variance, which will waive the requirements for the RZ 22-0439 project to construct the right turn lane, to stand as-is.
10. 9. If RZ MM 22-0439 24-0784 is approved, the County Engineer will approve a de minimis exception to the previously approved Section 6.04.02.B Administrative Variance (dated April 19, 2022) which was found approvable approved by the County Engineer (on May 6 July 8, 2022) from the Section 6.04.04.D.4. requirement to construct a westbound to northbound right turn lane into the easternmost project access (to folio 3147.0000) on the east-west portion of Gunn Hwy. Approval of this de minimis exception will allow the previously approved Administrative Variance, will which waive the requirement for the RZ 22-0439 project to construct the right turn lane, to stand as-is.
11. ~~Prior to or concurrent with the initial increment of development, the developer shall obtain an exclusive parking easement from the owners of 3117.0000 which permits 6 of the 7 minimum required carwash parking spaces to be located within the adjacent PD for as long as the carwash remains in operation, as well as permits construct of any other associated site improvements necessary within the adjacent folio. Written proof of the acceptability of such reciprocal easement to the County Attorney's office shall be filed by the applicant prior to or concurrent with site/construction plan review, and such easement shall be filed in the Official Records of Hillsborough County prior to issuance of Certificates of Occupancy (temporary or otherwise).~~

~~12. Prior to or concurrent with the initial increment of development, the developer shall construct the offsite parking together with a minimum 5 foot wide sidewalk connection both within the subject project and adjacent folio 3117.000, as necessary to connect the proposed use with the offsite parking. Such sidewalk (both within the subject site and adjacent parcel) shall be directly lighted. All lighting must comply with Section 3.10.09 of the LDC any other applicable lighting standards.~~

~~13. Prior to or concurrent with the initial increment of development, the developer shall construct the offsite parking together with a minimum 5 foot wide sidewalk connection both within the subject project and adjacent folio 3117.000, as necessary to connect the proposed use with the offsite parking. Such sidewalk (both within the subject site and adjacent parcel) shall be directly lighted. All lighting must comply with Section 3.10.09 of the LDC any other applicable lighting standards.~~

10. ~~14.~~ All lighting must comply with Section 3.10.09 of the LDC any other applicable lighting standards from LDC Part 6.10.00.

11. ~~15.~~ 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.

12. ~~16.~~ The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

13. 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:	
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**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

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

**7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS**

Per the narrative, there is a Citrus Park Village LDC requirements that cannot be achieved for this project due the fact that the existing block has two public street along it’s east and west property lines. Because of this, the property is limited in how it can be developed. The following standard cannot be practically met:

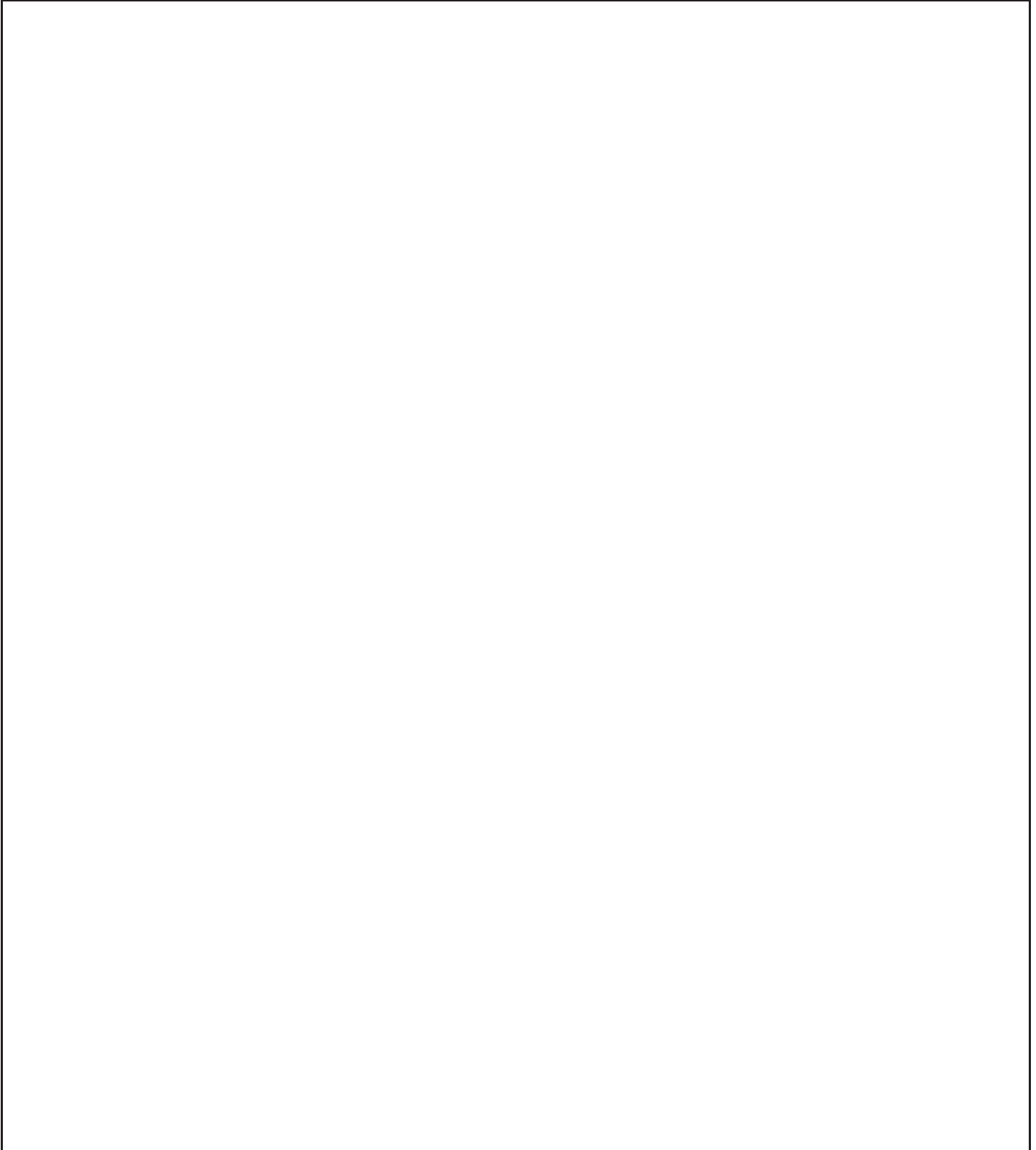
<b>LDC Section</b>	<b>Requirement</b>	<b>Applicant’s Justification</b>
LDC Sec. 3.10.06.01 Block pattern	New development shall occur in a block pattern. Each block shall be rectangular in shape and framed by public streets on at least three sides. The maximum length of any block face shall be 650 feet. Variances to these requirements may be allowed in accordance with Part 11.04.00 of this Code only to the minimum degree necessary to accommodate irregular parcel boundaries, natural features or existing development patterns on adjacent properties.	The Property is too small to create an individual block and is instead a part of an existing block. The current shopping plaza and development pre-dates the Citrus Park Village requirements. The existing block is bounded on at least two sides (south and west) by public streets and partially bounded on the north side by a public street. This Property is not a block as defined in the Citrus Park regulations. Section 3.10.06.01 specifically contemplates granting a variance certain design requirement because of existing development patterns on adjacent properties. The Project is not creating any new public streets.

The site design, in relationship with the irregular shape of the lot in addition to the proposed building design, result in an overall project that conforms to the greatest degree practicable with the provisions of the CPV LDC regulations.



**8.0 SITE PLANS (FULL)**

**8.1 Approved Site Plan (Full)**





NO.	DATE	DESCRIPTION

REVISIONS

**NATVER**  
engineering, p.l.l.c.  
10000 W. BUCKLEBOURNE BLVD.  
SUITE 100  
P.O. BOX 2995  
LAKESIDE, FL 33409  
PHONE: 561-526-2536  
FAX: 561-526-2537  
AUTHORIZATION NUMBER: 28750

FOR  
**GUNN HWY CAR WASH PD REZONING**  
BELLAIR DEVELOPMENT, LLC  
6654 78TH AVE N  
PINELLAS PARK, FL 33781

ELEVATIONS

SHEET NUMBER  
**PD2.0**  
SCALE: 1/8" = 1'-0"  
DATE: 02-28-17

**FRONT - SOUTH ELEVATION**

**REAR - NORTH ELEVATION**

**EXIT - EAST ELEVATION**

**ENTRANCE - WEST ELEVATION**

**WOODIE'S WASH SHACK**

- PMS 11-0001  
EXTRA WHITE
- PMS 309  
SW (TBD)
- PMS 311C  
WESTERN STATES MTL.  
CORRUGATED ONLY, ROBBST
- ALURA FIBER CEMENT  
LAP JOINTS, ORIGINAL  
LAP SNOW COLOR
- ACM PANEL  
WOOD GRAIN
- BAMBOO WOOD  
PANEL TRIM

**EMPAD**  
ARCHITECTURE AND DESIGN  
AA2600084  
1901 ULMERTON ROAD SUITE 105 CLEARWATER, FL

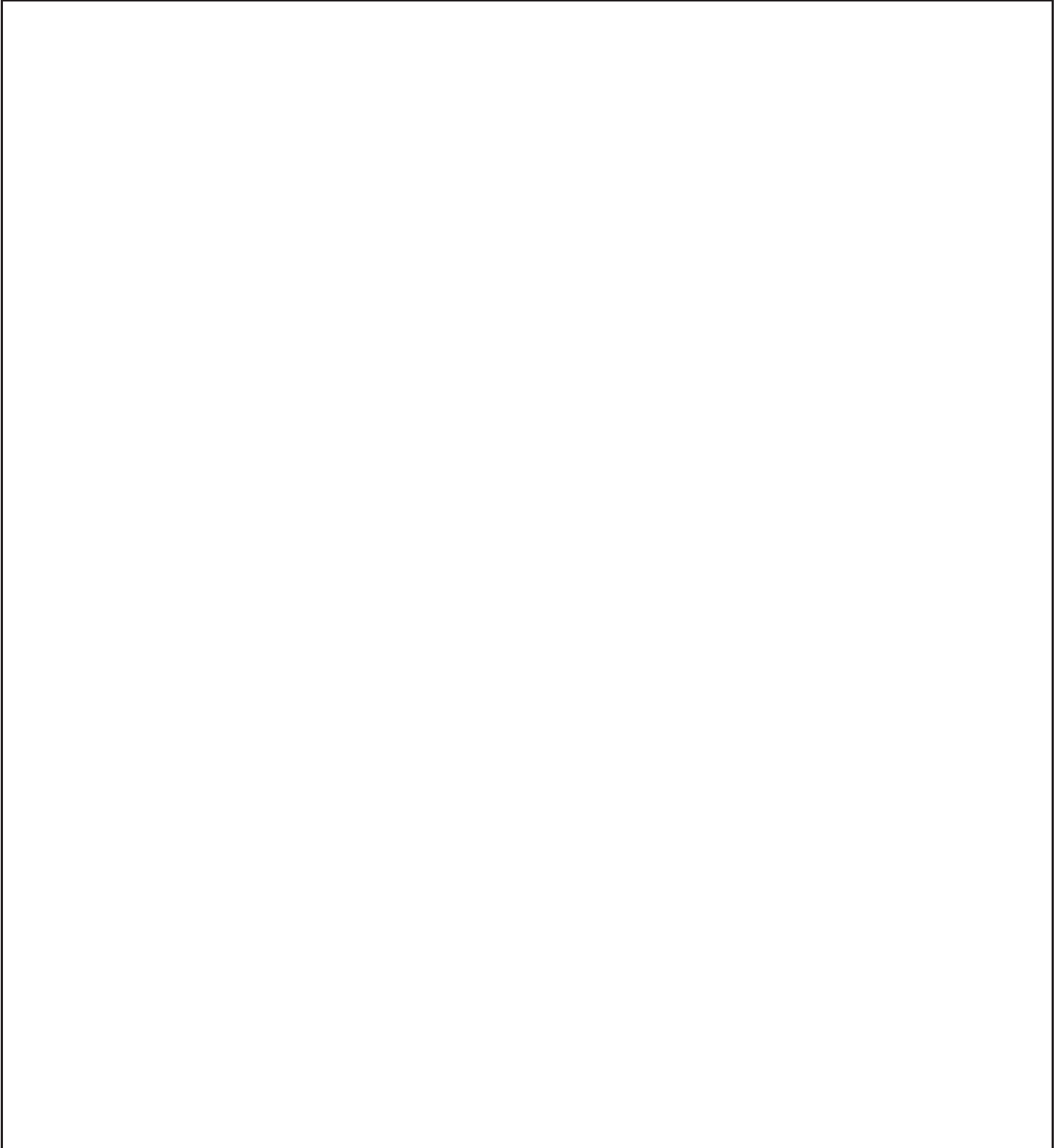
**WOODIE'S WASH SHACK**

WOODIE'S WASH SHACK  
WASH SHACK



## **8.0 SITE PLANS (FULL)**

### **8.2 Proposed Site Plan (Full)**









**APPLICATION NUMBER: MM 24-0784**

ZHM HEARING DATE: August 19, 2024

BOCC LUM MEETING DATE: October 08, 2024

Case Reviewer: Carolanne Peddle

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**9.0 FULL TRANSPORTATION REPORT (see following pages)**

**AGENCY REVIEW COMMENT SHEET**

TO: ZONING TECHNICIAN, Development Services Department

DATE: 8/5/2024

Revised: 8/6/2024

REVIEWER: James Ratliff, AICP, PTP Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: CPV/Northwest

PETITION NO: MM 24-0784

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects, based on the listed or attached conditions.

**REVISED CONDITIONS OF APPROVAL**

~~8. Notwithstanding the above, the project shall be permitted a single emergency access connection to Ehrlich Rd. as generally shown on the site plan. Such access shall be restricted for use by official emergency vehicles only and gated with a Knox Box (or similar device acceptable to the Hillsborough County Fire Marshall).~~

*[The applicant proposed to delete this condition. Transportation Review Section staff concurs with the deletion, as such change is supportable and necessary to comport with the applicant's requested site plan/ access changes.]*

~~9.8.~~ If ~~RZ-MM 22-0439~~24-0784 is approved, the County Engineer will approve a de minimis exception to the previously approved Section 6.04.02.B Administrative Variance (dated April 19, 2022) which was ~~found~~ approvable~~approved~~ by the County Engineer (on ~~May 6~~July 8, 2022) from the Section 6.04.04.D.4. requirement to construct a northbound to eastbound right turn lane into the southernmost project access (to folio 3147.0000) on the north-south portion of Gunn Hwy. Approval of this de minimis exception will allow the previously approved Administrative Variance, which ~~will~~ waives the requirements for the ~~RZ 22-0439~~ project to construct the right turn lane, to stand as-is.

*[The applicant proposed to delete this condition. Transportation Review Section staff cannot support this request. Additionally, staff notes that the applicant resubmitted the previously approved Administrative Variances together with a request that these be carried forward through the County Engineer's de minimis review process. Staff has proposed modifications to the above consistent with the de minimis request and County Engineer's approval.]*

~~10.9.~~ If ~~RZ-MM 22-0439~~24-0784 is approved, the County Engineer will approve a de minimis exception to the previously approved Section 6.04.02.B Administrative Variance (dated April 19, 2022) which was ~~found~~ approvable~~approved~~ by the County Engineer (on ~~May 6~~July 8, 2022) from the Section 6.04.04.D.4. requirement to construct a westbound to northbound right turn lane into the easternmost project access (to folio 3147.0000) on the east-west portion of Gunn Hwy. Approval of this de minimis

exception will allow the previously approved Administrative Variance, ~~will~~ which waives the requirement for the ~~RZ 22-0439~~ project to construct the right turn lane, to stand as-is.

*[The applicant proposed to delete this condition. Transportation Review Section staff cannot support this request. Additionally, staff notes that the applicant resubmitted the previously approved Administrative Variances together with a request that these be carried forward through the County Engineer's de minimis review process. Staff has proposed modifications to the above consistent with the de minimis request and County Engineer's approval.]*

~~11. Prior to or concurrent with the initial increment of development, the developer shall obtain an exclusive parking easement from the owners of 3117.0000 which permits 6 of the 7 minimum required carwash parking spaces to be located within the adjacent PD for as long as the carwash remains in operation, as well as permits construct of any other associated site improvements necessary within the adjacent folio. Written proof of the acceptability of such reciprocal easement to the County Attorney's office shall be filed by the applicant prior to or concurrent with site/construction plan review, and such easement shall be filed in the Official Records of Hillsborough County prior to issuance of Certificates of Occupancy (temporary or otherwise).~~

*[The applicant proposed to delete this condition. Transportation Review Section staff supports the deletion, although notes that such change will require 100% of minimum required parking to be included within the subject PD, rather than a portion within the adjacent PD (as originally envisioned).]*

~~12. Prior to or concurrent with the initial increment of development, the developer shall construct the offsite parking together with a minimum 5-foot wide sidewalk connection both within the subject project and adjacent folio 3117.000, as necessary to connect the proposed use with the offsite parking. Such sidewalk (both within the subject site and adjacent parcel) shall be directly lighted. All lighting must comply with Section 3.10.09 of the LDC any other applicable lighting standards.~~

*[The applicant proposed to delete this condition. Transportation Review Section staff supports the deletion, although notes that such change will require 100% of minimum required parking to be included within the subject PD, rather than a portion within the adjacent PD 21-1037 (as was originally envisioned).]*

## **PROJECT SUMMARY AND TRIP GENERATION**

The applicant is seeking a Major Modification (MM) to a property currently zoned Planned Development (PD) 22-0439. The applicant is seeking to modify entitlements to remove the single tunnel automatic car wash and instead allow up to 3,100 s.f. of Bank/Credit Union Uses with an Automated Teller.

Consistent with Sec. 6.2.1.C. of the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation report and requested a waiver of the requirement to conduct a site access analysis. In supporting the waiver, staff noted that the analysis would provide little to no additional information than the analysis which was provided under the original zoning approval, and that this request reduces the number of trips generated by the subject project. Staff prepared the below comparison of the maximum trip generation potential of the subject site, under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based upon data from the Institute of Transportation Engineer's (ITE's) Trip Generation Manual, 11<sup>th</sup> Edition.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips
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		AM	PM
PD, 1 tunnel automated car wash (ITE Code 948)	780 (est.)	78 (est.)	78

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 3,100 s.f. drive-in bank (ITE Code 912)	311	31	65

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(-) 469</b>	<b>(-) 47</b>	<b>(-) 13</b>

**INFRASTRUCTURE SERVING THE SITE**

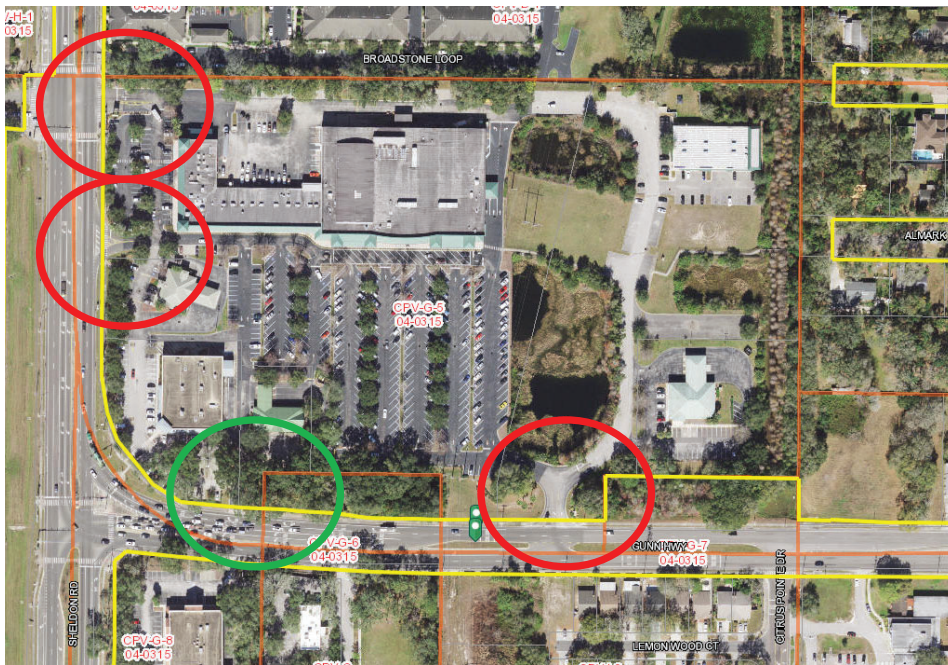
Gunn Hwy. is a 4-lane, divided, publicly maintained, arterial roadway lying within a variable width right-of-way along the project’s frontage (between +/- 100 and 105 feet). In the vicinity of the proposed project, the roadway is characterized by +/- 11-foot wide travel lanes in above average condition. There are +/- 5-foot and 6-foot wide sidewalks along both sides of the roadway in the vicinity of the proposed project. There are +/- 4-foot wide bicycle lanes on both sides of Gunn Hwy. in the vicinity of the proposed project.

**SITE ACCESS**

Sole vehicular access to the site will be from Gunn Hwy. (through an adjacent project via an easement). Pedestrian and access will be via direct access to Gunn Hwy. as well as connectivity to the project to the north.

The access connections anticipated to serve as primary access for the carwash are shown in red below (i.e. one access connection east of the site, and two connections northwest of the site). Other secondary access is shown as a green circle.

There are existing left turn lanes into the northernmost and easternmost connections. Existing plus proposed traffic is anticipated to generate right turn volumes at the southernmost connection (red circle) on the north south of Gunn Hwy. and the easternmost connection on the east/west portion of Gunn Hwy. sufficient to trigger Section 6.04.04.D. auxiliary (turn) lane warrants whereby the Hillsborough County Land Development Code (LDC) requires construction of a turn lane. Section 6.04.02.B. Administrative Variances from the Section 6.04.04.D. turn lane requirements for both turn lanes were previously approved, as further described below.



**PREVIOUSLY APPROVED ADMINISTRATIVE VARIANCE #1 (AND DEMINIMIS REQUEST)**

The applicant’s transportation analysis prepared as a part of the previous zoning indicated that the number of existing a.m. and p.m. peak hour trips at the easternmost access on the east-west portion of Gunn Hwy. currently warrant a westbound to northbound right turn lane into the adjacent property (through which this project takes its sole legal access). Given that the proposed development will intensify trips at this driveway, the applicant was required to construct the turn lane pursuant to Section 6.04.04.D.4. of the LDC. A summary of the number of trips (both existing and with the addition of existing approved PD project traffic) are provided in the table below. Staff notes that the applicant requested a wavier of the required site access analysis for the subject PD, and therefore more accurate data cannot be provided (although the below represents a worst-case scenario).

The applicant submitted a Section 6.04.02.B. Administrative Variance request (dated April 19, 2022) from the Section 6.04.04.D.4 requirement. For reasons explained in the Administrative Variance, the County Engineer approved the request (on July 8, 2022). Given that the proposed zoning modification will reduce traffic from that the numbers shown below, the applicant requested a de minimis review by the County Engineer, who concurred that the previous Administrative Variance shall be permitted to stand as-is. If MM 24-0784 is approved by the Hillsborough County Board of County Commissioners, the County Engineer will approve the de minimis exception.

	Westbound to Northbound Right Turns Into Access	
	A.M. Peak	P.M. Peak
Existing Trips	92	159
Additional Project Trips	+ 4	+8
<b>Total Trips</b>	96	167
<b>Threshold for Right-Turn Lane Requirement</b>	80	80
<b>Peak Hour Overage</b>	<b>16</b>	<b>87</b>

**PREVIOUSLY APPROVED ADMINISTRATIVE VARIANCE #2 (AND DEMINIMIS REQUEST)**

The applicant’s transportation analysis indicated that the number of existing a.m. peak hour trips at the southernmost access on the north-south portion of Gunn Hwy. currently warrants a northbound to eastbound right turn lane into the adjacent property (through which this project takes its sole legal access). Given that the proposed development will intensify trips at this driveway, the applicant is required to construct the turn lane pursuant to Section 6.04.04.D.4. of the LDC. A summary of the number of trips (both existing and with the addition of existing approved PD project traffic) are provided in the table below. Staff notes that the applicant requested a wavier of the required site access analysis for the subject PD, and therefore more accurate data cannot be provided (although the below represents a worst-case scenario).

The applicant submitted a Section 6.04.02.B. Administrative Variance request (dated April 19, 2022) from the Section 6.04.04.D.4 requirement. For reasons explained in the Administrative Variance, the County Engineer approved the request (on July 8, 2022). Given that the proposed zoning modification will reduce traffic from that the numbers shown below, the applicant requested a de minimis review by the County Engineer, who concurred that the previous Administrative Variance shall be permitted to stand as-is. If MM 24-0784 is approved by the Hillsborough County Board of County Commissioners, the County Engineer will approve the de minimis exception.

	<b>Northbound to Eastbound Right Turns Into Access</b>	
	<b>A.M. Peak</b>	<b>P.M. Peak</b>
<b>Existing Trips</b>	85	35
<b>Additional Project Trips</b>	+ 3	+4
<b>Total Trips</b>	88	39
<hr/>		
<b>Threshold for Right-Turn Lane Requirement</b>	80	80
<b>Peak Hour Overage</b>	<b>8</b>	<b>0</b>

**ANALYSIS OF COMPLIANCE WITH CITRUS PARK VILLAGE (CPV) REGULATIONS**

**Section 3.10.06.01, Block Pattern**

*Summary of Requirement*

This section of the LDC requires development to occur in rectangular shaped blocks framed by public streets on at least three sides, with the maximum length of any block face being 650 feet.

*Staff Analysis*

The applicant is not meeting this requirement. Within the vicinity of this project there are no clearly identified blocks, as the surrounding project was developed prior to implementation of the CPV regulations. There are clearly block faces formed by Gunn Hwy. on the west and Berkford Ave. on the east, but these two roads are separated by +/- 1,675 ft. There is an internal driveway (which will serve as access to this site) between those two roadways, and it is located approximately 970 feet east of Gunn Hwy. As such, there would need to be another north south roadway in order to form a block face which meets maximum length restrictions. Such roadway would bifurcate the site which, given its small size and configuration, would render the site largely unusable. Perhaps more importantly, such north/south road would be located in the influence area of a complicated intersection and could encourage higher volumes of vehicular traffic in an area which should enjoy a higher degree of access management control. While it may be possible to safely design a roadway connection in the future, staff believes that these two issues together warrant wavier of the CPV Block Pattern requirement within this particular parcel. Staff notes that it still may be possible to comply fully (or at least to a greater degree) with

the CPV Block Size requirements upon the surrounding commercial project's redevelopment, if such activity were to occur in the future.

Section 3.10.06.04, Street Vacations

*Summary of Requirement*

Precludes the possibility of right-of-way vacations where such action would decrease through-route opportunities for vehicular traffic.

*Staff Analysis*

This section is not applicable, as the applicant is not proposing to vacate any right-of-way.

Section 3.10.06.05, Parking

*Summary of Requirement*

All new streets shall provide on-street parking.

*Staff Analysis*

This section is not applicable, as the applicant is not proposing to construct any new streets.

Section 3.10.06.06, Traffic Calming

*Summary of Requirement*

Permits the use of traffic calming measures within the CPV, subject to consistency with other LDC requirements.

*Staff Analysis*

The applicant has not proposed any traffic calming measures within the project. Staff has not identified a need for traffic calming measures within the project.

Section 3.10.06.11, Sidewalks

*Summary of Requirement*

Requires sidewalks to be provided along all streets and requires drainage ditches to be piped or relocated at the developer's expense where necessary to provide sidewalks in the right-of-way.

*Staff Analysis*

This section is not applicable, as the applicant is not proposing to construct any new streets. There is an existing sidewalk along the project's Gunn Hwy. frontage.





**LINCKS & ASSOCIATES, INC.**

April 19, 2022

Mr. Mike Williams  
Hillsborough County Government  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Re: Gunn Highway Car Wash  
Folio Number: 003141.0020  
RZ: PD 22-0439  
Lincks Project Number: 21092

The County Engineer has reviewed zoning modification application # 24-0784 and determined the changes to be de minimis. As such, the previous approval shall stand.

\_\_\_\_\_  
Michael J. Williams, P.E.  
Hillsborough County Engineer on \_\_\_\_\_

Dear Mr. Williams,

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.04.D.4 of the Hillsborough County Land Development Code, for the access to Gunn Highway for the above referenced project, as shown in Figure 1.

The subject property is within the Urban Service Area and as shown on the Hillsborough County Roadways Functional Classification Map, Gunn Highway is an arterial roadway.

The developer proposes to rezone the subject project to allow a one (1) tunnel (6,445 square foot) car wash. The property for the proposed car wash only has frontage along Gunn Highway. Instead of requesting direct access to Gunn Highway, the developer proposes to access the project internal to the existing Shoppes of Citrus Park (PD 98-1542) which has the following access:

- One (1) full signalized access to Gunn Highway (North/South) – Access A
- One (1) right-in/right-out access to Gunn Highway (North/South) – Access B
- One (1) right-in only access to Gunn Highway (East/West) – Access C
- One (1) full access to Gunn Highway (East/West) – Access D

This request is for an Administrative Variance for the right turn lane at the intersection of Gunn Highway and Project Access D. Gunn Highway within the vicinity of the project access is a four (4) lane divided roadway. Therefore, according to Section 6.04.04.D.4 of the Hillsborough County LDC, a right turn lane is required when the right turn volume exceeds 80 vehicles per hour.

As shown in Table 1, the background traffic for the subject access is 92 vehicles in the AM peak hour and 159 vehicles in the PM peak hour. Therefore, the right turn lane is required with the background traffic. The subject project would add 4 vehicles in the AM

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
8133 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website

Mr. Mike Williams  
April 18, 2022  
Page 2

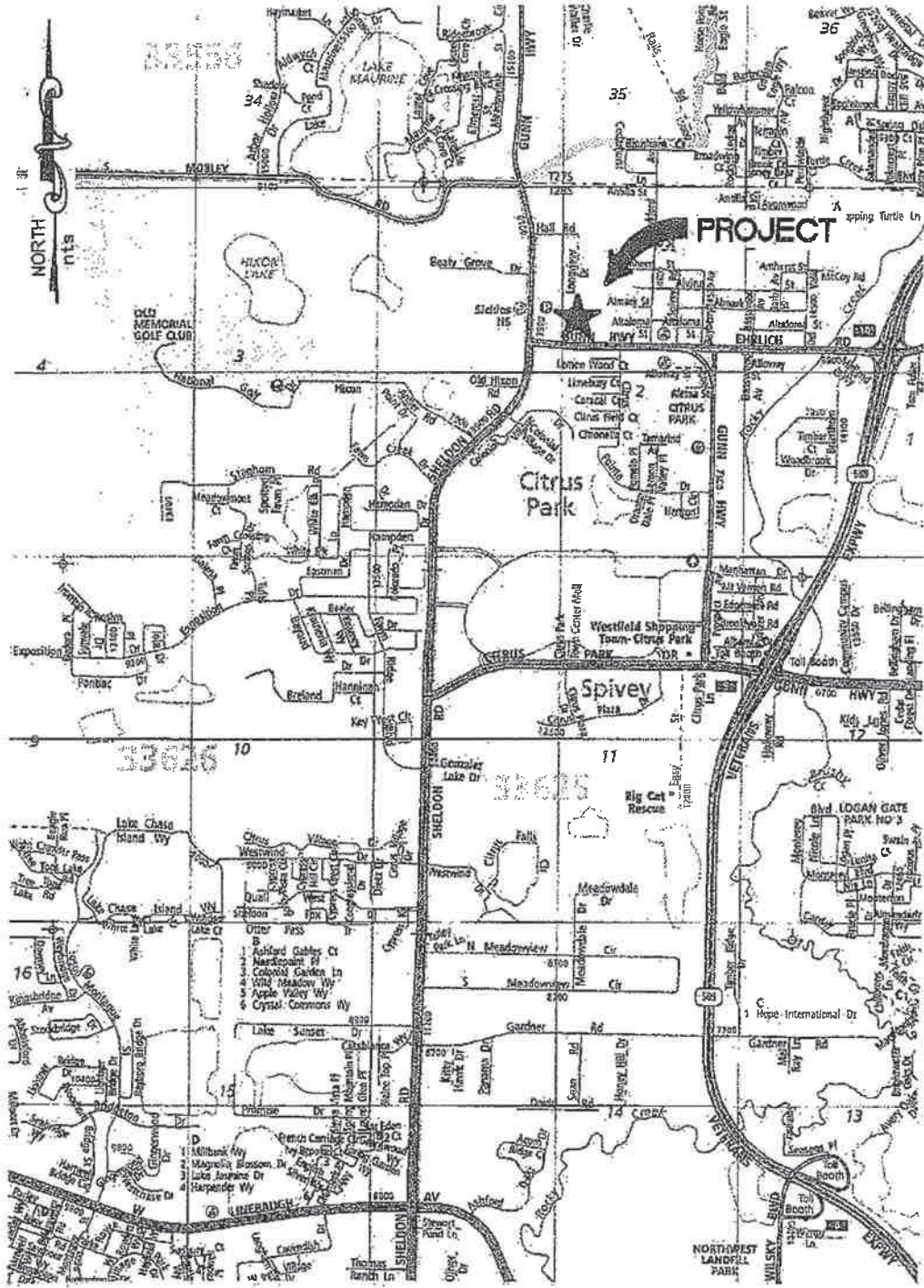


FIGURE 1  
PROJECT LOCATION

TABLE 1

PROJECT ACCESS VOLUMES

<u>Intersection</u>	<u>Movement</u>	<u>Period</u>	<u>Background Volume</u>	<u>Project Traffic</u>	<u>Total Volume</u>
Gunn Hwy and Project Access D	WBR	AM	92	4	96
		PM	159	8	167

Mr. Mike Williams  
April 19, 2022  
Page 4

peak hour and 8 in the PM peak hour.

The justification for not providing the right turn lane with the development of the car wash project is as follows:

1. As indicated, the right turn lane is warranted with the background traffic.
2. The subject project could request direct access to Gunn Highway and not add additional traffic to this access. However, to minimize the number of accesses to the arterial roadway (Gunn Highway), the project is proposed to have internal access to the Shoppes of Citrus Park.
3. The proposed car wash would add a minimal amount of traffic to the right turn movements as below:

Access D – AM peak hour – 4 vehicles  
  PM peak hour – 8 vehicles

The additional project traffic would have a de minimis increase in the right turn volume.

4. Due to limited right of way and utility conflicts, the construction of the right turn lane is not feasible.
5. Based on the accident data for 2016 through 2020, there does not appear to have been any accidents at the access due to the lack of a right turn lane.

In addition, the LDC criteria for the Variance is as follows:

**(a) There is an unreasonable burden on the applicant.**

As indicated above, the access to the subject project is proposed to be internal to the Shoppes of Citrus Park instead of direct access to Gunn Highway. The subject property will add a de minimis number of trips to the access. Therefore, it is unreasonable to require a project with de minimis impact to construct the right turn lane.

**(b) The Variance would not be detrimental to the public health, safety and welfare.**

As indicated above, there have been no accidents at the access. Therefore, the minimal addition of the project traffic would not be detrimental to the public health, safety and welfare.



Mr. Mike Williams  
April 19, 2022  
Page 5

**(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.**

As stated, the subject project proposes internal access to the shopping center as opposed to direct access to Gunn Highway. Without the variance, direct access to Gunn Highway would be requested.

Best Regards,

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



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

- Disapproved
- Approved
- Approved with Conditions

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

Date \_\_\_\_\_

Michael  
J.  
Williams

Digitally signed  
by Michael J.  
Williams  
Date:

2022.07.28  
11:21:35 -04'00' **Michael J. Williams**  
**Hillsborough County Engineer**

Sincerely,

APPENDIX



PD PLAN







HILLSBOROUGH COUNTY  
ROADWAYS FUNCTIONAL CLASSIFICATION MAP



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



**Legend**

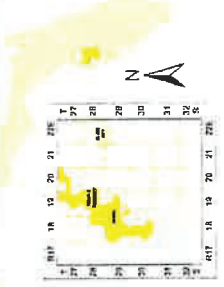
- Functional Classifications  
Authority, Classification
- State, Principal Arterial
  - State, Arterial
  - Hillsborough, Arterial
  - Hillsborough, Collector
  - Urban Service Area Boundary
  - City Limits

The Hillsborough County Roadway Functional Map will be used in all applications for roadway construction and will be used to determine the functional classification of roads. Some, but not all, examples of those roads are as follows:

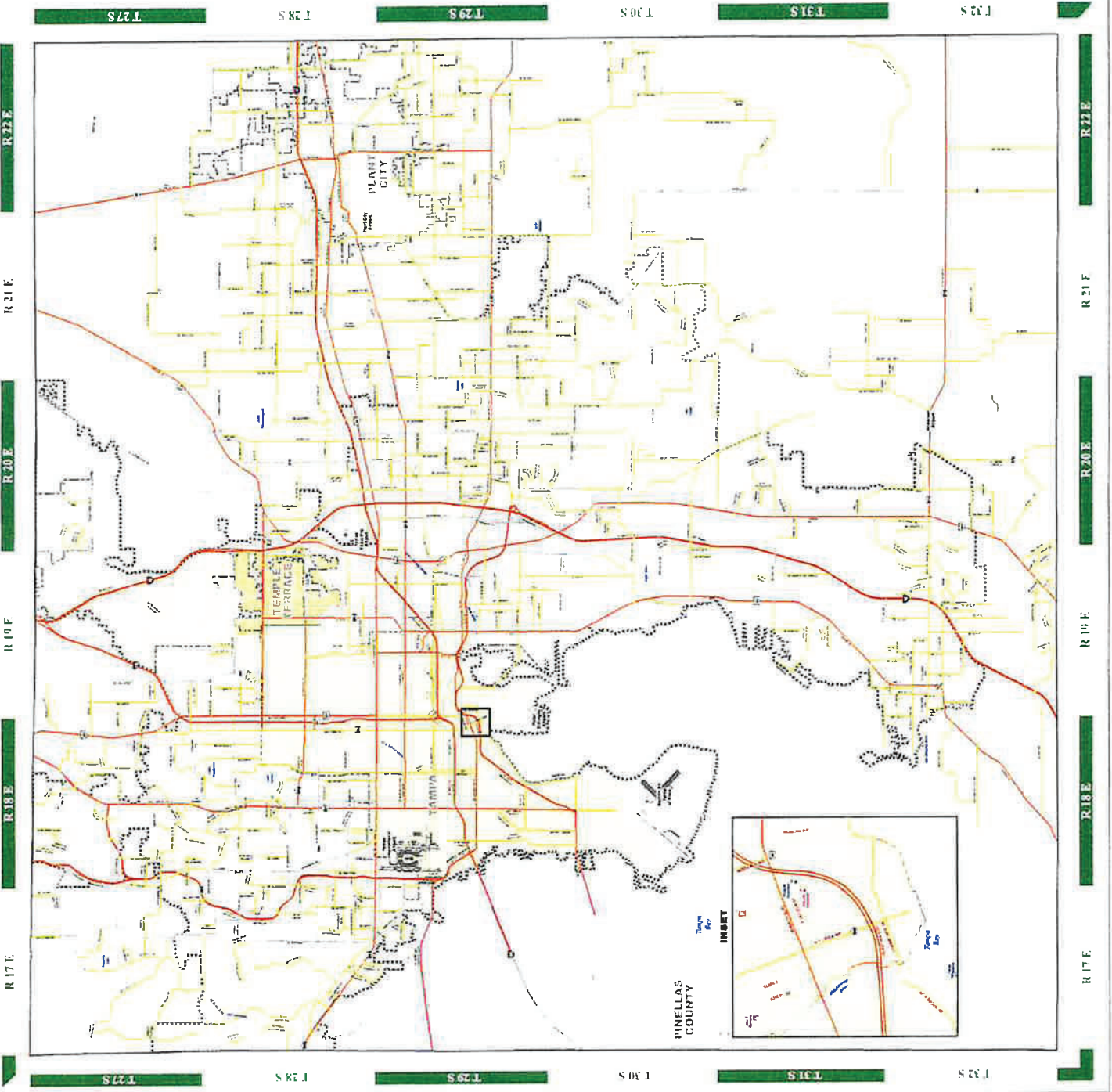
PART 3.02.00 INTERSTATE 75 PLANNED DEVELOPMENT DISTRICTS  
PART 3.03.00 CUTLASS PARK VILLAGE DEVELOPMENT STANDARDS  
PART 3.04.00 HILLSBOROUGH COUNTY DEVELOPMENT STANDARDS  
PART 3.05.00 SUBDIVISION STANDARDS AND GUIDELINES  
PART 6.01.00 FENCES AND WALLS  
PART 6.02.00 SIGNAGE AND TRAFFIC CONTROL STANDARDS  
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 may be improved via implementing the Roadway Traffic Control Program and the Roadway Traffic Control Program.

**Locator Map**



USE OF THIS MAP IS LIMITED TO THE PROJECT FOR WHICH IT WAS PREPARED. IT IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF HILLSBOROUGH COUNTY. THE LDC IS THE AUTHORITY FOR THE FUNCTIONAL CLASSIFICATION OF ROADS. THIS MAP IS PROVIDED AS A SERVICE TO THE PUBLIC AND IS NOT A CONTRACT. HILLSBOROUGH COUNTY DEVELOPMENT SERVICES IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS. SOURCE: This map was prepared for the Authority of the proposed Pinellas County and is compiled from recent aerial, plan, and other information. It has been based on BEST AVAILABLE data. Use of this map is limited to the project for which it was prepared. It is not to be used for any other purpose without the written consent of Hillsborough County. HILLSBOROUGH COUNTY DEVELOPMENT SERVICES IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS. (813) 272-2810



HILLSBOROUGH COUNTY LDC



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 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)

ACCESS MANAGEMENT ANALYSIS



# *ACCESS MANAGEMENT ANALYSIS*

## *GUNN HIGHWAY CAR WASH*

*Prepared For*

*BELLEAIR DEVELOPMENT, LLC*

*Prepared By*



*LINCKS & ASSOCIATES, INC.  
Engineers - Planners  
Tampa, Florida*

ACCESS MANAGEMENT ANALYSIS

GUNN HIGHWAY  
CAR WASH

Prepared For

BELLEAIR DEVELOPMENT, LLC

Prepared By

LINCKS & ASSOCIATES, INC.  
5023 West Laurel Street  
Tampa, Florida 33607  
813-289-0039  
State of Florida Authorization No. EB0004638

Revised August, 2021  
Revised July, 2021  
May, 2021

Project No. 21092

Steven J. Henry, P.E.  
P.E. No. 51555

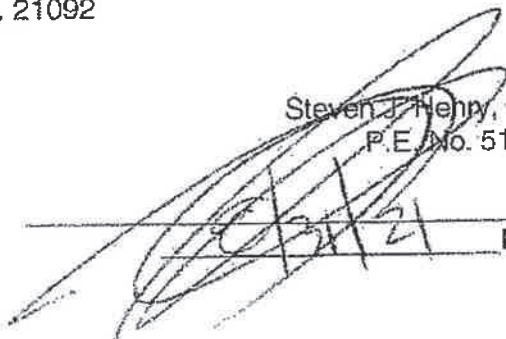
  
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Date



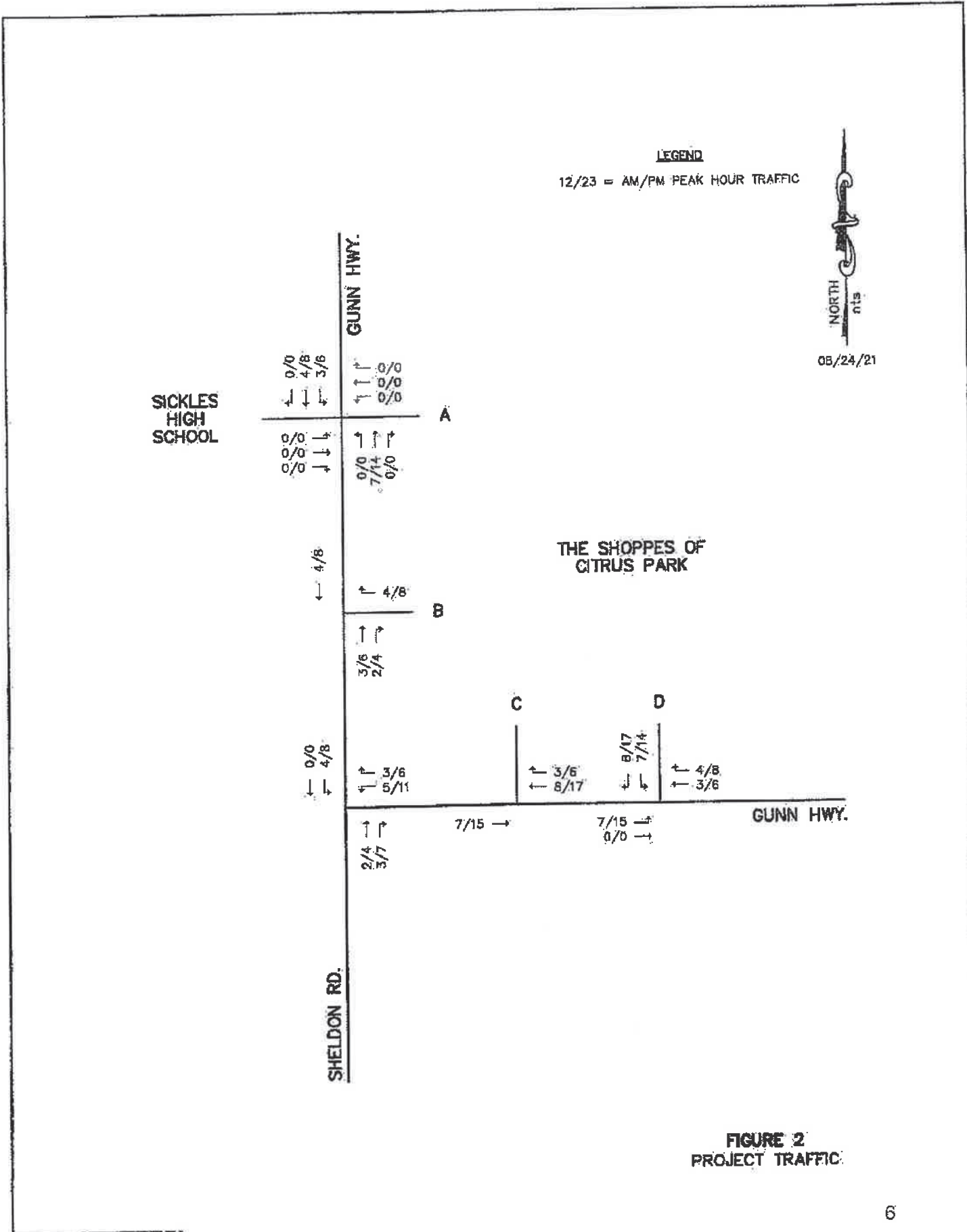


TABLE 1  
ESTIMATED PROJECT TRIP GENERATION (1)

Land Use	ITE LUC	Size	Daily Trip Ends (2)	AM Peak Hour Trip Ends (3)		PM Peak Hour Trip Ends		
				In	Out	In	Out	Total
Car Wash	948	1 Tunnel	780	19	19	39	39	78

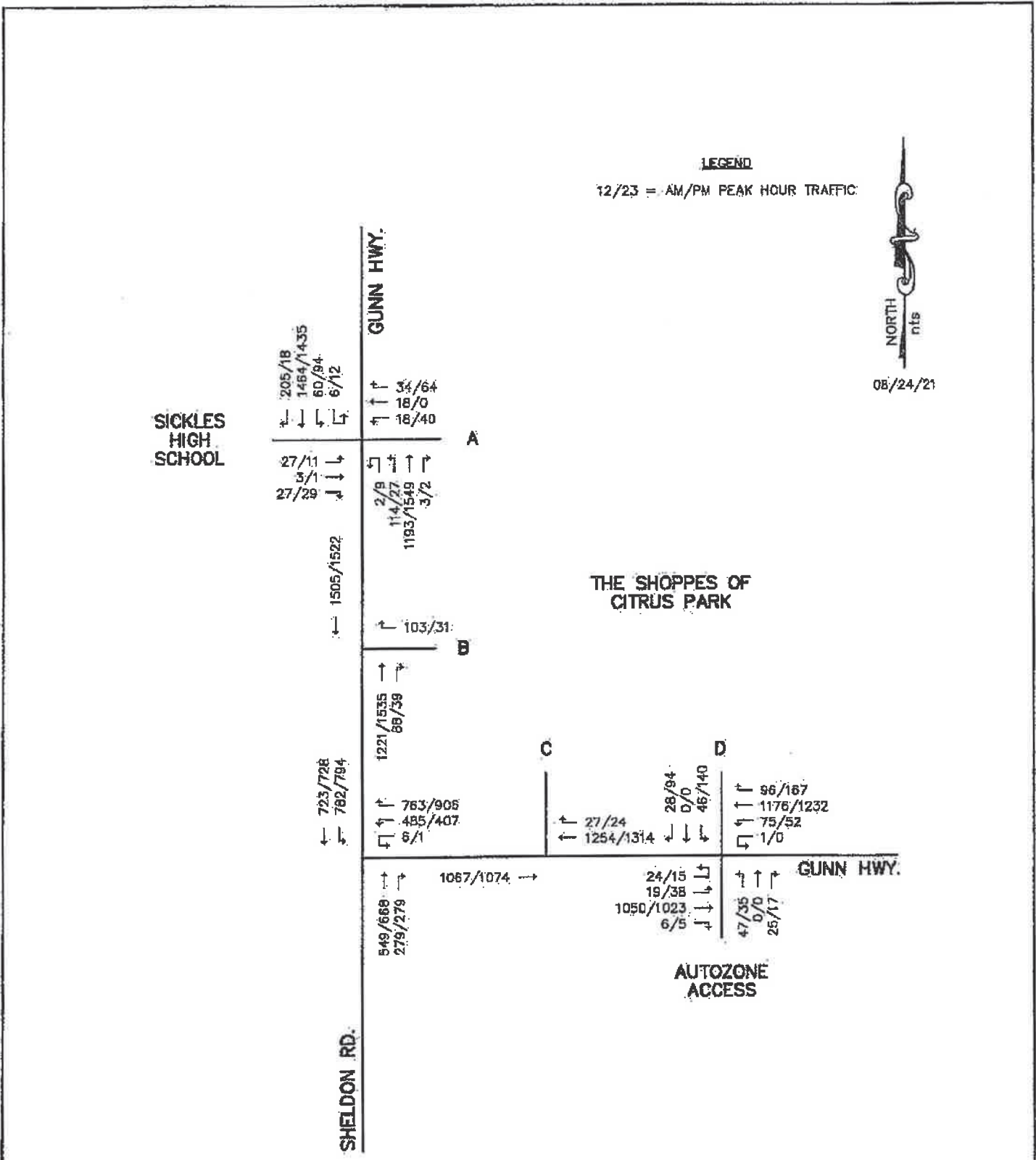
(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.  
 (2) Daily Trip Ends -  $78/0.10 = 780$   
 (3) AM Peak Hour Trip Ends:  
 In -  $39/2 = 19$   
 Out -  $39/2 = 19$





**FIGURE 2**  
**PROJECT TRAFFIC**





**FIGURE 8**  
**BACKGROUND PLUS**  
**PROJECT TRAFFIC**



TABLE 5  
ACCESS RECOMMENDATIONS

Intersection	Movement	Volume (1)	Turn Lane Warranted (2)	Queue Length (3)	Deceleration Length(4)	Total Length	Existing Length
Gunn Hwy and Project Access A	NBR	3/2	No	-	-	-	-
	SBL	66/106	Existing	150'	185'	335'	400'
Gunn Hwy and Project Access B	NBR	88/59	(5)	-	-	-	-
	WBR	27/24	No	-	-	-	-
Gunn Hwy and Project Access D	EBL	45/57	Existing	100'	185'	285'	250'
	WBR	96/167	(5)	-	-	-	-

(1) See Figure 6, Background plus Project Traffic, of this report.

(2) Based on Section 6.04.04 D of Hillsborough County LDC.

(3) Queue length calculation:

Gunn Hwy and Project Access A:

Based on 95th Percentage Que from SYNCHRO SimTraffic

Gunn Hwy and Retail SE Access:

EBL - 57/30 x 25=48' Use 100' (a)

(a) Minimum queue storage length per Hillsborough County TTM

(4) Based on FDOT Design Manual Exhibit 212-1 and the following posted speed limits:

Gunn Hwy (N/S)-45 MPH

Gunn Hwy (E/W)-45 MPH

(5) Not recommended - See report



ACCIDENT DATA







Report Memo:

Gunn Hwy. within Area Depicted Below



Selections used to generate this report:

Date Range: 1/1/2016 - 12/31/2020  
Saved Area 1: -82.57612394124902, 28.07845791827133, -82.57435635550875, 28.07



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

CDMS - Crash Data Management System

Received April 20, 2022  
Development Services

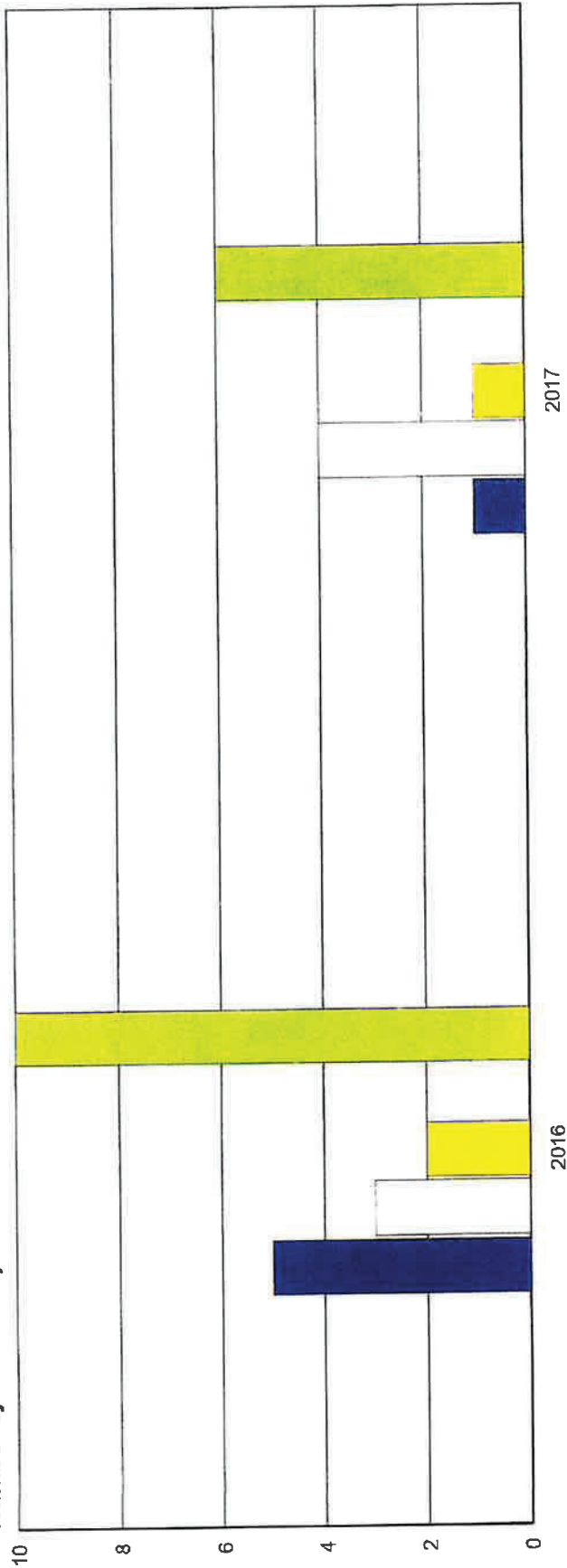
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.	
01/29/2016 to 12/18/2017		16	0	3	0	0	1	11	0	0	0	1	1	12	1	1	
<b>Intersection Summary</b>																	
<b>Top 40 Report</b>																	
<b>Click for Drill Down</b>																	
CR 587 @ CITRUS PARK DR	Total Crashes	7	0	2	0	0	0	5	1	0	0	0	0	4	1	0	1
CR 587 @ CITRUS POINTE DR	Total Crashes	6	0	1	0	0	0	5	0	0	0	0	0	6	0	1	2
CR 587 @ SHELDON RD	Total Crashes	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
CR 587 @ CITRUS POINTE DR	Total Crashes	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0

Strategic Highway Safety Plan																	
Crash Type									Ped and Bike								
Speed Agr. Driving	No Restraint	Work Zone	Comm. Veh.	Head On	Left Turn	Right Turn	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.	Motor Cycle	Impaired	Teen Driver 15-19	Aging Driver 65+
4	1	0	0	0	5	1	0	0	0	0	0	1	0	0	0	2	4
6	0	0	0	0	5	0	0	0	0	0	2	0	1	0	0	2	2
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range: 04/29/2016 to 12/19/2017  
 Crashes 16  
 Injuries 3  
 Fatalities 0  
 Peds 0  
 Bike 0  
 Motorcycle 1  
 Angles 11  
 Head On 0  
 Intoxication 0  
 Speeding 0  
 Run Control 1  
 Vul. Users 1  
 Agr. Driving 12  
 Lane Depart 1  
 At Int. 1

Number of Crashes By Year



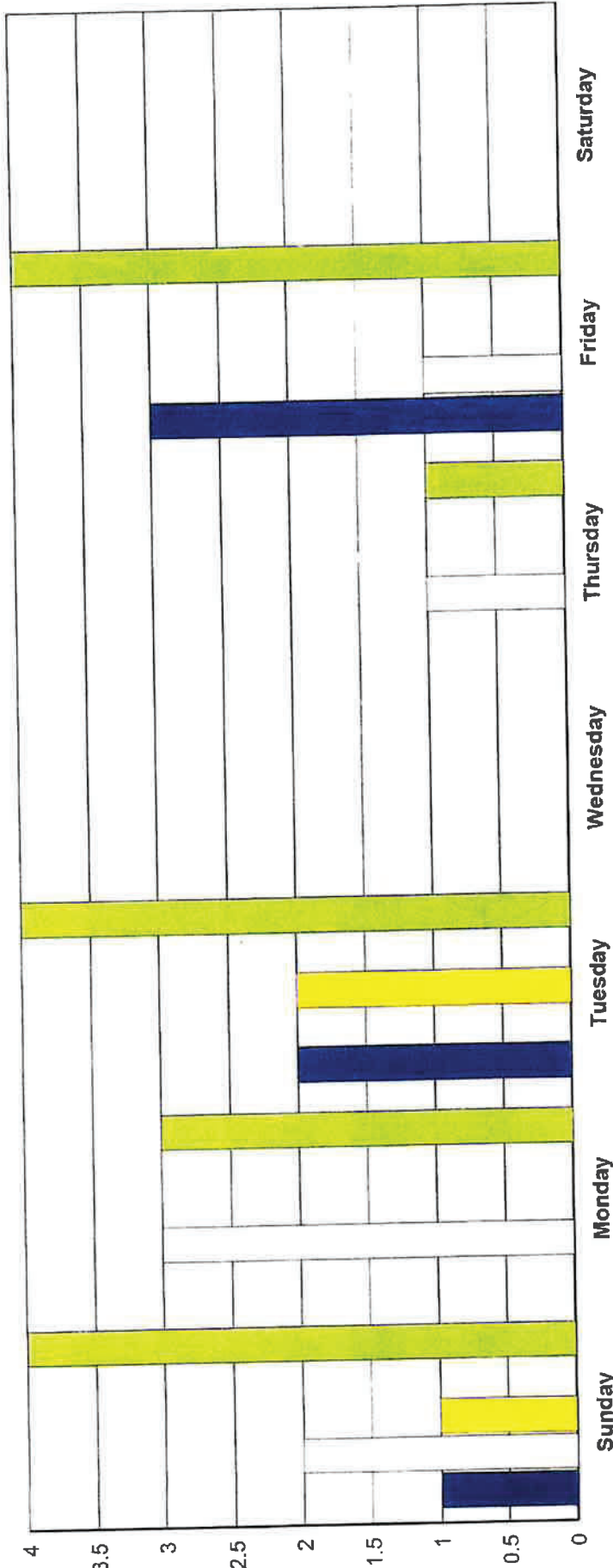
Breakdown of Crashes by Year

	2016	2017
Possible Injury	5	1
Injury Crashes	2	1
Total Crashes	10	6



Records Date Range: 01/29/2016 to 12/18/2017 Crashes 16 Fatalities 0 Injuries 3 Peds 0 Bike 0 Motorcycle 1 Angles 11 Head On 0 Intoxication 0 Speeding 0 Run Control 1 VuL Users 1 Agr. Driving 12 Lane Depart 1 At Int. 1

Number of Crashes by Day of Week

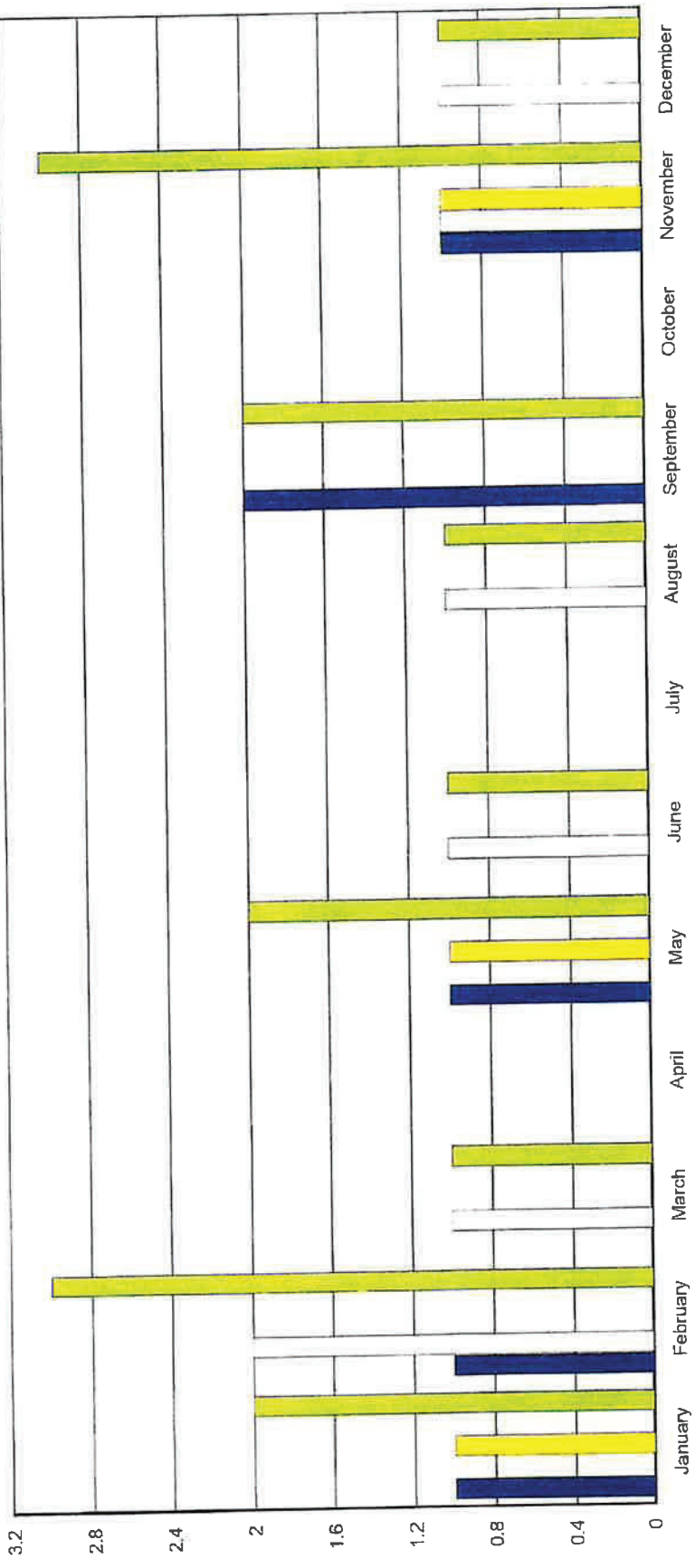


	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Peds	1	0	2	0	0	3	0	6
Possible Injury	2	3	0	0	1	1	0	7
Injury Crashes	1	0	2	0	0	0	0	3
Others	0	0	0	0	0	0	0	0
<b>Total Crashes</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>16</b>

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1

Number of Crashes by Month



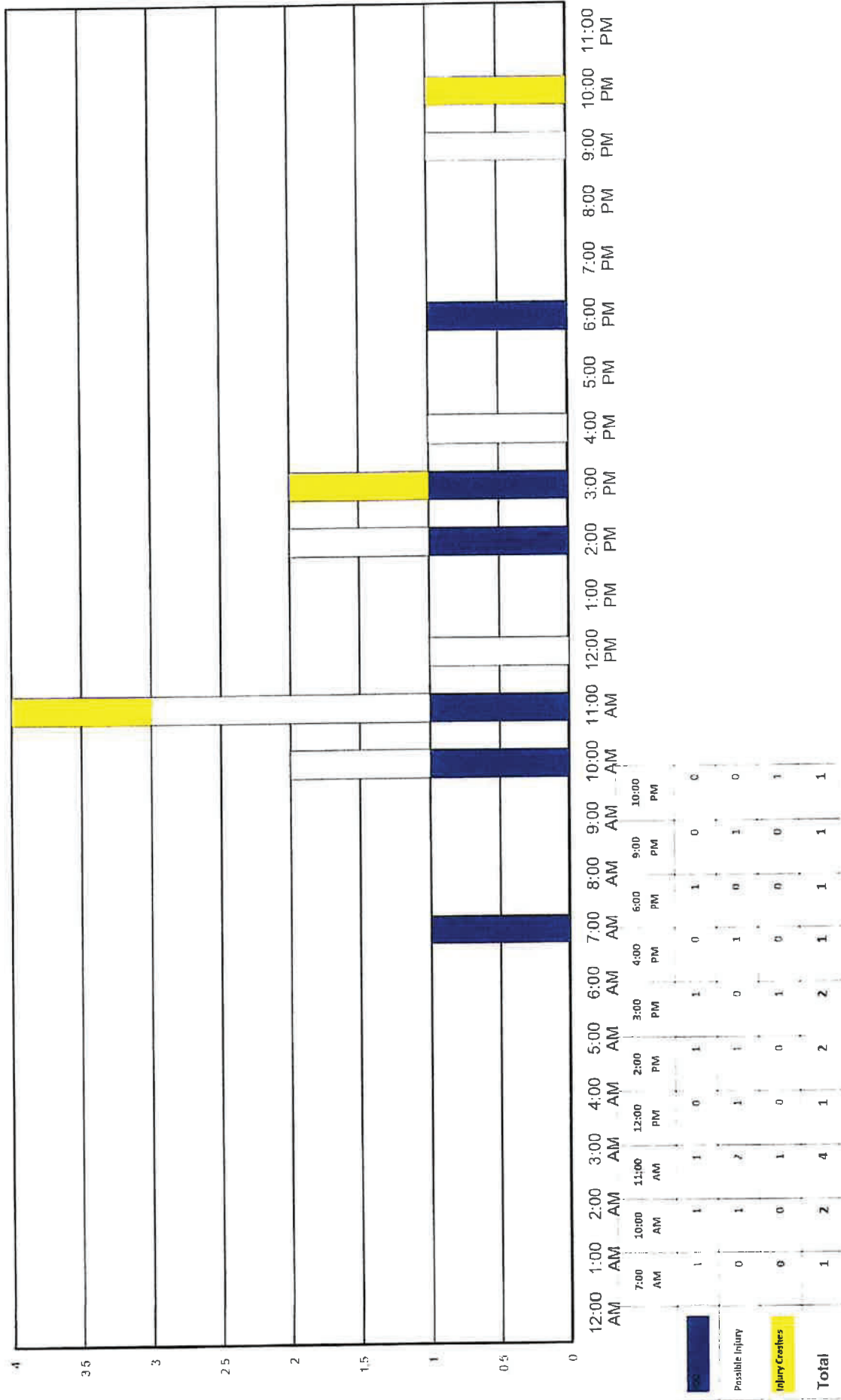
	January	February	March	April	May	June	July	August	September	October	November	December	Total
Possible Injury	1	0	1	0	0	0	0	0	0	0	1	0	6
Injury Crashes	0	2	1	0	0	1	0	1	0	0	1	1	7
Others	1	0	0	0	1	0	0	0	0	0	1	0	3
<b>Total Crashes</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>16</b>



Records Data Range:  
01/01/2016 to 12/31/2020

Crashes 16    Fatalities 0    Injuries 3    Peds 0    Bike 0    Motorcycle 1    Angles 11    Head On 0    Intoxication 0    Speeding 0    Run Control 1    Vuh. Users 1    Agr. Driving 12    Lane Depart 1    At Int. 1

**Crashes by Time of Day**



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

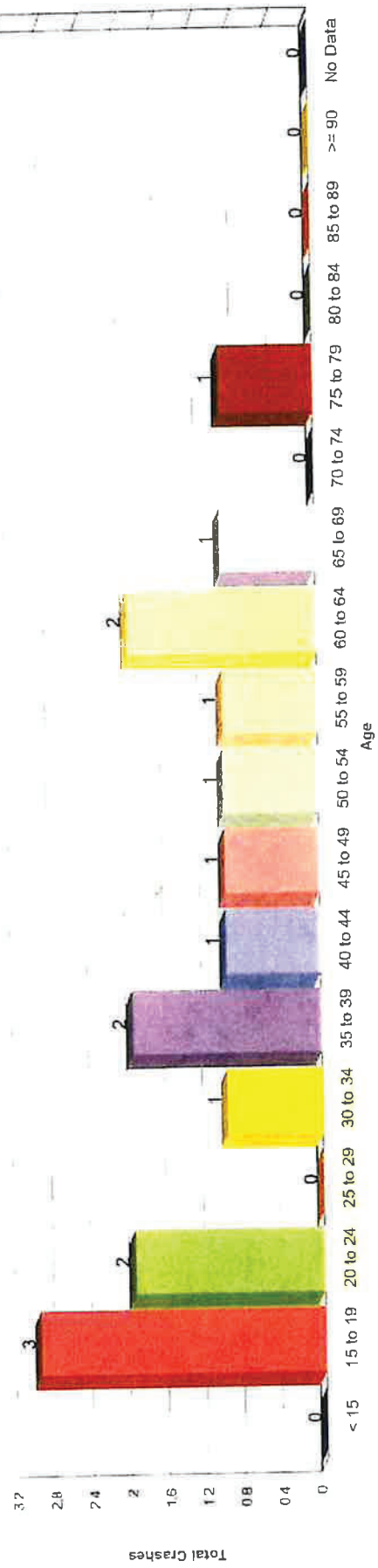
Records Date Range: 01/19/2016 to 12/18/2017

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Drill Down Rpt.															
Age <15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	3	0	1	0	0	0	0	0	0	0	0	0	2	0	2
Age 20 to 24	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Age 25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 30 to 34	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 35 to 39	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Age 40 to 44	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 45 to 49	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Age 50 to 54	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Age 55 to 59	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Age 60 to 64	2	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Age 65 to 69	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 70 to 74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 75 to 79	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 80 to 84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age >=90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Driver Age Summary (Vehicle 1, Driver 1)

Driver Actions															
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.	
Crashes															
Fatalities															
Injuries															
Peds															
Bike															
Motorcycle															
Angles															
Head On															
Intoxication															
Speeding															
Run Control															
Vul. Users															
Agr. Driving															
Lane Depart															
At Int.															

Driver Age



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Data Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Anglas	Head On	Intoxication	Speeding	Run Control	Viol. Users	Aggr. Driving	Lane Depart	At Int.
01/29/2016 to 12/19/2017	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1

Crash Type Summary

Impact Type

Click for Drill Down	Strategic Highway Safety Plan (SHSP)														
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Head On	Intoxication	Speeding	Run Control	Viol. Users	Aggr. Driving	Lane Departure	At Intersection	
Angle	12	0	2	0	0	0	0	0	0	11	0	0	0	1	
Front to Front	1	0	1	0	0	0	0	0	0	0	0	1	1	0	
Unknown	3	0	0	0	0	1	0	0	1	1	0	0	0	0	

Relation to Intersection

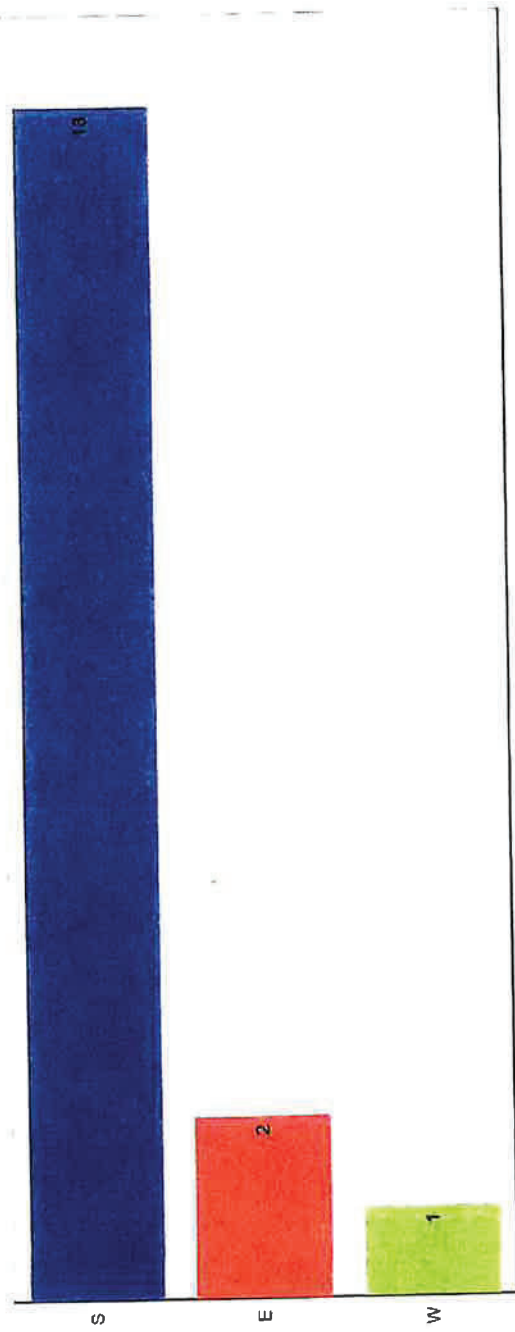
Click for Drill Down	Strategic Highway Safety Plan (SHSP)						
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users
Intersection	1	0	1	0	0	0	0
Non-Intersection	2	0	0	0	0	1	1
Driveway/Ally Access Related	13	0	2	0	0	0	10

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agc. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	17	1	1

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

Angle	Front to Front	Other, Explain in Narrative
S	1	2
E	0	0
W	0	1
Total	1	3

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

CDMS - Crash Data Management System

Records Date Range: 01/29/2016 to 12/19/2017  
 Crashes: 16  
 Fatalities: 0  
 Injuries: 3  
 Peds: 0  
 Bike: 0  
 Motorcycle: 1  
 Angles: 11  
 Head On: 0  
 Intoxication: 0  
 Speeding: 0  
 Run Control: 1  
 Vol. Users: 1  
 Agr. Driving: 12  
 Lane Depart: 1  
 At Int.: 1

At Fault Vehicle Summary

Vehicle Type

Click for Drill Down

Strategic Highway Safety Plan (SHSP)

Aggressive Driving	Lane Departure	At Intersection
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Vehicle Type	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
Motorcycle	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Passenger Car	12	0	3	0	0	0	0	0	0	0	9	1	1	1	1
Pickup	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
No Data	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0

Crashes

Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users
------------	----------	------	------	------------	------------------

Vehicle Movement

Click for Drill Down

Strategic Highway Safety Plan (SHSP)

Aggressive Driving	Lane Departure	At Intersection
--------------------	----------------	-----------------

Vehicle Movement	Crashes	Fatalities	Injuries	Peds	Bike <th>Motorcycle</th> <th>Angles</th> <th>Head On</th> <th>Intoxication</th> <th>Speeding</th> <th>Run Control</th> <th>Vol. Users</th> <th>Agr. Driving</th> <th>Lane Depart</th> <th>At Int.</th>	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
Straight Ahead	3	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Turning Left	10	0	3	0	0	0	0	0	0	0	8	1	1	1	1
Turning Right	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0

Crashes

Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users
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Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Aggr. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1

### Roadway Condition Summary

#### Roadway Location

Strategic Highway Safety Plan (SHSP)															
Click for Drill Down															
On Roadway	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Aggr. Driving	Lane Departure	At Intersection
	16	0	3	0	0	1	0	0	0	1	1	12	1	1	1

#### Road Condition

Strategic Highway Safety Plan (SHSP)															
Click for Drill Down															
Dry	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Aggr. Driving	Lane Departure	At Intersection
	16	0	3	0	0	1	0	0	0	1	1	12	1	1	1

#### Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)															
Click for Drill Down															
None	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Aggr. Driving	Lane Departure	At Intersection
	16	0	3	0	0	1	0	0	0	1	1	12	1	1	1

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1

Strategic Highway Safety Plan (SHSP)

Traffic Control

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Click for Drill Down	1	0	0	0	0	1	0	0	0	0	1	1	0	1	1
Traffic Control Signal	9	0	2	0	0	0	0	0	0	0	7	0	1	1	1
Stop Sign	6	0	1	0	0	0	0	0	0	0	5	0	0	0	0
No Controls															

Road Alignment

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Click for Drill Down	16	0	3	0	0	1	0	0	0	0	1	1	12	1	1
Straight															

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Spooling	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1

Environment Summary Report

Strategic Highway Safety Plan (SHSP)																
Lighting		Crashes		Fatalities		Injuries		Peds		Bike		Motorcycle		At Intersection		
Click for Drill Down	Daylight	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	Crashes	Fatalities	Injuries	Peds	At Intersection
	Dark-Lighted	13	0	2	0	0	0	0	11	1	1	13	0	2	0	1
[Redacted]																
Not Dark																

Strategic Highway Safety Plan (SHSP)																
Weather		Crashes		Fatalities		Injuries		Peds		Bike		Motorcycle		At Intersection		
Click for Drill Down	Clear	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	Crashes	Fatalities	Injuries	Peds	At Intersection
	Cloudy	3	0	0	0	0	0	1	9	1	1	3	0	0	0	0
[Redacted]																
Not Rain or Fog																

CDMS - Crash Data Management System

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range: 01/01/2016 to 12/31/2020

Located Crashes

Area	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Indistification	Speeding	Run Control	Viol Users	Agg. Driving	Lane Depart	At Int.
UNINCORPORATED	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1
<b>Totals:</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>1</b>

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
UNINCORPORATED	16	0	3
<b>Totals:</b>	<b>16</b>	<b>0</b>	<b>3</b>



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)



Report Memo:

Gunn Hwy. within Area Depicted  
Below



Selections used to generate this report:

Date Range 1/1/2016 - 12/31/2020  
Saved Area 1\_-82.57870359674065,28.07925847997957,-82.57784528985579,28.080536918490862





Records Date Range: 05/01/2016 to 11/14/2017		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.												
		5	0	0	0	0	0	0	0	1	0	0	0	0	1	0												
		Strategic Highway Safety Plan																										
		Injury Severity						Crash Type						Ped and Bike														
		Total Crashes	Total Fatalities	Total Injuries	Total Crashes	Total Injuries	Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zones	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle	
		3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0

**Intersection Summary**

**Top 40 Report**

Click for Drill Down

CR 5B7 @ CITRUS PARK DR

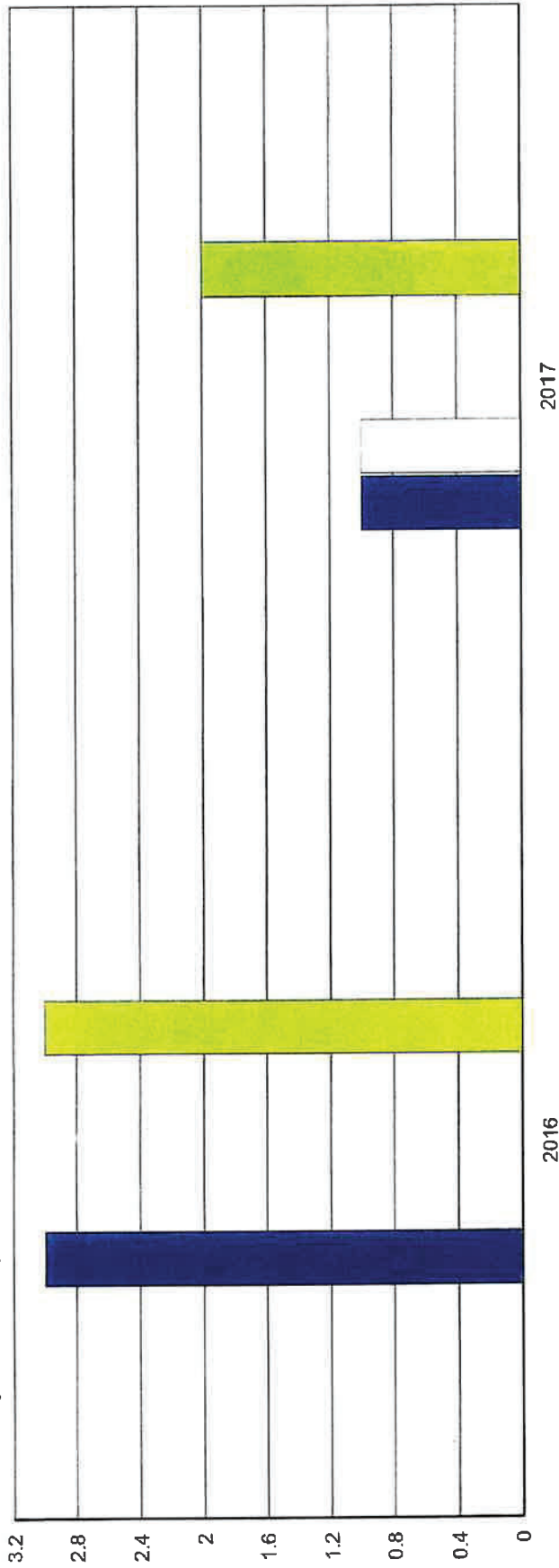
CR 5B7 @ SHELDON RD

Records Date Range:

05/01/2016 to 11/14/2017

Crashes 5  
Fatalities 0  
Injuries 0  
Peds 0  
Bike 0  
Motorcycle 0  
Angles 0  
Head On 0  
Intoxication 1  
Speeding 0  
Run Control 0  
Vul. Users 0  
Agr. Driving 0  
Lane Depart 1  
At Int. 0

Number of Crashes By Year

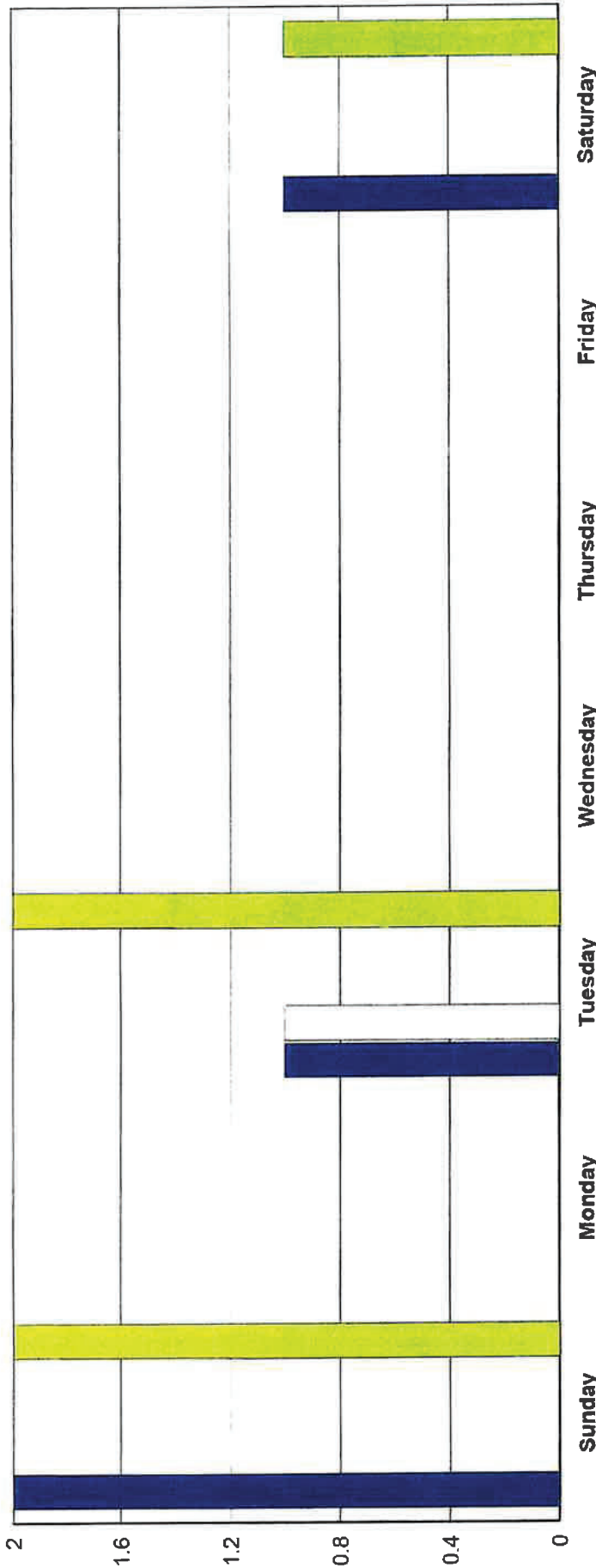


Breakdown of Crashes by Year

	2016	2017
Possible Injury	3	1
Total Crashes	0	1
	3	2

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
05/01/2016 to 11/14/2017	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

Number of Crashes by Day of Week

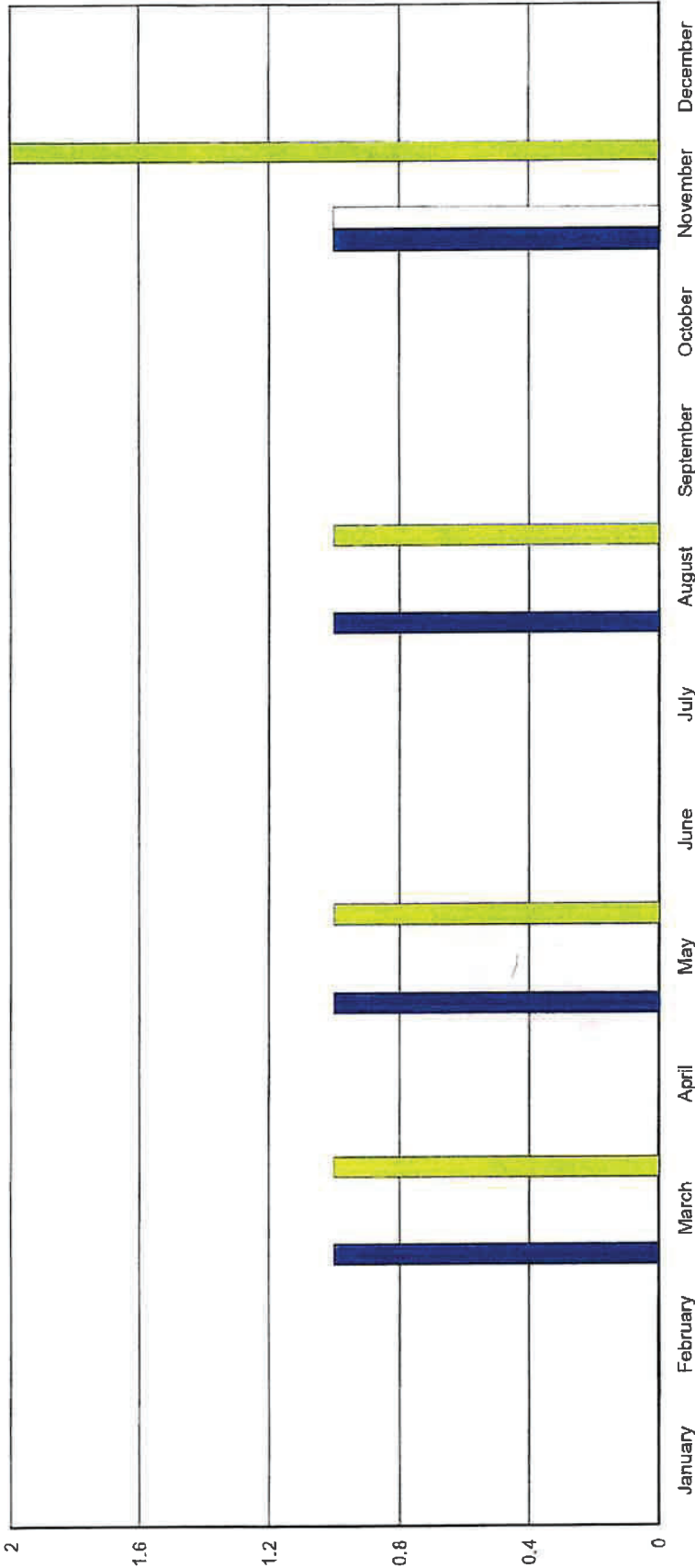


	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Possible Injury	2	0	1	0	0	0	1	4
Others	0	0	1	0	0	0	0	1
<b>Total Crashes</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>

Records Date Range: 05/03/2016 to 11/14/2017

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Agr. Driving	Lane Depart	At Int.
5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

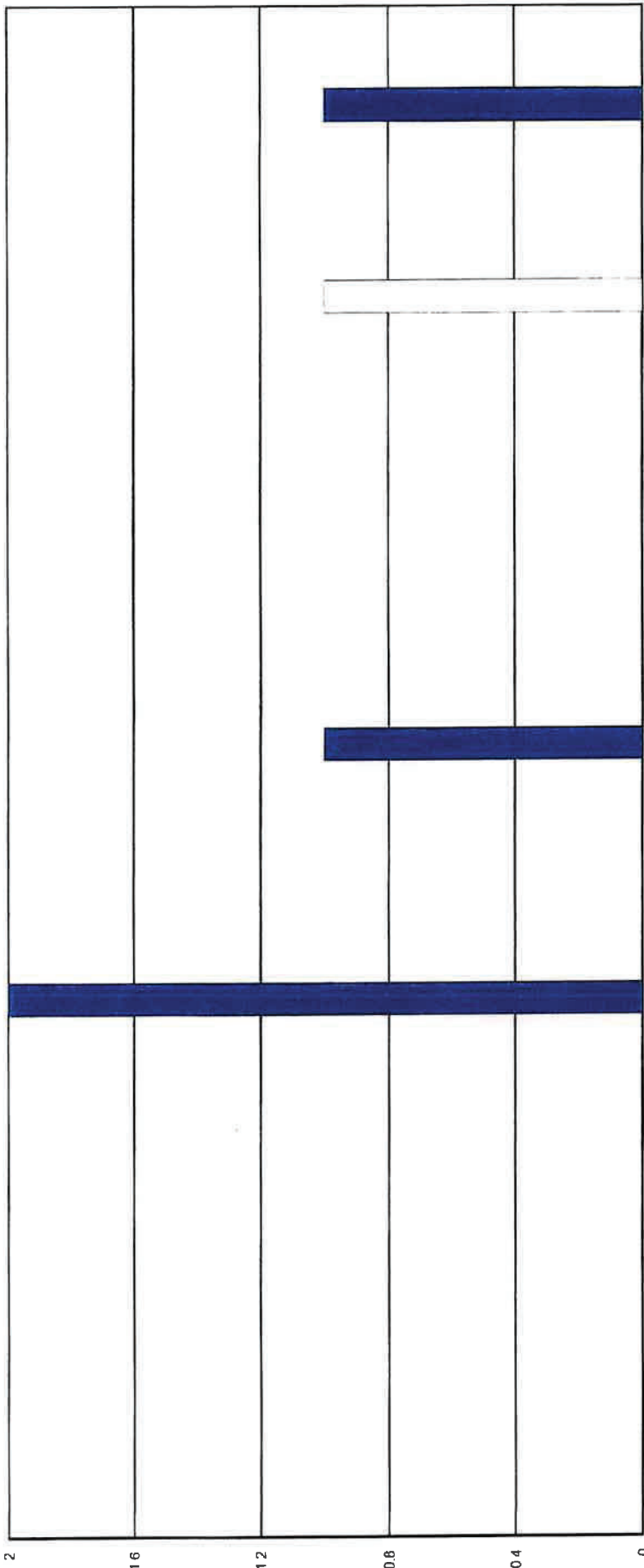
Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
Peds	0	0	1	0	1	0	0	1	0	0	1	0	4
Possible Injury	0	0	0	0	0	0	0	0	0	0	1	0	1
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Crashes</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>

Records Data Range: 05/01/2016 to 11/14/2017

**Crashes by Time of Day**



At Int. 0  
Lane Depart 1  
Agr. Driving 0  
Vul. Users 0  
Run Control 0  
Speeding 0  
Intoxication 1  
Head On 0  
Angles 0  
Motorcycle 0  
Bike 0  
Peds 0  
Injuries 0  
Fatalities 0  
Crashes 5

	8:00 AM	12:00 PM	7:00 PM	10:00 PM
Possible Injury	2	1	0	1
<b>Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>



Records Date Range: 05/03/2016 to 11/14/2017

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

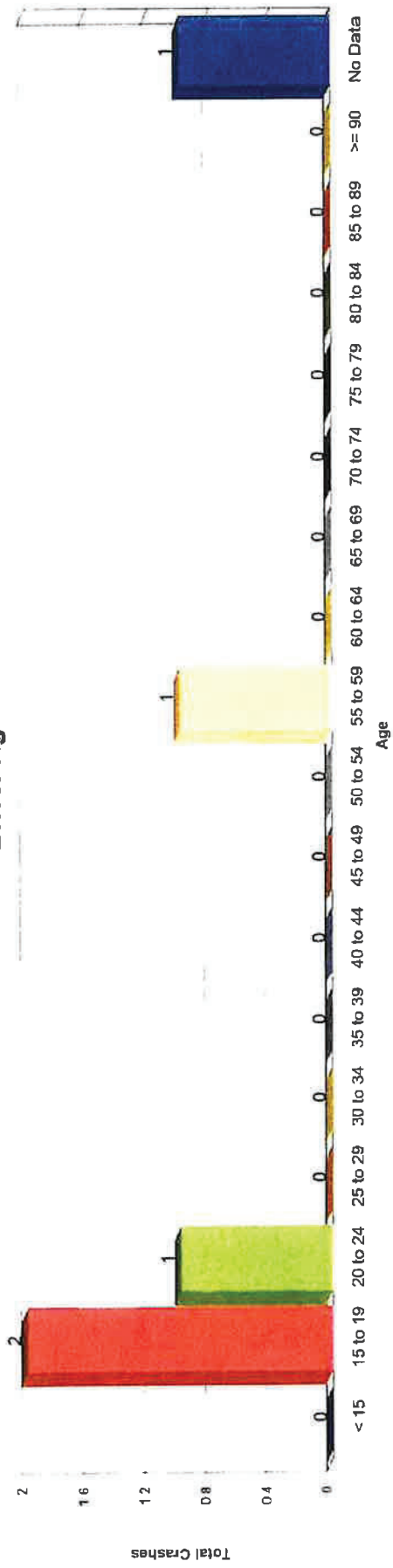
Driver Age Summary (Vehicle 1, Driver 1)

Drill Down Rpt.

Driver Actions

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving
Age <15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	2	0	0	0	0	0	0	0	0	0	0	0	2	0
Age 20 to 24	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 30 to 34	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 35 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 40 to 44	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 45 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 50 to 54	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 55 to 59	1	0	0	0	0	0	0	0	1	0	0	1	0	0
Age 60 to 64	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 65 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 70 to 74	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 75 to 79	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 80 to 84	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age >=90	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Driver Age



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxiation	Speeding	Run Control	Vul. Users	Agg. Driving	Lane Depart	At Int.
05/01/2016 to 11/14/2017	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

**Crash Type Summary**

**Impact Type**

click for Drill Down

Strategic Highway Safety Plan (SHSP)															
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxiation	Speeding	Run Control	Vul. Users	Agg. Driving	Lane Departure	At Intersection	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	

Front to Rear

Unknown

**Relation to Intersection**

click for Drill Down

Strategic Highway Safety Plan (SHSP)															
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection						
1	0	0	0	0	0	0	0	0	0						
4	0	0	0	0	0	0	0	1	0						

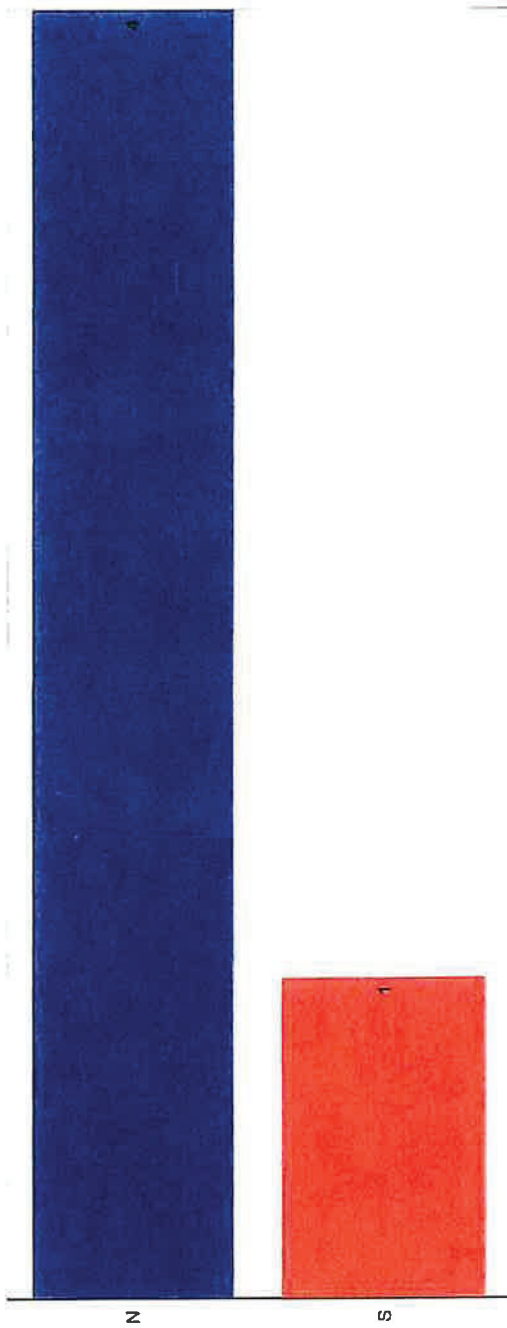
Intersection-Related

Non-Intersection

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
05/01/2016 to 11/14/2017	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

**Vehicle 1 Direction Summary**

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Front to Rear	Other, Explain in Narrative
N	3	1
S	1	0
Total	4	1

**At Fault Vehicle Summary**

Records Date Range: 05/01/2016 to 11/14/2017

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

Strategic Highway Safety Plan (SHSP)

Vehicle Type

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Passenger Car	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Van	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pickup	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Straight Ahead	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Slowing	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Records Date Range: 05/01/2016 to 11/14/2017

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

### Roadway Condition Summary

#### Roadway Location

Strategic Highway Safety Plan (SHSP)															
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
On Roadway	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shoulder	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0

#### Road Condition

Strategic Highway Safety Plan (SHSP)															
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
Wet	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dry	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0

#### Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)															
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
None	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Aggr. Driving	Lane Depart	At Int.
05/01/2016 to 11/14/2017	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

**Traffic Control**

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Fatalities	Injuries	Peds	Bike	Motorcycle	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Aggr. Driving	Lane Depart	At Int.
Traffic Control Signal	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0
No Controls	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0

**Road Alignment**

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Fatalities	Injuries	Peds	Bike	Motorcycle	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Aggr. Driving	Lane Depart	At Int.
Straight	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Records Date Range: 05/01/2016 to 11/14/2017

Environment Summary Report

Lighting

Strategic Highway Safety Plan (SHSP)														
Click for Drill Down	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Departure	At Intersection
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Not Dark

Weather

Strategic Highway Safety Plan (SHSP)											
Click for Drill Down	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection		
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection		
2	0	0	0	0	0	0	0	1	0		
2	0	0	0	0	0	0	0	0	0		
1	0	0	0	0	0	0	0	0	0		

Rain

Not Rain or Fog

Records Date Range: 05/01/2016 to 11/30/2017

**Located Crashes**

**Private Property, Parking Lot, and Unlocated Crashes**

Area

Area	Crashes										Fatalities			Injuries		
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Inbox/Outbox	Speeding	Rum Control	Vol. Users	Agr. Driving	Lane Depart	At Int.	
CITRUS PARK	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
UNINCORPORATED	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Totals:</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	



**LINCKS & ASSOCIATES, INC.**

April 19, 2022

Mr. Mike Williams  
Hillsborough County Government  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Re: Gunn Highway Car Wash  
Folio Number: 003141.0020  
RZ: PD 22-0439  
Lincks Project Number: 21092

The County Engineer has reviewed zoning modification application # 24-0784 and determined the changes to be de minimis. As such, the previous approval shall stand.

\_\_\_\_\_  
Michael J. Williams, P.E.  
Hillsborough County Engineer on \_\_\_\_\_

Dear Mr. Williams,

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.04.D.4 of the Hillsborough County Land Development Code, for the access to Gunn Highway for the above referenced project, as shown in Figure 1.

The subject property is within the Urban Service Area and as shown on the Hillsborough County Roadways Functional Classification Map, Gunn Highway is an arterial roadway.

The developer proposes to rezone the subject project to allow a one (1) tunnel (6,445 square foot) car wash. The property for the proposed car wash only has frontage along Gunn Highway. Instead of requesting direct access to Gunn Highway, the developer proposes to access the project internal to the existing Shoppes of Citrus Park (PD 98-1542) which has the following access:

- One (1) full signalized access to Gunn Highway (North/South) – Access A
- One (1) right-in/right-out access to Gunn Highway (North/South) – Access B
- One (1) right-in only access to Gunn Highway (East/West) – Access C
- One (1) full access to Gunn Highway (East/West) – Access D

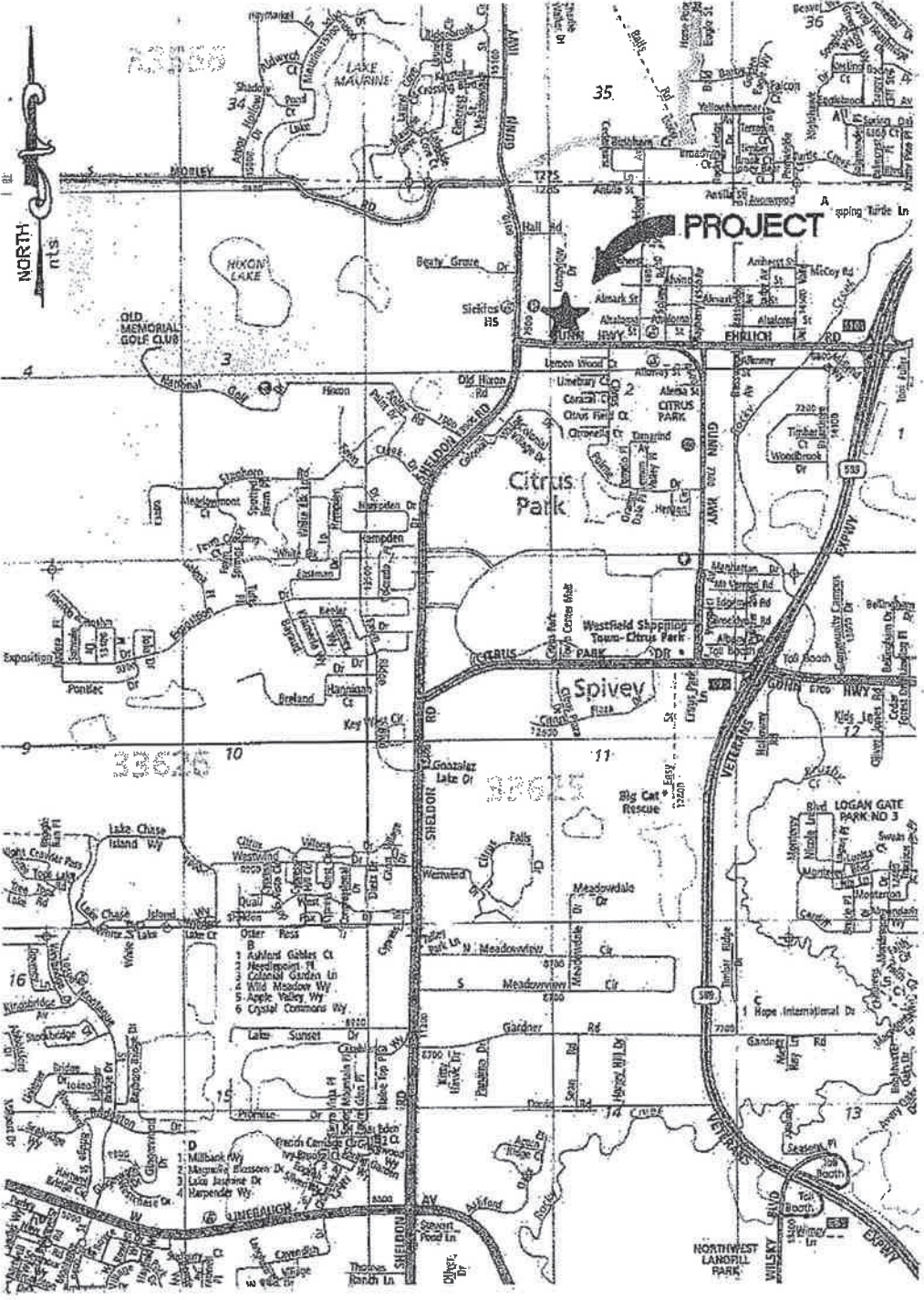
This request is for an Administrative Variance for the right turn lane at the intersection of Gunn Highway and Project Access B. Gunn Highway within the vicinity of the project access is a four (4) lane divided roadway. Therefore, according to Section 6.04.04.D.4 of the Hillsborough County LDC, a right turn lane is required when the right turn volume exceeds 80 vehicles per hour.

As shown in Table 1, the background traffic for the subject access is 86 vehicles in the AM peak hour and 35 vehicles in the PM peak hour. Therefore, the right turn lane is required with the background traffic. The subject project would add 2 vehicles in the AM

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
8133 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website



Mr. Mike Williams  
April 19, 2022  
Page 2



**FIGURE 1**  
**PROJECT LOCATION**



TABLE 1  
PROJECT ACCESS VOLUMES

<u>Intersection</u>	<u>Movement</u>	<u>Period</u>	<u>Background Volume</u>	<u>Project Traffic</u>	<u>Total Volume</u>
Gunn Hwy and Project Access B	NBR	AM	86	2	88
		PM	35	4	39

Mr. Mike Williams  
April 19, 2022  
Page 4

peak hour and 4 in the PM peak hour.

The justification for not providing the right turn lane with the development of the car wash project is as follows:

1. As indicated the right turn lane is warranted with the background traffic.
2. The subject project could request direct access to Gunn Highway and not add additional traffic to this access. However, to minimize the number of accesses to the arterial roadway (Gunn Highway), the project is proposed to have internal access to the Shoppes of Citrus Park.
3. The proposed car wash would add a minimal amount of traffic to the right turn movement as below:

Access B – AM peak hour – 2 vehicles  
PM peak hour – 4 vehicles

The additional project traffic would have a de minimis increase in the right turn volume.

4. Due to limited right of way and utility conflicts, the construction of the right turn lane is not feasible.
5. Based on the accident data for 2016 through 2020, there does not appear to have been any accidents at the access due to the lack of a right turn lane.

In addition, the LDC criteria for the Variance is as follows:

**(a) There is an unreasonable burden on the applicant.**

As indicated above, the access to the subject project is proposed to be internal to the Shoppes of Citrus Park instead of direct access to Gunn Highway. The subject property will add a de minimis number of trips to the access. Therefore, it is unreasonable to require a project with de minimis impact to construct the right turn lane.

**(b) The Variance would not be detrimental to the public health, safety and welfare.**

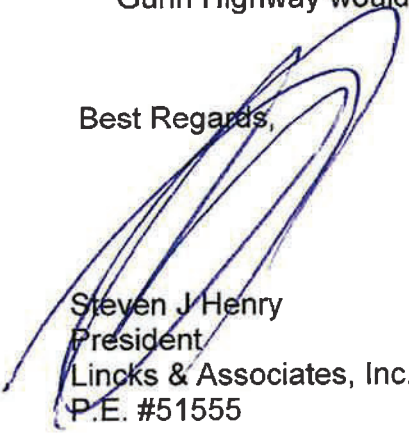
As indicated above, there have been no accidents at the access. Therefore, the minimal addition of the project traffic would not be detrimental to the public health, safety and welfare.

Mr. Mike Williams  
April 19, 2022  
Page 5

**(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.**

As stated, the subject project proposes internal access to the shopping center as opposed to direct access to Gunn Highway. Without the variance, direct access to Gunn Highway would be requested.

Best Regards,



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



---

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

- Disapproved
- Approved
- Approved with Conditions

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

Date \_\_\_\_\_

**Michael  
J.  
Williams**

Digitally signed  
by Michael J.

Williams

Date:  
2022.07.28

11:22:51 -04'00' Michael J. Williams

**Hillsborough County Engineer**

Sincerely,

APPENDIX



PD PLAN







HILLSBOROUGH COUNTY  
ROADWAYS FUNCTIONAL CLASSIFICATION MAP



# HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



## Legend

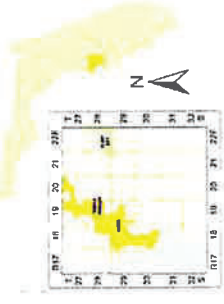
- Functional Classifications  
Authority, Classification
- State, Principal Arterial
  - State, Arterial
  - Hillsborough, Arterial
  - Hillsborough, Collector
  - Urban Service Area Boundary
  - City Limits

The Hillsborough County Roadway Functional Map will be used to assist applicants in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Streets, but not all, existing lines of these indicators are on the ground.

PART 3.02.00 INTERSTATE / STATE DEVELOPMENT DISTRICTS  
PART 3.03.00 COUNTY DEVELOPMENT DISTRICTS  
PART 4.02.00 SUBDIVISION STANDARDS AND GUIDELINES  
PART 5.01.00 SPECIAL CONDITIONAL USES  
PART 12.01.00 DEFINITIONS  
OTHER PARTS OF THE LDC NOT LISTED ABOVE

No reliance is advised on this LDC. Functional Classification of roads is subject to change without notice. This document is part of the LDC and is subject to the LDC's Public Comment Program and the Hillsborough Traffic Calming Program.

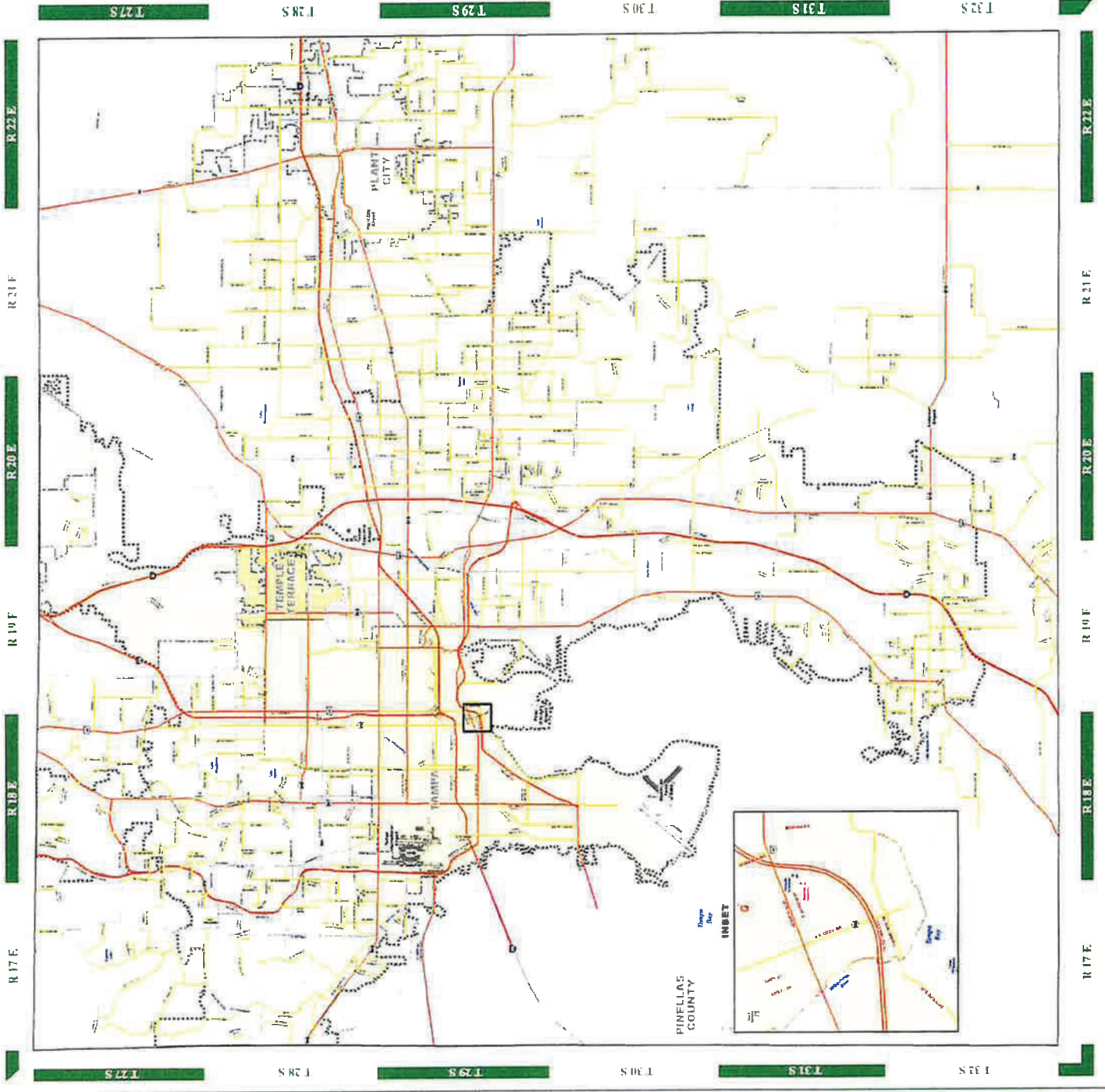
## Locator Map



**NOTE:** If any information that has been used to prepare the accuracy of this road, it is not intended to be used for any other purpose. This map is intended for informational purposes only and does not constitute a contract. The user assumes all responsibility for any use of this map for any purpose.

**SOURCE:** This map has been prepared for the Inventory of Road Inventory, which is a component of the Hillsborough County Public Works Department. This map is based on data provided by the Hillsborough County Public Works Department and is not intended to be used for any other purpose.

888 E. Manatee Blvd  
Tampa, FL 33602  
(813) 275-5810  
pininf@hillsboroughcounty.org



HILLSBOROUGH COUNTY LDC





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)

ACCESS MANAGEMENT ANALYSIS



# *ACCESS MANAGEMENT ANALYSIS*

## *GUNN HIGHWAY CAR WASH*

*Prepared For*

*BELLEAIR DEVELOPMENT, LLC*

*Prepared By*



*LINCKS & ASSOCIATES, INC.  
Engineers - Planners  
Tampa, Florida*

ACCESS MANAGEMENT ANALYSIS

GUNN HIGHWAY  
CAR WASH

Prepared For

BELLEAIR DEVELOPMENT, LLC

Prepared By

LINCKS & ASSOCIATES, INC.  
5023 West Laurel Street  
Tampa, Florida 33607  
813-289-0039  
State of Florida Authorization No. EB0004638

Revised August, 2021  
Revised July, 2021  
May, 2021

Project No. 21092

Steven J. Henry, P.E.  
P.E. No. 51555

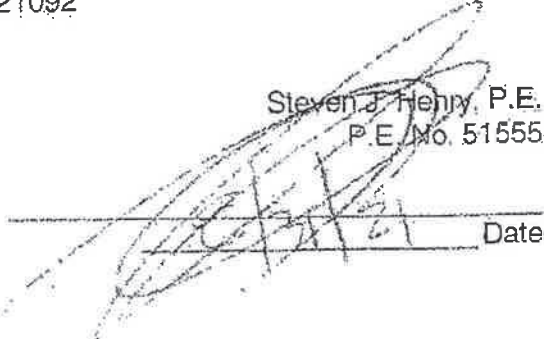
  
\_\_\_\_\_  
Date





TABLE 1  
ESTIMATED PROJECT TRIP GENERATION (1)

Land Use	ITE	LUC	Size	Daily Trip Ends (2)	AM Peak Hour Trip Ends (3)			PM Peak Hour Trip Ends		
					In	Out	Total	In	Out	Total
Car Wash	948		1 Tunnel	780	19	19	38	39	39	78

(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.  
 (2) Daily Trip Ends -  $78/0.10 = 780$   
 (3) AM Peak Hour Trip Ends:  
     In -  $39/2 = 19$   
     Out -  $39/2 = 19$



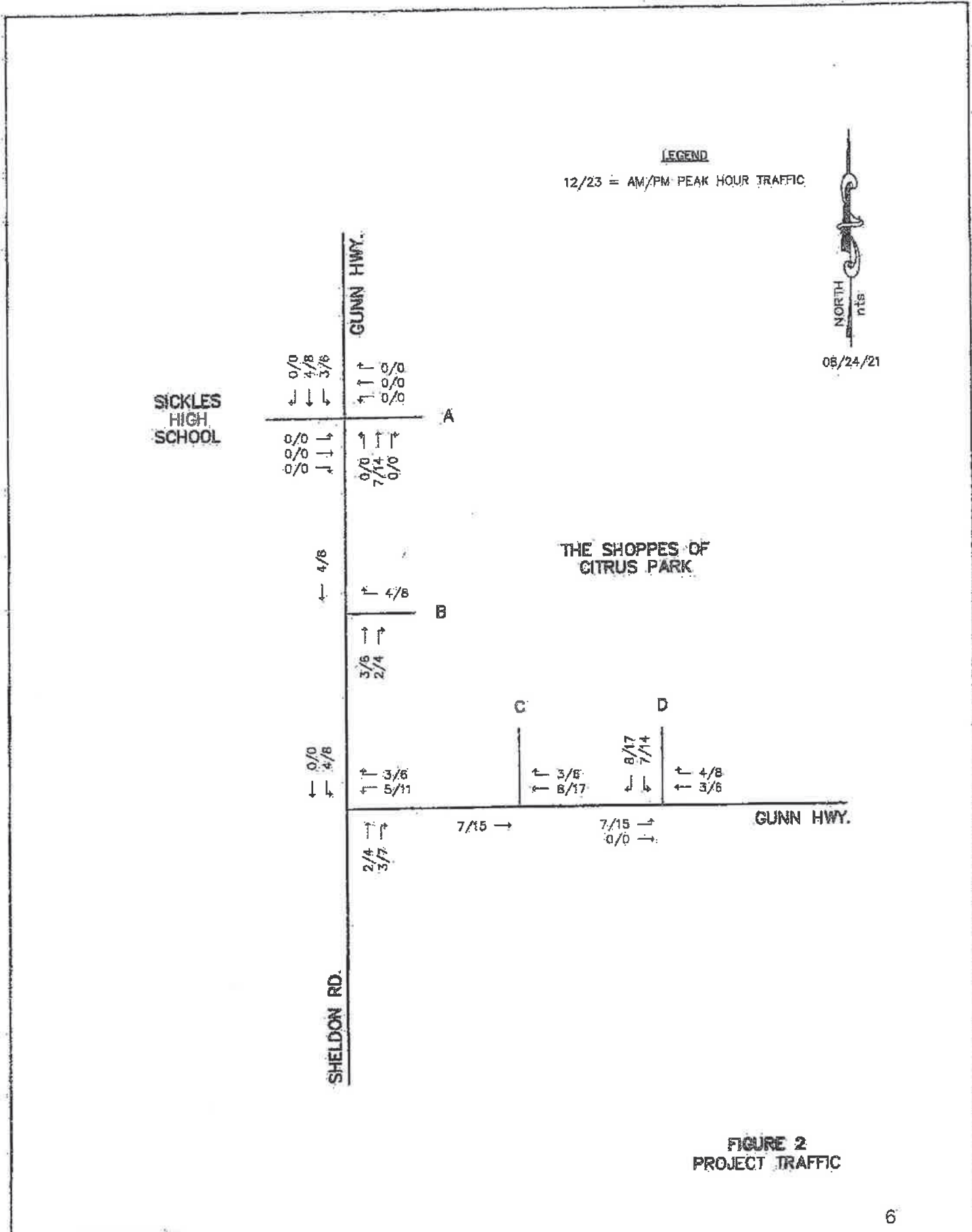
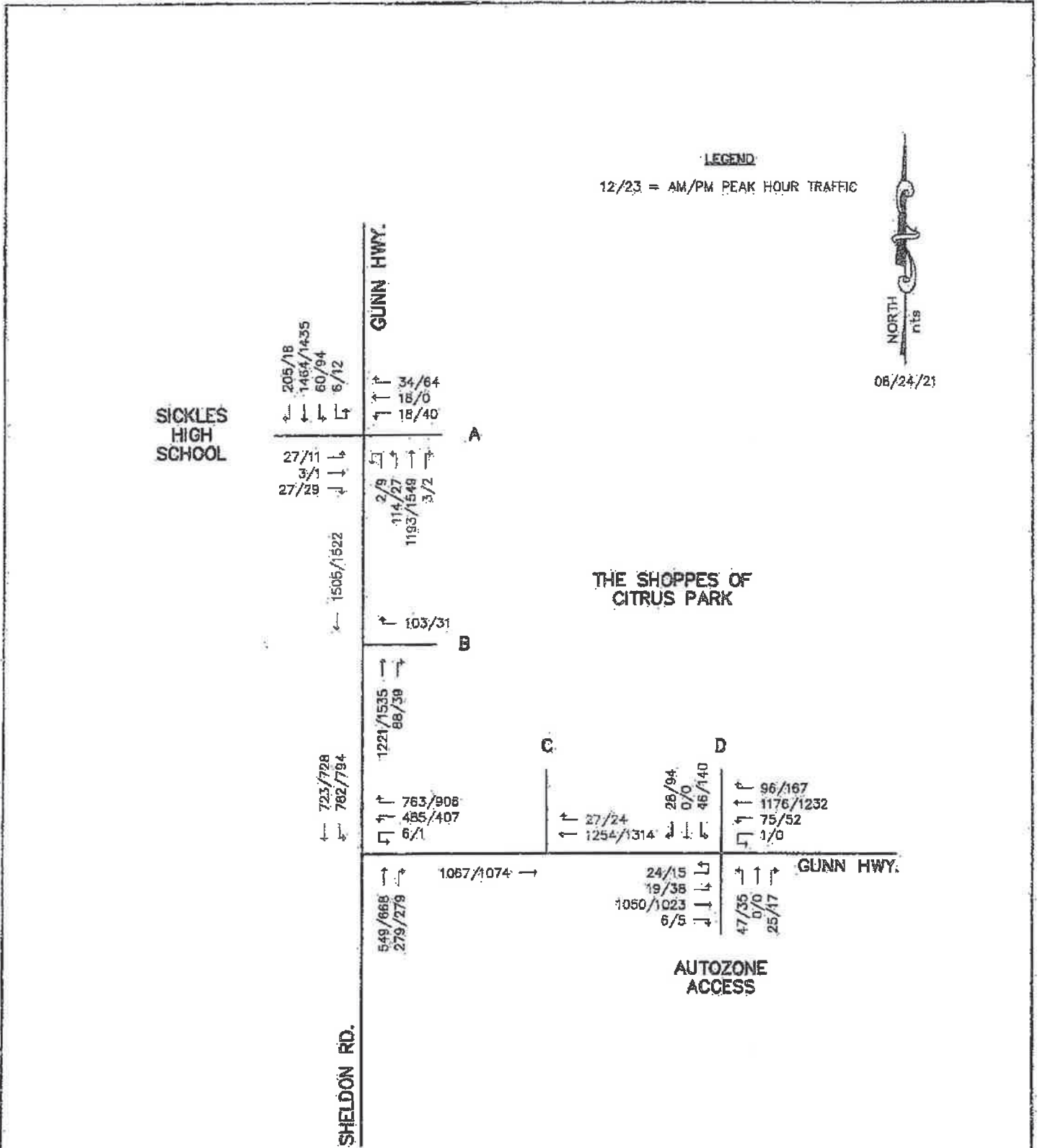


FIGURE 2  
PROJECT TRAFFIC





**FIGURE 8**  
**BACKGROUND PLUS**  
**PROJECT TRAFFIC**



TABLE 5  
ACCESS RECOMMENDATIONS

Intersection	Movement	Volume (1)	Turn Lane Warranted (2)	Queue Length (3)	Deceleration Length(4)	Total Length	Existing Length
Gunn Hwy and Project Access A	NBR	3/2	No	-	-	-	-
	SBL	66/106	Existing	150'	185'	335'	400'
Gunn Hwy and Project Access B	NBR	88/39	(5)	-	-	-	-
	WBR	27/24	No	-	-	-	-
Gunn Hwy and Project Access D	EBL	45/57	Existing	100'	185'	285'	250'
	WBR	96/167	(5)	-	-	-	-

(1) See Figure 6, Background plus Project Traffic, of this report.

(2) Based on Section 6.04.04 D of Hillsborough County LDC.

(3) Queue length calculation:

Gunn Hwy and Project Access A:

Based on 95th Percentile Que from SYNCHRO SimTraffic

Gunn Hwy and Retail SE Access:

EBL - 57/30 x 25=48' Use 100' (a)

(a) Minimum queue storage length per Hillsborough County TTM

(4) Based on FDOT Design Manual Exhibit 212-1 and the following posted speed limits:

Gunn Hwy (NS)-45 MPH

Gunn Hwy (E/W)-45 MPH

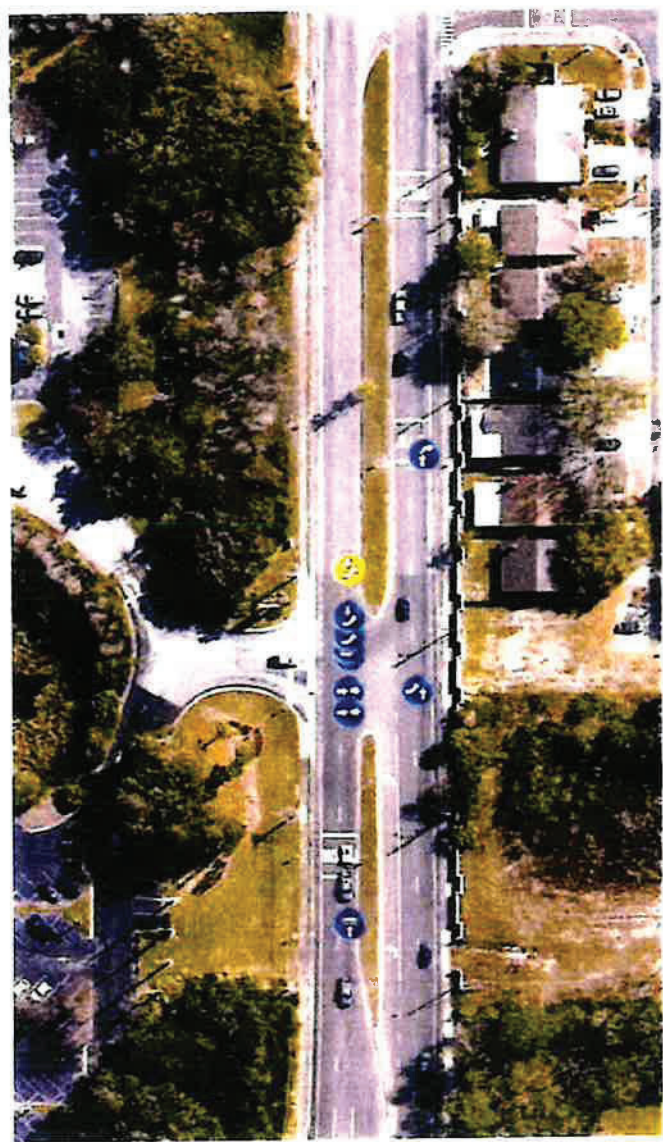
(5) Not recommended - See report



ACCIDENT DATA







Report Memo:

Gunn Hwy. within Area Depicted Below



Selections used to generate this report:

Date Range: 1/1/2016 - 12/31/2020  
Saved Area 1: -82.57612394124902,28.07645791827133,-82.57435636550875,28.0



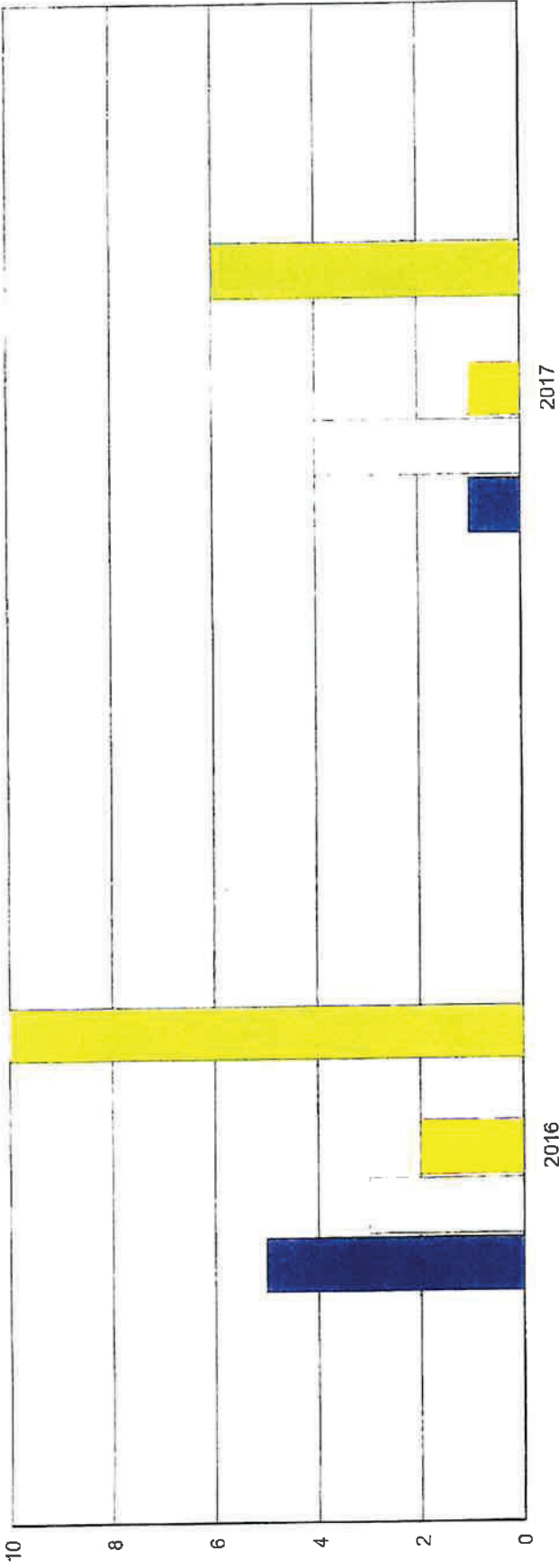
5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range: 01/29/2016 to 12/18/2017  
 Crashes: 16  
 Fatalities: 0  
 Injuries: 3  
 Peds: 0  
 Bike: 0  
 Motorcycle: 1  
 Angles: 11  
 Head On: 0  
 Intoxication: 0  
 Speeding: 0  
 Run Control: 1  
 Viol. Users: 1  
 Agr. Driving: 12  
 Lane Depart: 1  
 At Int.: 1

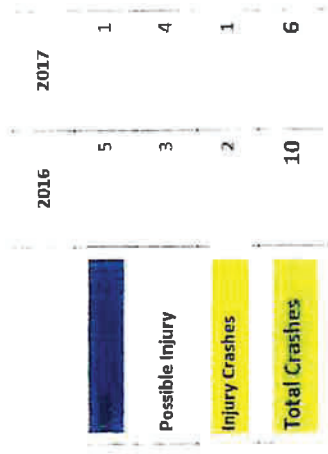
Intersection Summary Top 40 Report Click for Drill Down	Crash Type										Strategic Highway Safety Plan																	
	Injury Severity					Ped and Bike					Crash Type					Strategic Highway Safety Plan												
	Total Crashes	Total Fatalities	Total Injuries	Total Peds	Total Bike	Total Crashes	Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh.	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle	
CR 587 @ CITRUS PARK DR	7	0	0	0	0	2	0	2	3	0	0	0	5	1	0	0	0	0	1	4	1	0	2	2	4	0	0	1
CR 587 @ CITRUS POINT DR	5	0	1	0	0	1	0	1	3	0	0	5	0	0	0	0	0	0	0	6	0	1	2	2	2	0	0	0
CR 587 @ SHELDON RD	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0
CR 587 @ CITRUS POINTE DR	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1

Number of Crashes By Year



Breakdown of Crashes by Year

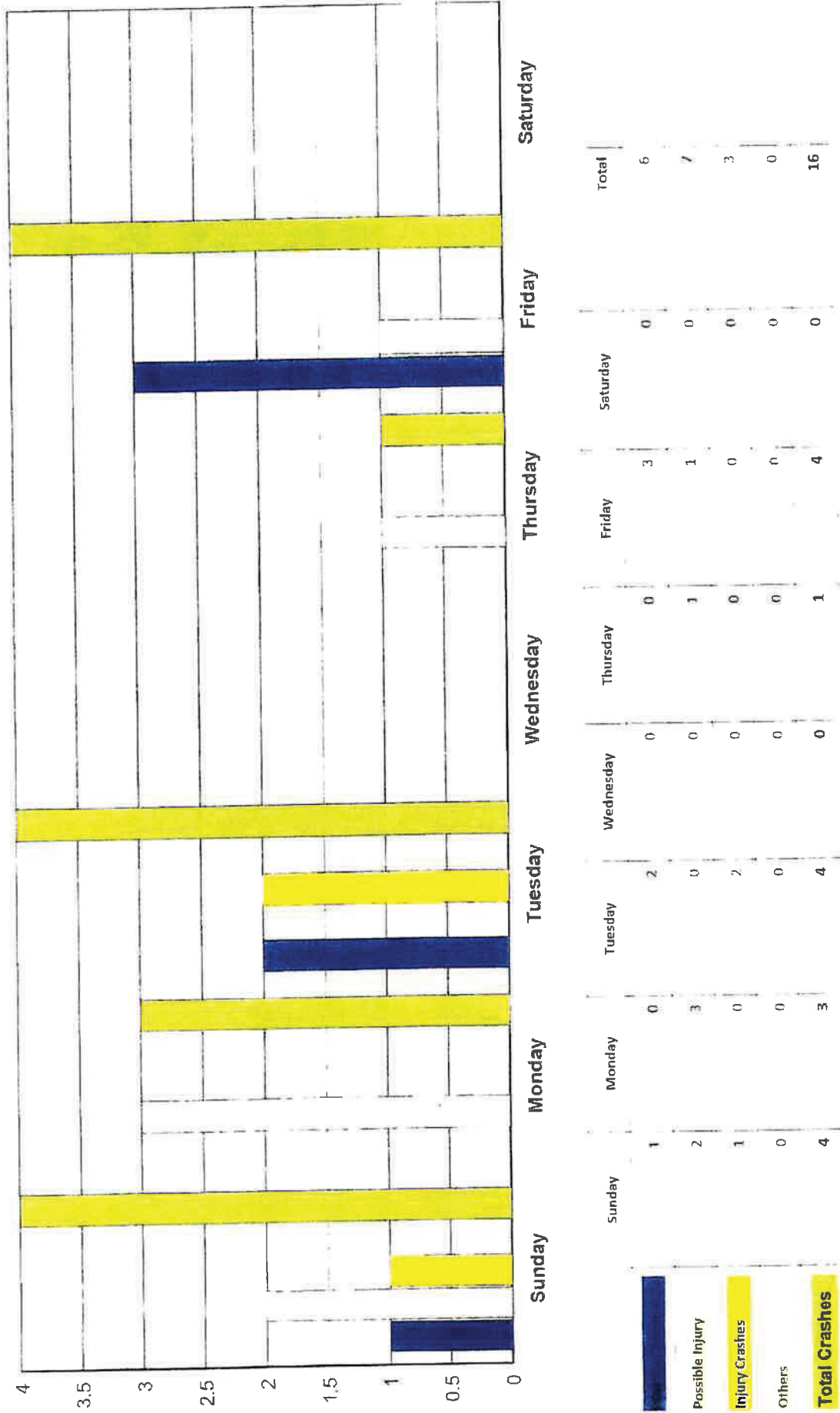




Records Date Range:  
01/01/2016 to 12/31/2020

Crashes 16    Fatalities 0    Injuries 3    Pedals 0    Motorcycle 1    Angles 11    Head On 0    Intoxication 0    Speeding 0    Run Control 1    Viol. Users 1    Agr. Driving 12    Lane Depart 1    At Int. 1

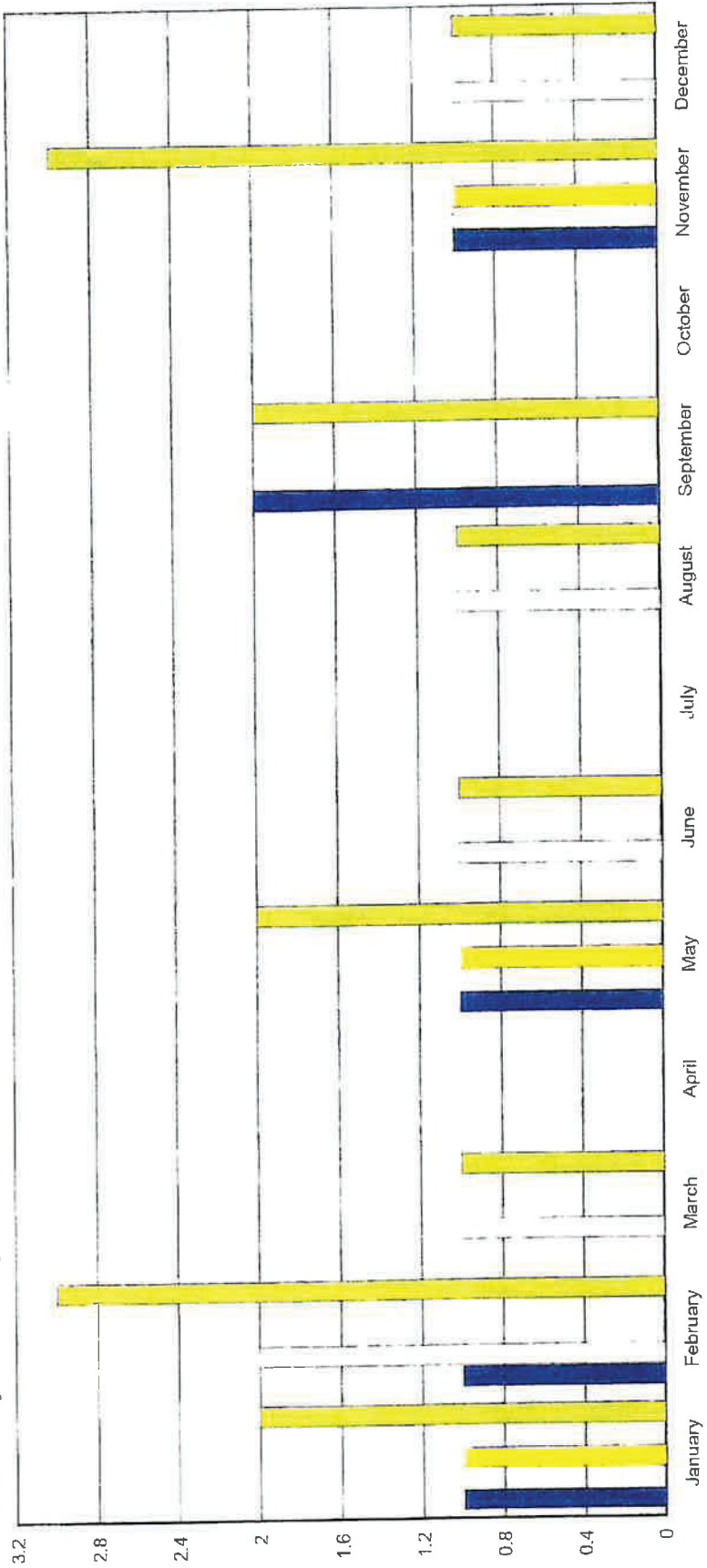
Number of Crashes by Day of Week



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range: 01/29/2016 to 12/18/2017  
 Crashes: 16  
 Fatalities: 0  
 Injuries: 3  
 Peds: 0  
 Bike: 0  
 Motorcycle: 1  
 Angles: 11  
 Head On: 0  
 Intoxication: 0  
 Speeding: 0  
 Run Control: 1  
 Vul. Users: 1  
 Agr. Driving: 12  
 Lane Depart: 1  
 At Int.: 1

Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
Possible Injury	1	2	1	0	0	0	0	0	1	0	1	0	6
Injury Crashes	0	0	0	0	0	0	0	0	1	0	1	1	3
Others	1	0	0	0	1	0	0	0	0	0	0	0	2
<b>Total Crashes</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>16</b>



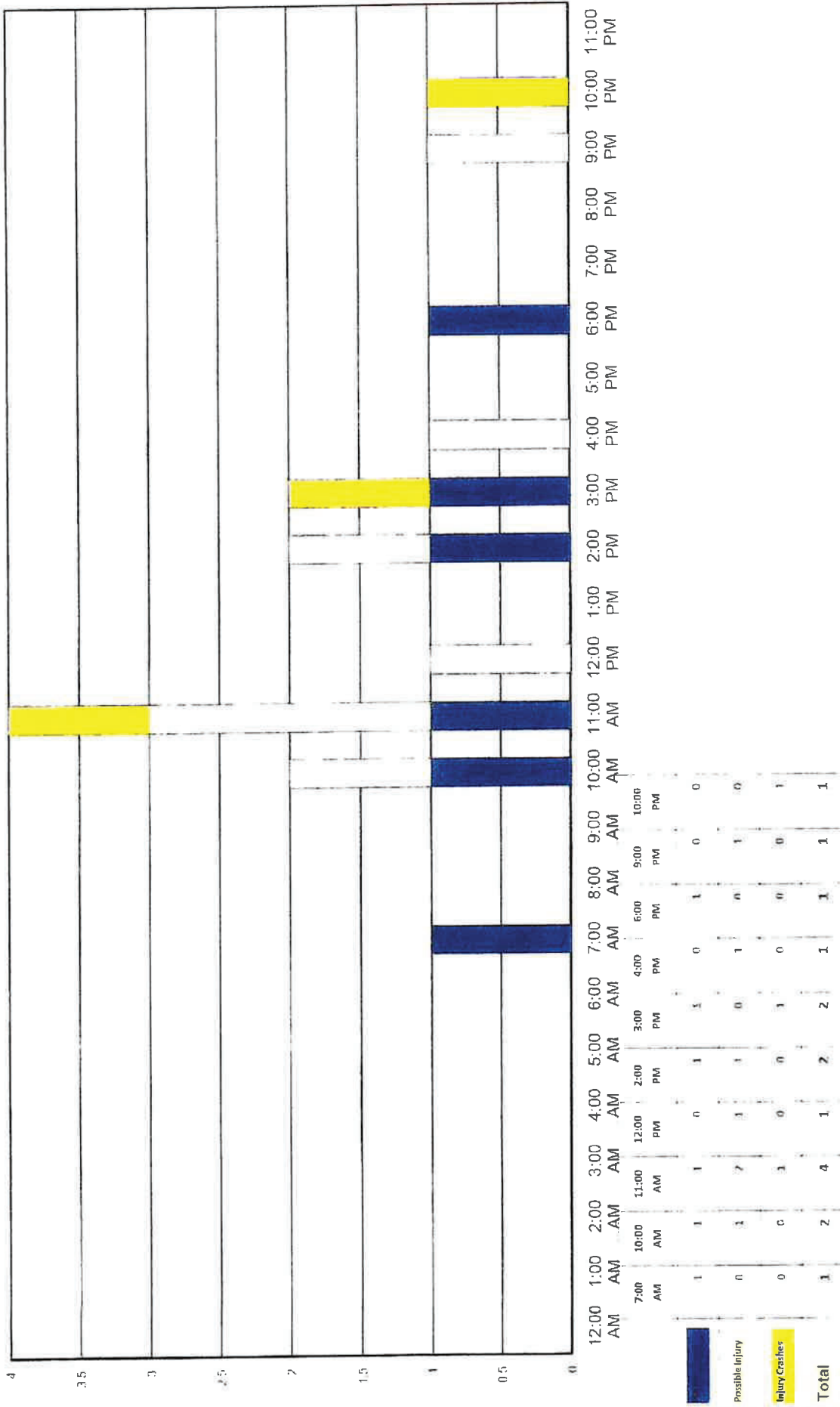
CDMS - Crash Data Management System

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:  
01/01/2016 to 12/31/2020

Crashes	16	Fatalities	0	Injuries	3	Peds	0	Bike	0	Motorcycle	1	Angles	11	Head On	0	Intoxication	0	Speeding	0	Run Control	1	Viol. Users	1	Aggr. Driving	12	Lane Depart	1	At Int.	1
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Crashes by Time of Day



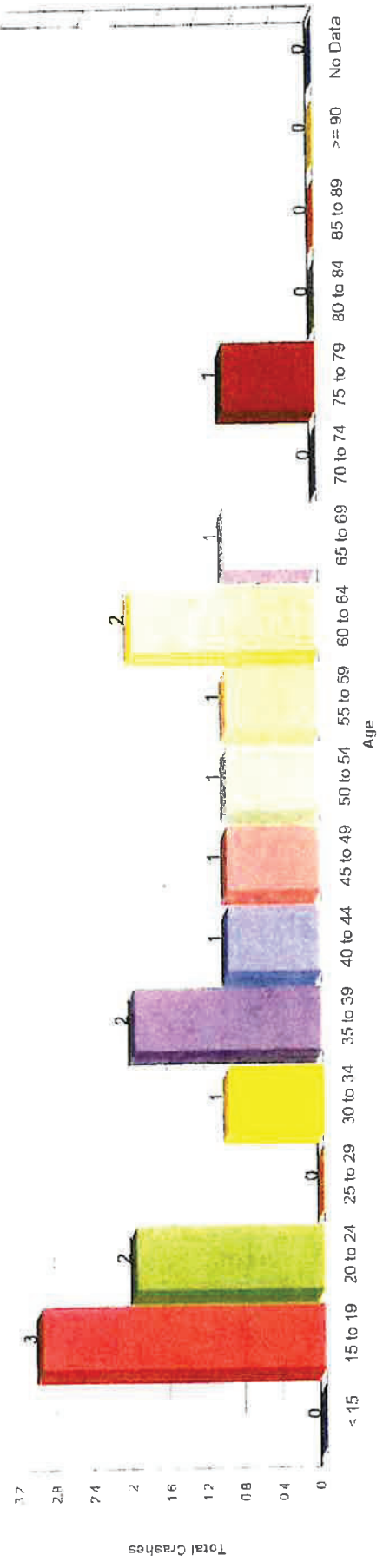
5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycl	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	17	1	1

Driver Age Summary (Vehicle 1, Driver 1)	Driver Actions														
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycl	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	3	0	1	0	0	0	0	0	0	0	0	0	2	0	0
Age 20 to 24	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Age 25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 30 to 34	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Age 35 to 39	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Age 40 to 44	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Age 45 to 49	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Age 50 to 54	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Age 55 to 59	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Age 60 to 64	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0
Age 65 to 69	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 70 to 74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 75 to 79	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 80 to 84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Driver Age



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range: 01/29/2016 to 12/31/2020  
 Crashes: 16  
 Fatalities: 0  
 Injuries: 3  
 Peds: 0  
 Bike: 0  
 Motorcycle: 1  
 Angles: 11  
 Head On: 0  
 Intoxication: 0  
 Speeding: 0  
 Run Control: 1  
 Vol. Users: 1  
 Agr. Driving: 32  
 Lane Depart: 1  
 At Int.: 1

Crash Type Summary

Impact Type	Strategic Highway Safety Plan (SHSP)													
	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
Click for Drill Down														

Impact Type	Strategic Highway Safety Plan (SHSP)													
	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
Angle	12	0	0	0	0	0	0	0	0	11	0	0	0	1
Front to Front	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Unknown	3	0	0	0	1	0	1	0	0	1	0	0	0	0

Relation to Intersection

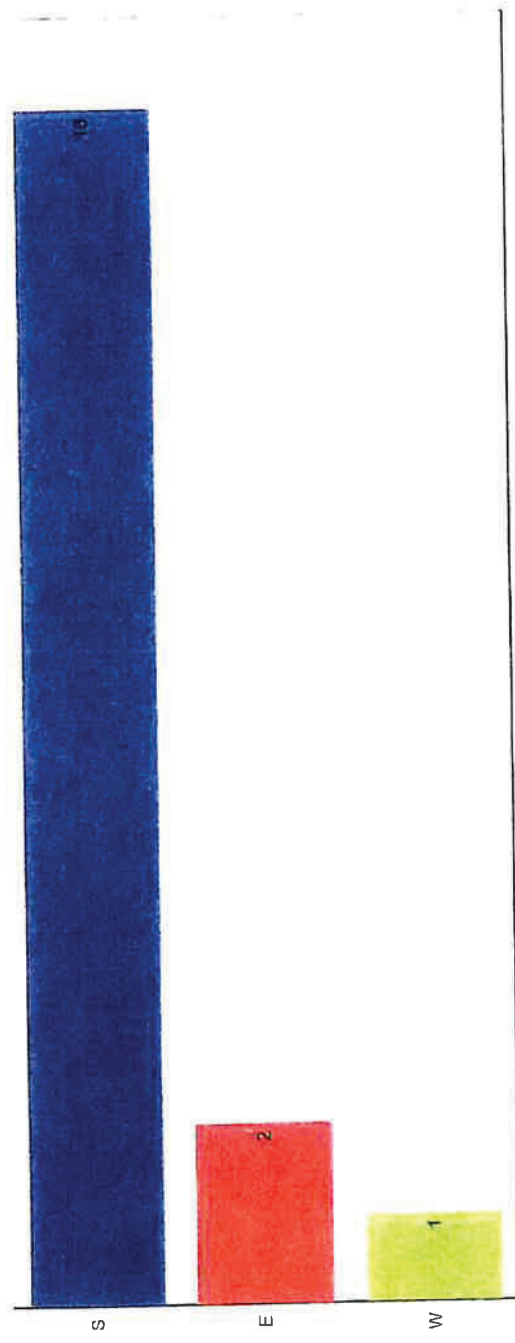
Relation to Intersection	Strategic Highway Safety Plan (SHSP)									
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Click for Drill Down										
Intersection	1	0	1	0	0	0	0	1	0	1
Non-Junction	2	0	0	0	1	1	1	0	0	0
Driveway/Ally Access Related	13	0	2	0	0	0	0	10	1	0

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Veh. Users	Agg. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	17	1	1

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

Angle	Front to Front	Other. Explain in Narrative
S	1	2
E	0	0
W	0	1
<b>Total</b>	<b>1</b>	<b>3</b>

Records Date Range: 01/01/2016 to 12/31/2020

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
16	0	3	0	0	1	11	0	0	0	1	1	12	1	1

At Fault Vehicle Summary

Vehicle Type	Strategic Highway Safety Plan (SHSP)													
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	At Intersection
Click for Drill Down														
Motorcycln	1	0	0	0	0	1	0	0	1	1	0	0	0	0
Passenger Car	12	0	3	0	0	0	0	0	0	0	9	1	1	1
Pickup	1	0	0	0	0	0	0	0	0	0	1	0	0	0
No Data	2	0	0	0	0	0	0	0	0	2	0	0	0	0

Vehicle Movement

Vehicle Movement	Strategic Highway Safety Plan (SHSP)													
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	At Intersection			
Click for Drill Down														
Straight Ahead	3	0	0	0	0	1	1	2	0	0	0	0	0	0
Turning Left	10	0	3	0	0	0	0	8	1	1	1	1	1	1
Turning Right	3	0	0	0	0	0	0	2	0	0	0	0	0	0





5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/29/2016 to 12/31/2017	15	0	3	0	0	1	11	0	0	0	1	3	12	1	1

Strategic Highway Safety Plan (SHSP)

Traffic Control

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Click for Drill Down	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0
Traffic Control Signal	9	0	2	0	0	0	0	0	0	0	7	1	1	1	1
Stop Sign	6	0	1	0	0	0	0	0	0	0	5	0	0	0	0
No Controls															

Road Alignment

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Click for Drill Down	16	0	3	0	0	1	0	0	0	0	1	17	1	1	1
Straight															

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Mul. Users	Aggr. Driving	Lane Depart.	At Int.
01/01/2016 to 12/31/2020	16	0	3	0	0	1	11	0	0	0	1	3	17	1	1

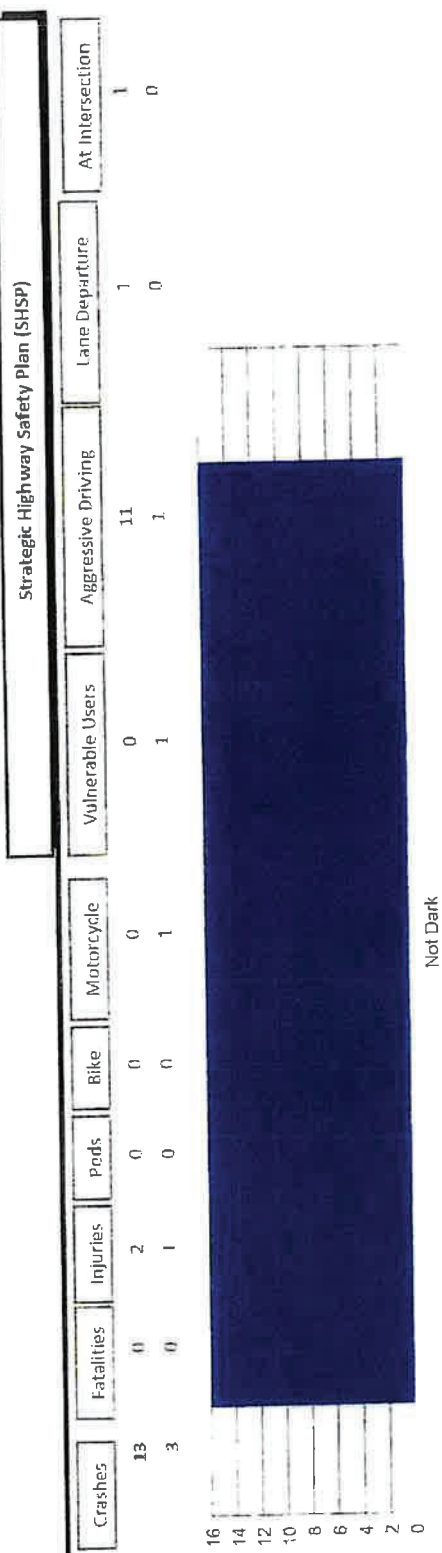
Environment Summary Report

Lighting

Click for Drill Down

Daylight

Dark-lighted



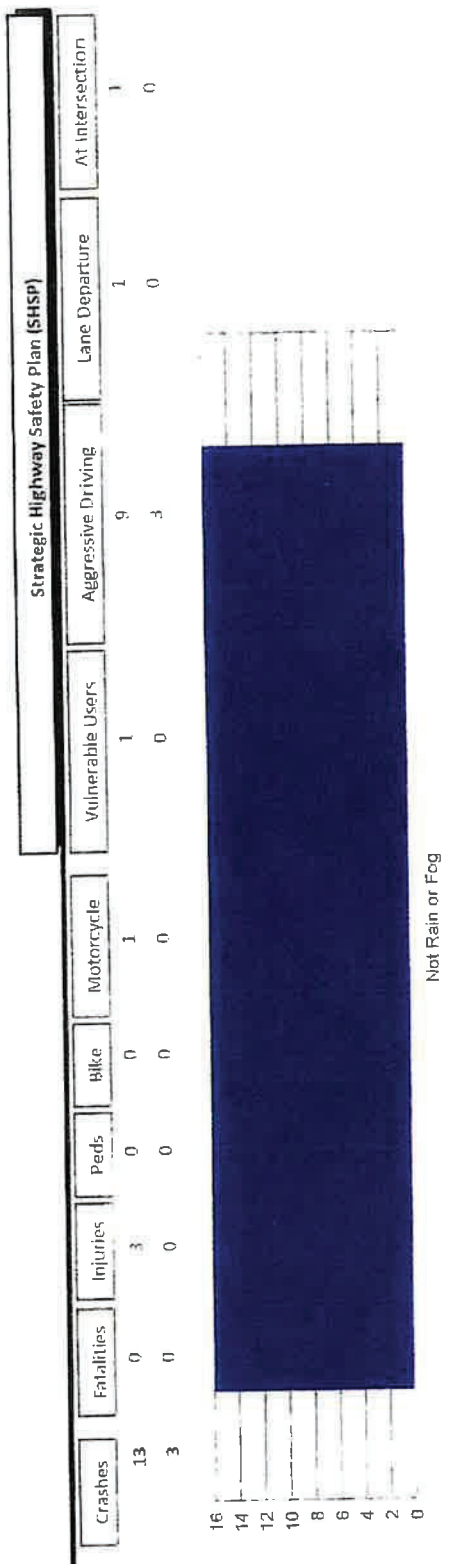
Not Dark

Weather

Click for Drill Down

Clear

Cloudy



Not Rain or Fog

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Recent Date Range: 01/29/2016 to 12/16/2017

At int: 1  
Lense Depart: 1  
Agr. Driving: 12  
Vul. Users: 1  
Run Control: 1  
Speeding: 0  
Intoxication: 0  
Head On: 0  
Angies: 11  
Motorcycle: 1  
Bike: 0  
Feet: 0  
Fatalities: 0  
Crashes: 16

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
UNINCORPORATED	16	0	3
Totals:	16	0	3

Located Crashes

Area	Crashes	Fatalities	Injuries
UNINCORPORATED	16	0	3
Totals:	16	0	3

Totals:



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)



Report Memo:

Gunn Hwy. within Area Depicted  
Below



Selections used to generate this report:

Date Range 1/1/2016 12/31/2020  
Saved Area 1 -82.57870359674065.28,0792684797957,-82.57784528985579.28,080536919490882





5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

CDMS - Crash Data Management System

Records Date Range: 05/01/2016 to 11/14/2017  
 Crashes: 5    Fatalities: 0    Injuries: 0    Peds: 0    Bike: 0    Motorcycle: 0    Angles: 0    Head On: 0    Intoxication: 1    Speeding: 0    Run Control: 0    Vul. Users: 0    Agr. Driving: 0    Lane Depart: 1    At Int.: 0

**Intersection Summary**

**Top 40 Report**

click for Drill Down

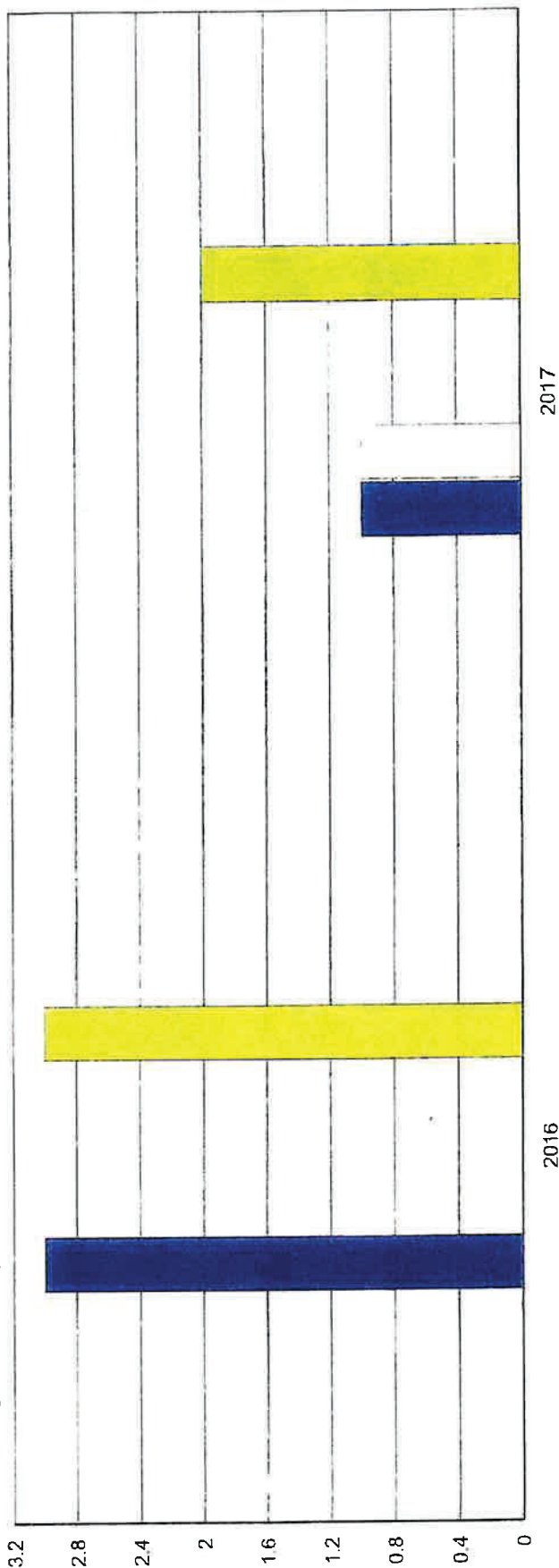
CR587 @ CITRUS PARK DR  
 CR587 @ SHELDON RD

Intersection	Injury Severity		Ped and Bike		Crash Type		Strategic Highway Safety Plan										
	Total Crashes	Total Fatalities	Total Injuries	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Motor Cycle	
CR587 @ CITRUS PARK DR	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CR587 @ SHELDON RD	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0

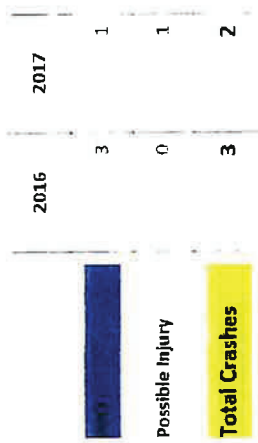
Records Date Range: 05/01/2016 to 11/14/2017

Crashes 5 Fatalities 0 Injuries 0 Peds 0 Bike 0 Motorcycle 0 Angles 0 Head On 0 Intoxication 1 Speeding 0 Run Control 0 VuI. Users 0 Agr. Driving 0 Lane Depart 1 At Int. 0

Number of Crashes By Year



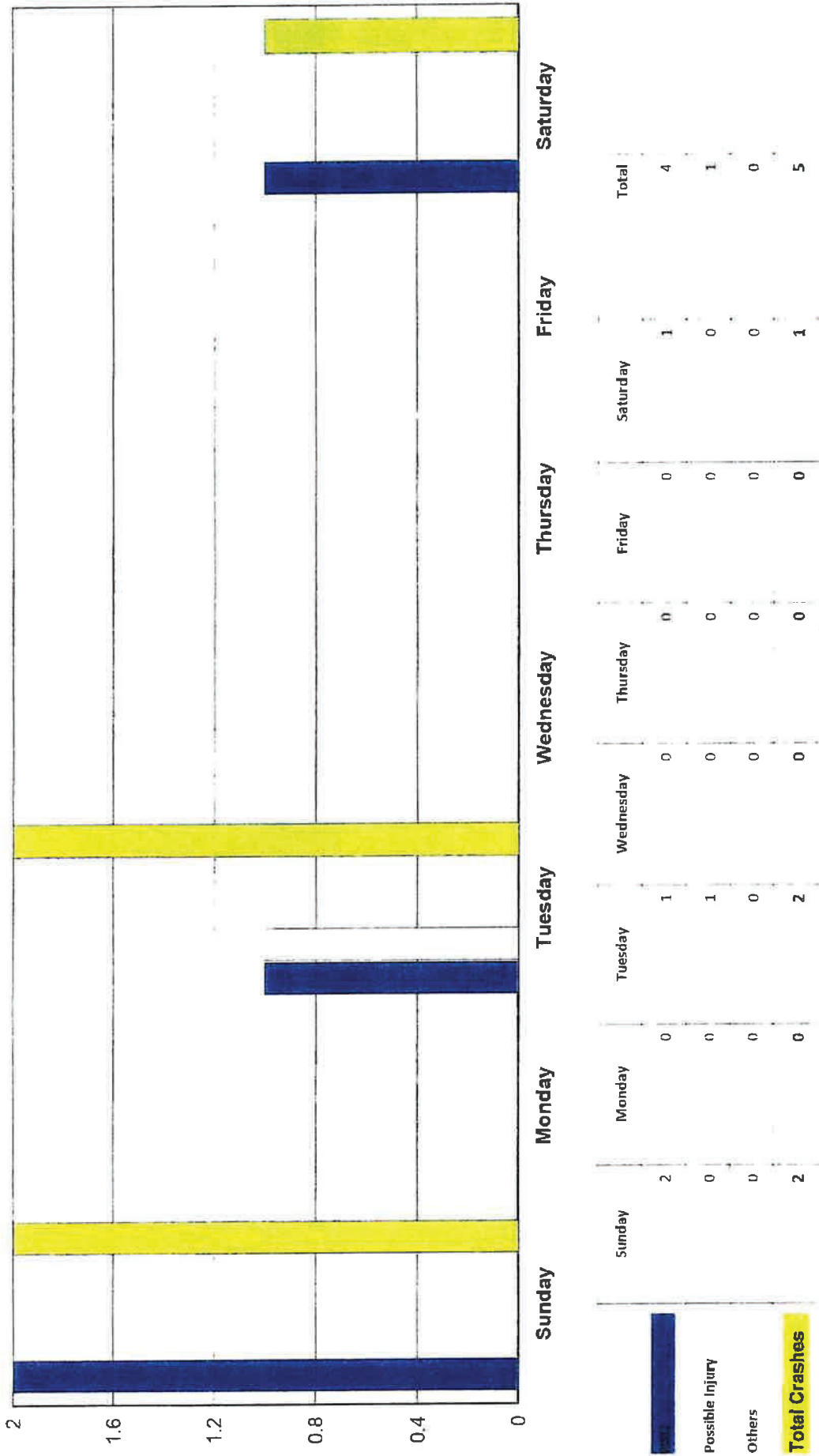
Breakdown of Crashes by Year



Records Date Range:  
05/01/2016 to 11/14/2017

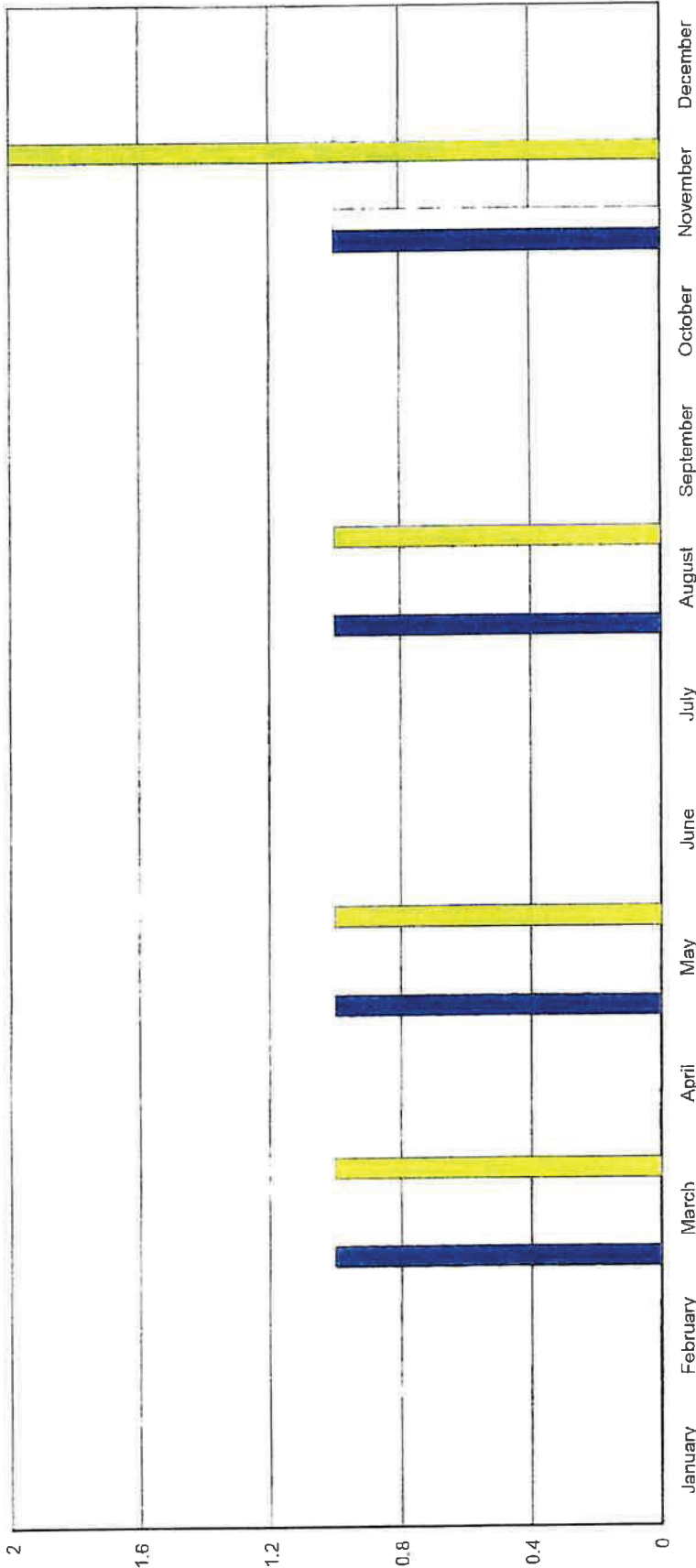
Crashes 5    Fatalities 0    Injuries 0    Peds 0    Bike 0    Motorcycle 0    Angles 0    Head On 0    Intoxication 1    Speeding 0    Run Control 0    Vul. Users 0    Agr. Driving 0    Lane Depart 1    At Int. 0

Number of Crashes by Day of Week



Records Date Range: 05/01/2016 to 11/14/2017  
 Crashes: 5  
 Fatalities: 0  
 Injuries: 0  
 Peds: 0  
 Blike: 0  
 Motorcycle: 0  
 Angles: 0  
 Head On: 0  
 Intoxication: 1  
 Speeding: 0  
 Run Control: 0  
 Vul. Users: 0  
 Agr. Driving: 0  
 Lane Depart: 1  
 At Int.: 0

Number of Crashes by Month

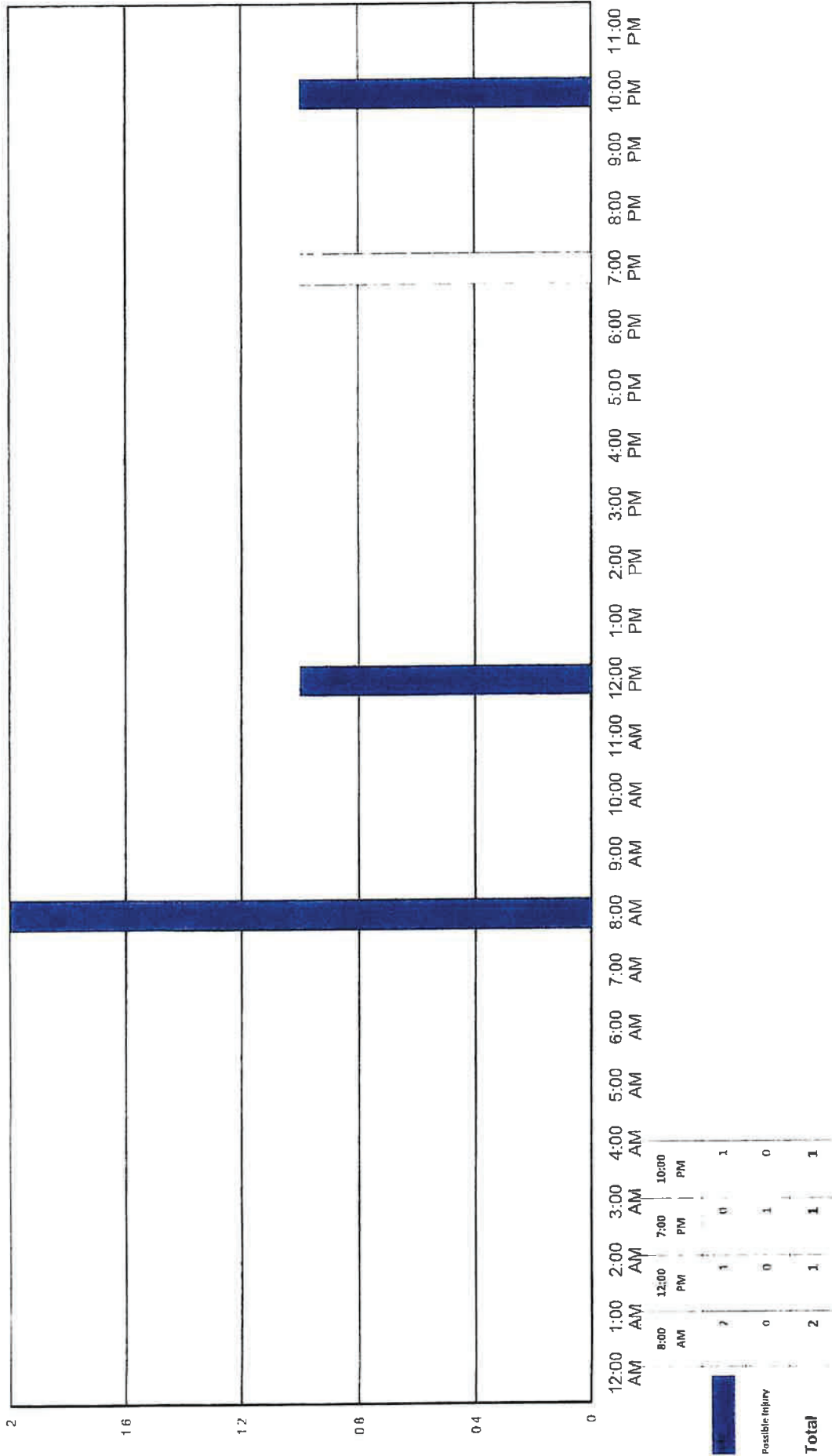


	January	February	March	April	May	June	July	August	September	October	November	December	Total
Possible Injury	0	0	0	0	0	0	0	0	0	0	1	0	4
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Crashes</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>

Records Date Range: 05/01/2016 to 11/14/2017

Crashes	5	Fatalities	0	Injuries	0	Peds	0	Bike	0	Motorcycle	0	Angles	0	Head On	0	Intoxication	1	Speeding	0	Run Control	0	Viol. Users	0	Aggr. Driving	0	Lane Depart	1	At Int.	0
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Crashes by Time of Day



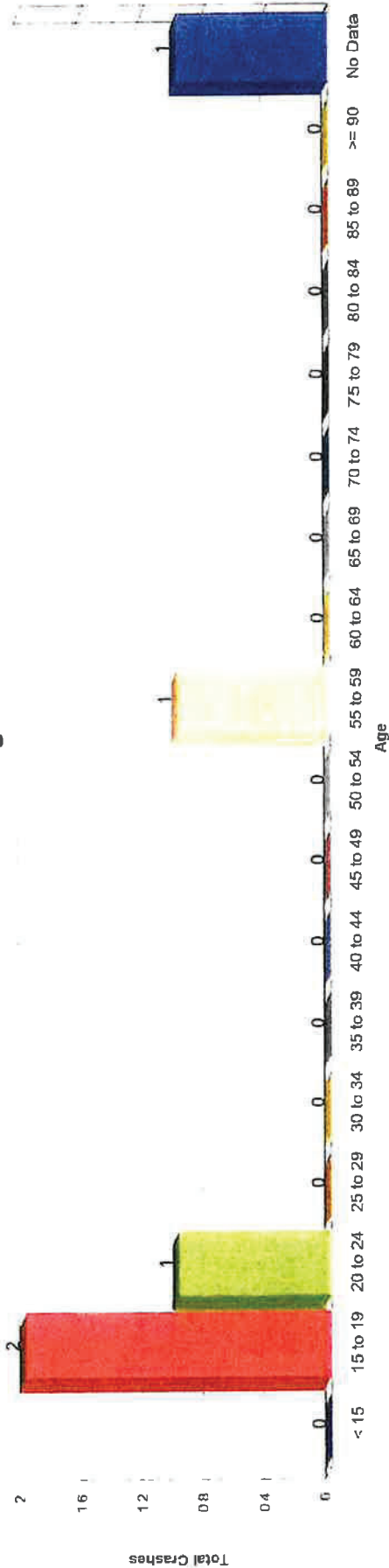


Records Data Range: 05/03/2016 to 11/14/2017

Driver Age Summary (Vehicle 1, Driver 1)

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

Driver Age



Records Data Range: 05/01/2016 to 11/14/2021

Crash Type Summary

Impact Type

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Aggr. Driving	Lane Depart	At Int.
Front to Rear	4	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Unknown	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0

Strategic Highway Safety Plan (SHSP)																																							
Crashes				Fatalities		Injuries		Peds		Bike		Motorcycle		Angles		Head On		Intoxication		Speeding		Run Control		Vol. Users		Aggr. Driving		Lane Departure		At Intersection									
																Vulnerable Users		Aggressive Driving		Lane Departure		At Intersection																	

Relation to Intersection

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Intersection-Related	1	0	0	0	0	0	0	0	0	0
Non-Intersection	4	0	0	0	0	0	0	0	1	0

Strategic Highway Safety Plan (SHSP)																					
Crashes				Fatalities		Injuries		Peds		Bike		Motorcycle		Vulnerable Users		Aggressive Driving		Lane Departure		At Intersection	

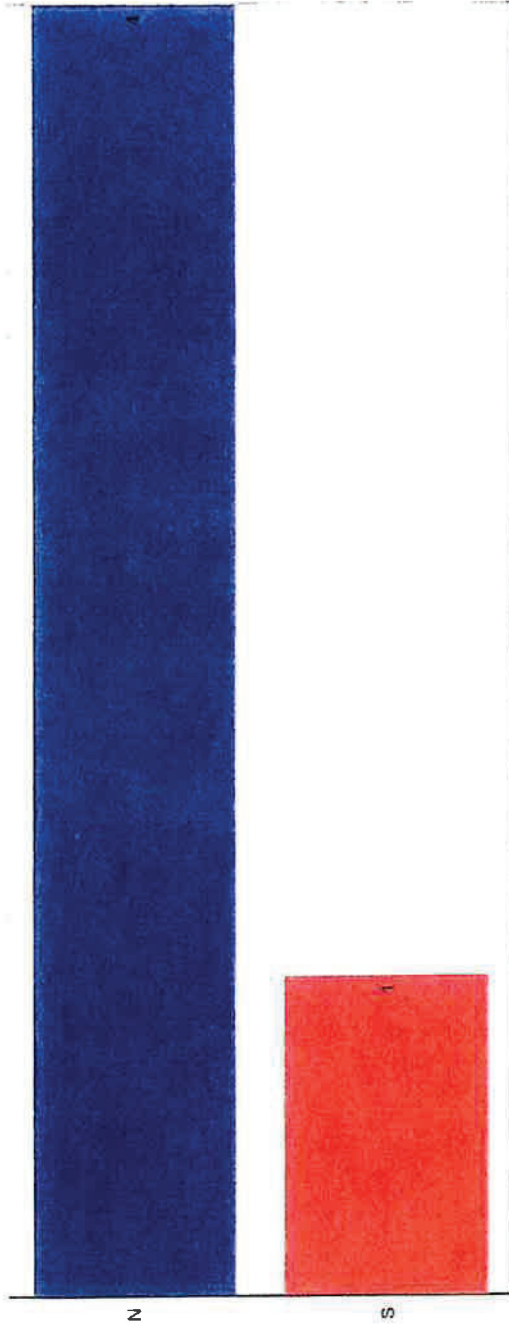
5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
05/01/2016 to 11/14/2017	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Front to Rear	Other, Explain In Narrative
N	3	1
S	1	0
Total	4	1

At Fault Vehicle Summary

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

CDMS - Crash Data Management System

Record Date Range: 05/01/2016 to 11/14/2017

Vehicle Type

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
5	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Strategic Highway Safety Plan (SHSP)														
Click for Drill Down														
Passenger Car	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Van	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Pickup	1	0	0	0	0	0	0	0	0	0	0	1	0	0

Vehicle Movement

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
4	0	0	0	0	0	0	0	1	0
1	0	0	0	0	0	0	0	0	0

Click for Drill Down

Straight Ahead

Slowing

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
05/01/2016 to 11/14/2017	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

### Roadway Condition Summary

#### Roadway Location

Click for Drill Down

On Roadway

Shoulder

Strategic Highway Safety Plan (SHSP)															
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Departure	At Intersection	
4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	

#### Road Condition

Click for Drill Down

Wet

Dry

Strategic Highway Safety Plan (SHSP)															
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Departure	At Intersection	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	

#### Road Contributing Cause Summary

Click for Drill Down

None

Strategic Highway Safety Plan (SHSP)															
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Departure	At Intersection	
5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

CDMS - Crash Data Management System

Records Date Range: 05/01/2016 to 11/14/2017

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Anglas	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Drivng	Lane Depart	At Int.
5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

**Traffic Control**

Strategic Highway Safety Plan (SHSP)

Click for Drill Down  
Traffic Control Signal  
No Controls

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Motorcycle	Anglas	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Drivng	Lane Depart	At Intersection
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

**Road Alignment**

Strategic Highway Safety Plan (SHSP)

Click for Drill Down  
Straight

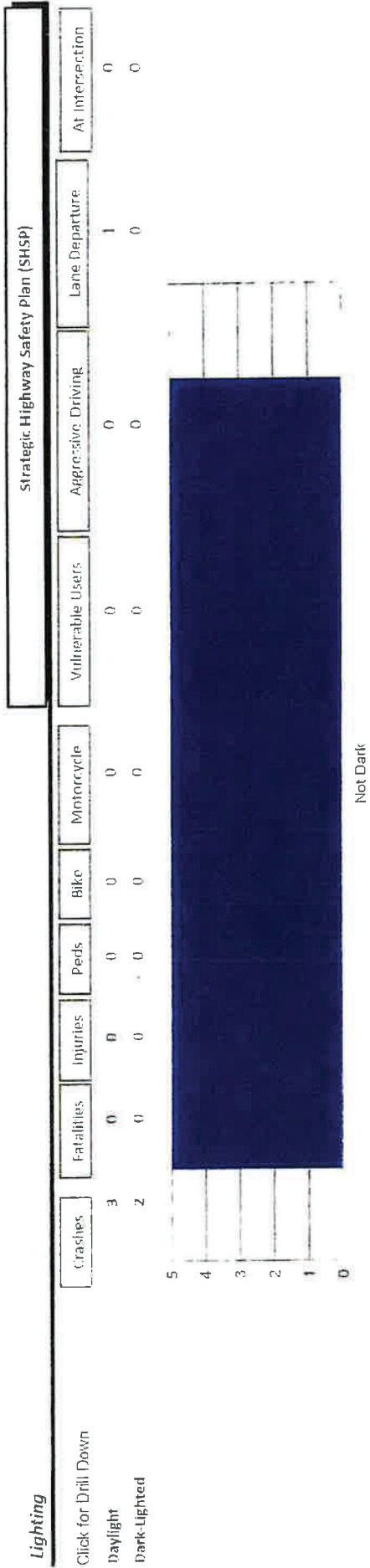
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Motorcycle	Anglas	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Drivng	Lane Depart	At Intersection
5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Records Date Range: 05/03/2016 to 11/14/2017

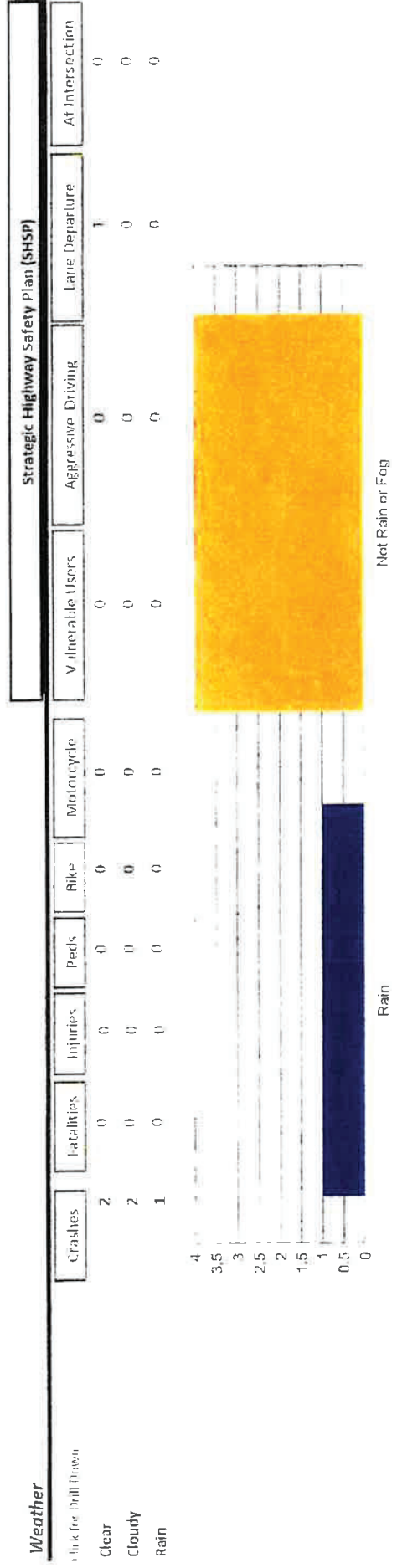
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Aggr. Driving	Lane Depart	At Int.
5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

Environment Summary Report

Lighting



Weather



Records Date Range: 05/01/2016 to 11/14/2017  
 Crashes: 5  
 Intoxication: 1  
 Speeding: 0  
 Run Control: 0  
 Vol. Users: 0  
 Agr. Driving: 0  
 Lane Depart: 1  
 At Int.: 0

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries	Bikes	Motorcyclists	Anglos	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
CITRUS PARK	1	0	0	0	0	0	0	1	0	0	0	0	1	0
UNINCORPORATED	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals:	5	0	0	0	0	0	0	1	0	0	0	0	1	0

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
Gunn Hwy.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	780 (est.)	78 (est.)	78
Proposed	311	31	65
Difference (+/-)	(-) 469	(-) 47	(-) 13

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

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

Notes: A gated emergency only access is also being proposed to Gunn Hwy.

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Right Turn Lane Variance – Easternmost Access on East/West Portion of Gunn Hwy.	Administrative Variance Deminimis Request	Previously Approved
Right Turn Lane Variance – Southernmost Access on North/South Portion of Gunn Hwy.	Administrative Variance Deminimis Request	Previously Approved

Notes:

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	



**COUNTY OF HILLSBOROUGH  
ZONING HEARING MASTER'S RECOMMENDATION**

<b>Application number:</b>	MM 24-0784
<b>Hearing date:</b>	August 19, 2024
<b>Applicant:</b>	BDG Gunn Highway, LLC
<b>Request:</b>	Major Modification to a Planned Development
<b>Location:</b>	North side of Gunn Highway, 360 feet east of the Sheldon Road and Gunn Highway intersection, Tampa
<b>Parcel size:</b>	0.59 acres +/-
<b>Existing zoning:</b>	PD 22-0439
<b>Future land use designation:</b>	CPV- Citrus Park Village, Sub Area G (12 du/ac, 0.25 FAR)
<b>Service area:</b>	Urban Services Area
<b>Community planning area:</b>	Citrus Park Village Community Plan

**A. APPLICATION REVIEW**

**DEVELOPMENT SERVICES STAFF REPORT  
APPLICATION REVIEW SUMMARY AND RECOMMENDATION**

# PD Modification Application:

# MM 24-0784

**Zoning Hearing Master Date:** August 19, 2024

**BOCC Land Use Meeting Date:** October 08, 2024



**Hillsborough  
County Florida**

Development Services Department

## 1.0 APPLICATION SUMMARY

Applicant: BDG Gunn Hwy, LLC  
 FLU Category: CPV  
 Service Area: Urban  
 Site Acreage: 0.592 AC +/-  
 Community Plan Area: Citrus Park Village  
 Overlay: Citrus Park Village



### Introduction Summary:

The applicant is requesting a major modification to the previously approved Planned Development (22-0439) to permit a financial institution with drive-thru ATMs.

PD 22-0439 was approved in 2022 to be limited to an Automated Car Wash facility, subject to the standards of LDC Section 6.11.121 (Car Wash Facilities) at a maximum building size of 6,445 sq. ft.

### Existing Approval(s):

A 6,445 sq. ft Automated Car Wash facility.  
 Development standards shall be in accordance with the LDC Part 3.10.00 and Subdistrict G-6 of the Citrus Park Village, unless otherwise specified for the specific use of a car wash.  
 The design and materials of the building and its facades to comply at a minimum to Citrus Park Village Overlay District design standards with exception for the specific use of a car wash.  
 Single emergency access connection for use by official emergency vehicles only and gated with a Knox Box (or similar device acceptable to the Hillsborough County Fire Marshall).  
 Exclusive parking easement from the owners of 3117.0000 which permits 6 of the 7 minimum required carwash parking spaces to be located within the adjacent PD.  
 Offsite parking with a minimum 5-foot-wide sidewalk connection both within the subject project and adjacent folio 3117.000, as necessary to connect the proposed use with the offsite parking.

### Proposed Modification(s):

A 3,100 sq. ft. Financial Institution with drive-thru ATMs.  
 Site plan and elevations to meet all development standards of LDC Part 3.10.00 and Subdistrict G-6 of the Citrus Park Village with exception to the block pattern requirement.  
 The design and materials of the building and its facades shall be consistent with Citrus Park Village Overlay District with exception to the block pattern requirement.  
 Proposed parking lot circulation no longer requires an emergency exit.  
 Easement to offsite parking no longer required to meet the new use's parking requirements.  
 Offsite parking no longer required to meet the new use's parking requirements.

### Additional Information:

PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	Waiver to LDC Sec. 3.10.06.01: Block Pattern in the Citrus Park Village Overlay District.

### Planning Commission Recommendation:

Consistent

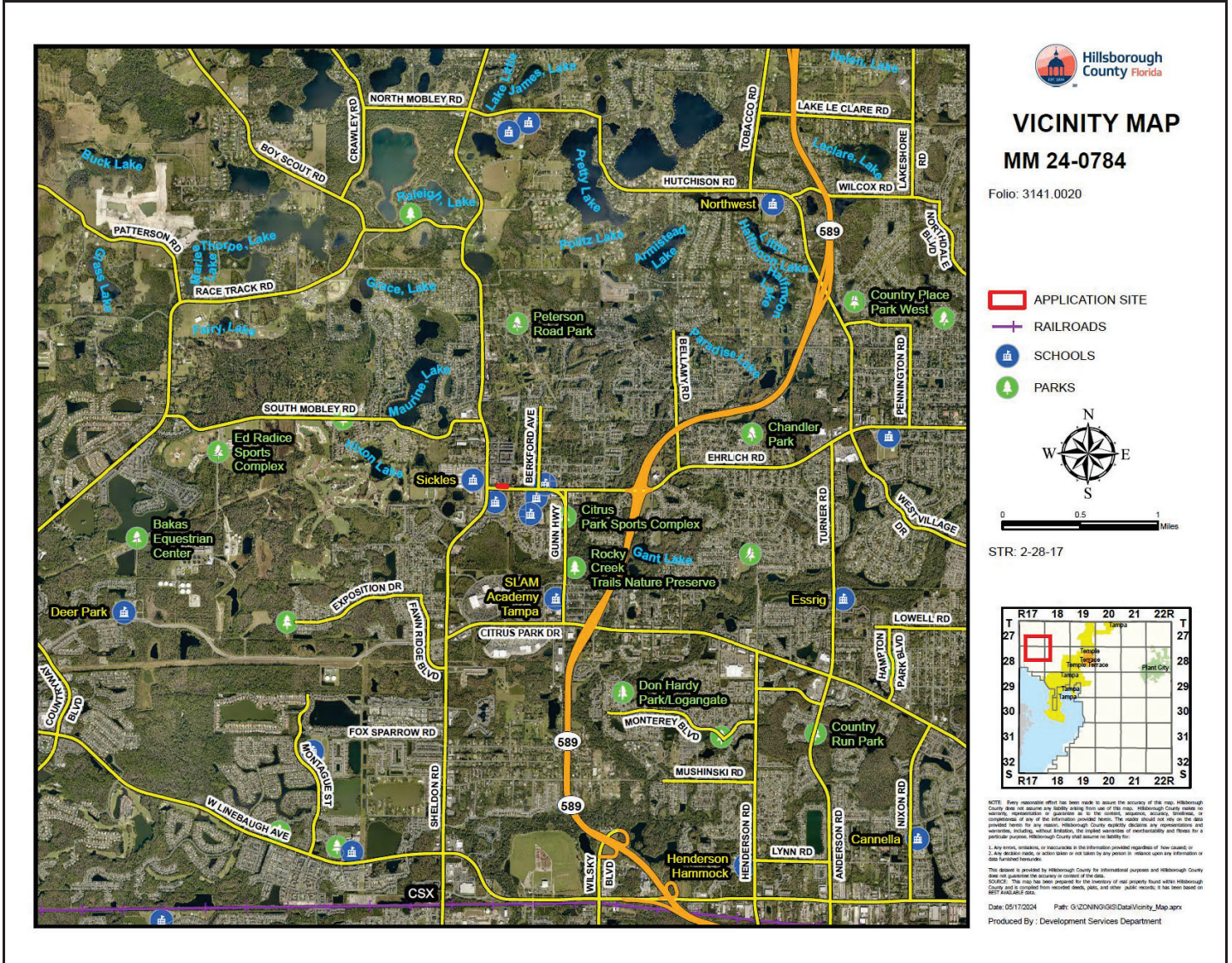
### Development Services Recommendation:

Approvable, subject to proposed conditions



## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



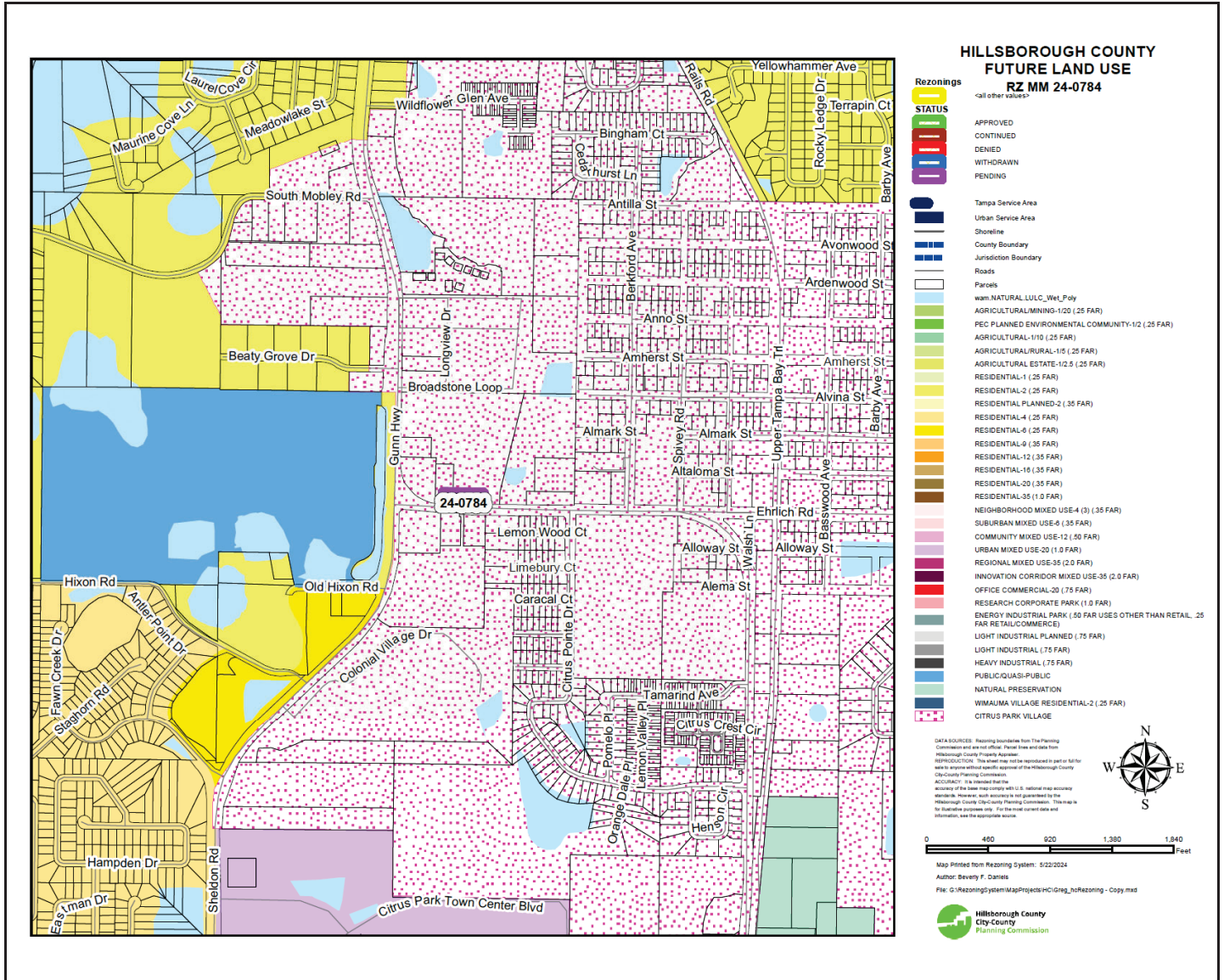
### Context of Surrounding Area:

The subject parcel is located on the north side of Gunn Highway, east of Sheldon Road in the Citrus Park Village Overlay District. The area consists of commercial, school sites, multifamily, and single-family residential uses. A large shopping center with two existing financial uses surround the site to the north, east and west. There are retail uses located across Gunn Highway to the south. Furthermore, there are three public schools and one private school located in the vicinity of the property. The residential uses are located to the south, east and north of the parcel.



2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map

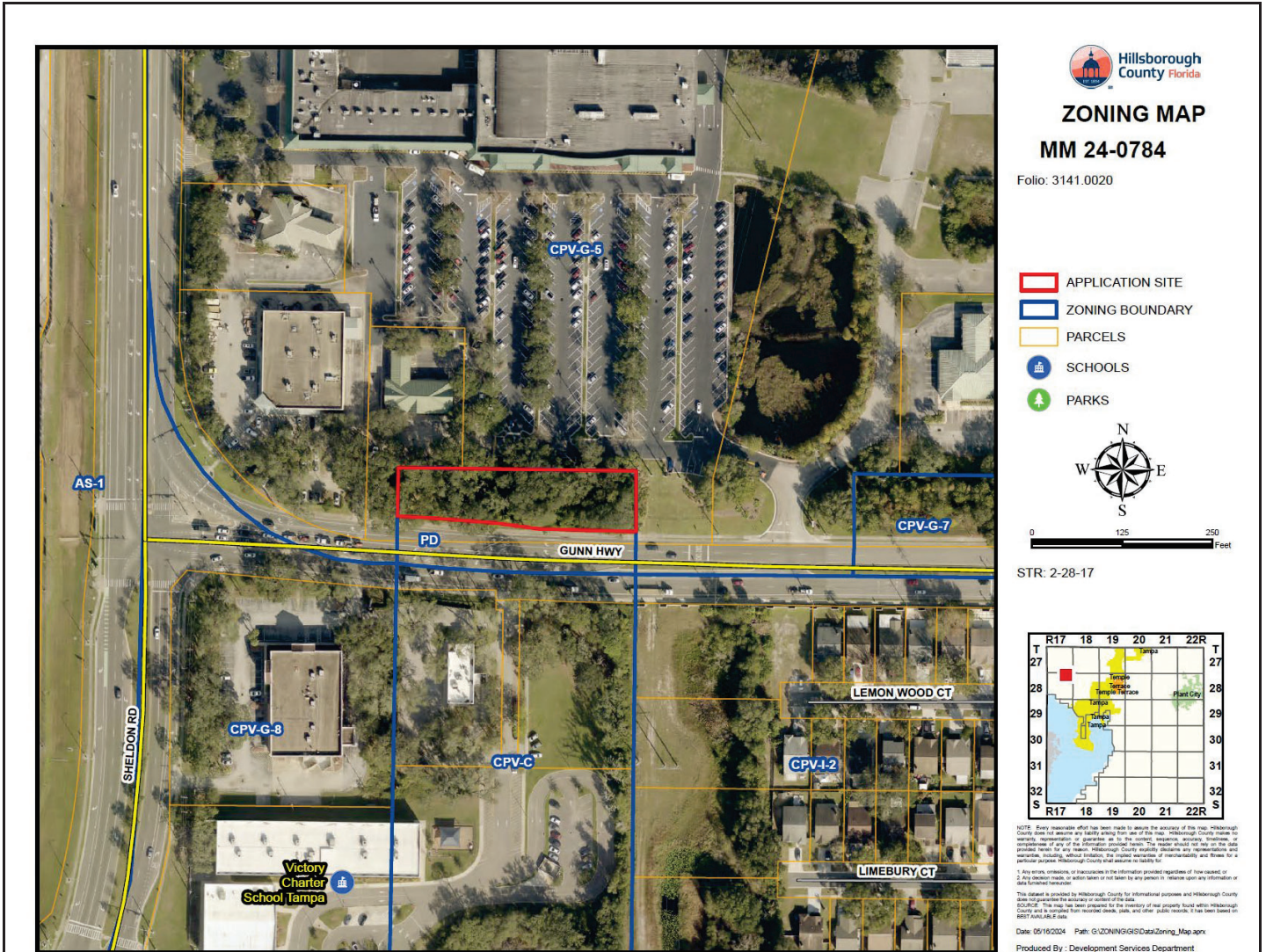


<p>Subject Site Future Land Use Category:</p>	<p>CPV – Sub Area Category G</p>
<p>Maximum Density/F.A.R.:</p>	<p>Up to 0.25 FAR. Up to 12 DU/Acre</p>
<p>Typical Uses:</p>	<p>The intent of Sub Area G is to recognize existing development within this sub area. The sub area will allow for commercial, office and residential land uses, or a mixture of these uses.</p>



2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

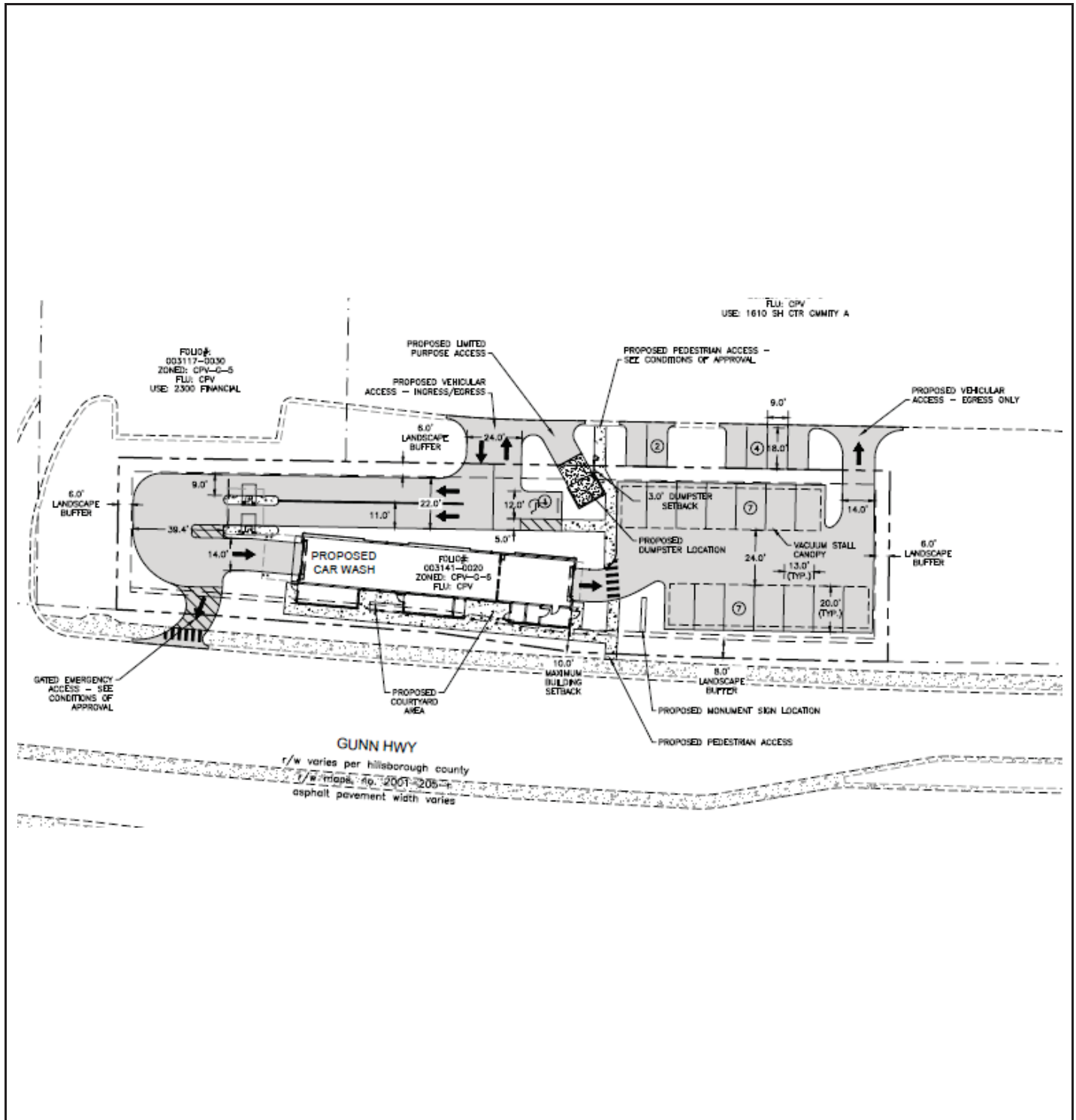


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CPV-G-5	NA/0.25	C-N uses	FINANCIAL, SH CTR CMMITY A
South	CPV-C	9 DU per GA /0.25	BP-O uses, detached single-family, attached two-family and multi-family residential.	OFFICE 1 STY B, VACANT COMM`
East	CPV-G-5	NA/0.25	C-N uses	FINANCIAL
West	CPV-G-5	NA/0.25	C-N uses	SH CTR CMMITY A

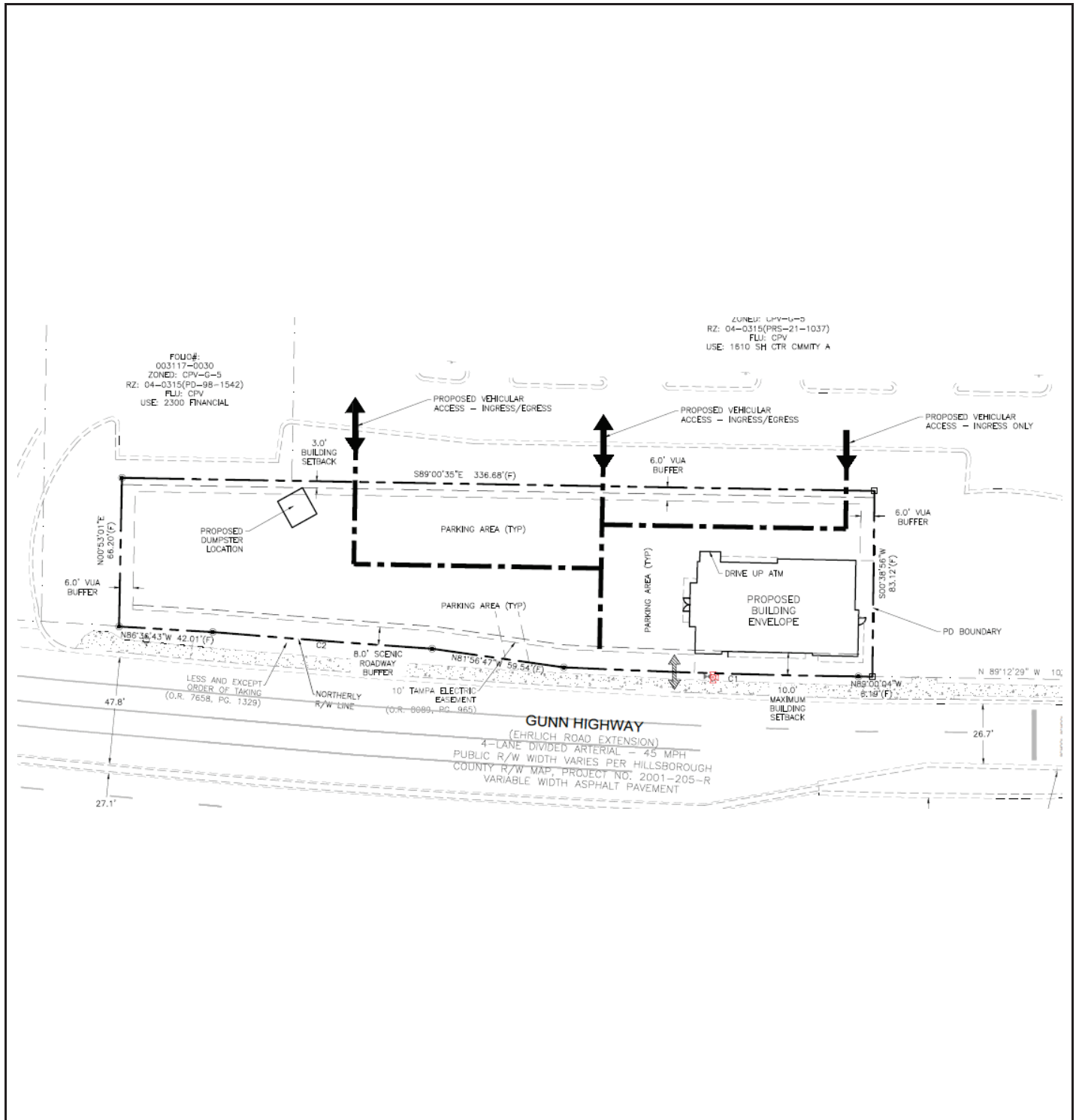
## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



APPLICATION NUMBER: MM 24-0784

ZHM HEARING DATE: August 19, 2024

**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
Gunn Hwy.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input 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	780 (est.)	78 (est.)	78
Proposed	311	31	65
Difference (+/-)	<b>(-) 469</b>	<b>(-) 47</b>	<b>(-) 13</b>

\*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	X	Vehicular & Pedestrian	Vehicular & Pedestrian	Meets LDC
South	X	Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC

Notes: A gated emergency only access is also being proposed to Gunn Hwy.

**Design Exception/Administrative Variance**  Not applicable for this request

Road Name/Nature of Request	Type	Finding
Right Turn Lane Variance – Easternmost Access on East/West Portion of Gunn Hwy.	Administrative Variance Deminimis Request	Previously Approved
Right Turn Lane Variance – Southernmost Access on North/South Portion of Gunn Hwy.	Administrative Variance Deminimis Request	Previously Approved

Notes:



**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

<b>INFORMATION/REVIEWING AGENCY</b>				
<b>Environmental:</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
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	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
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 <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
<b>Public Facilities:</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<b>Transportation</b> <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input 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	
<b>Hillsborough County School Board</b> 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	
<b>Impact/Mobility Fees</b>				
<b>Comprehensive Plan:</b>	<b>Comments Received</b>	<b>Findings</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



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## **5.0 IMPLEMENTATION RECOMMENDATIONS**

### **5.1 Compatibility**

The vacant subject parcel is located on the north side of Gunn Highway near the intersection with Sheldon Road in the Citrus Park Village area east of Sickles High School. The immediate surroundings of the property consist of commercial and retail uses. The site is located adjacent to an existing shopping center that includes outparcels with financial institutions, a drugstore, and offices. There are retail uses located to the south across Gunn Highway. Additionally, there are residential uses located to the south, east and north in the vicinity of the parcel.

The project will be limited to a financial institution with drive-thru ATMs, 3,100 sq. ft. in size with associated parking for customers. The site proposes access connection from a private driveway in the shopping center site to the north with a one-way entrance from the eastern side on the site to access the ATMs and two accesses (in and out) towards the western side of the site. A pedestrian only access is proposed to connect directly to Gunn Highway from the site.

The proposed elevations submitted on August 07, 2024 meets the design requirements of the CPV Overlay District with exception to the Block Pattern requirements as does the current PD approval.

### **5.2 Recommendation**

Approvable, subject to proposed conditions.

## 6.0 PROPOSED CONDITIONS

**Approval**- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 07, 2024.

1. The project shall be limited to ~~an Automated Car Wash facility, subject to the standards of LDC Section 6.11.121-a~~ Financial Institution with drive-thru ATMs. Maximum building size shall be ~~6,445~~ 3,100 sq. ft.
2. Development standards shall be in accordance with the LDC Part 3.10.00 with exception to the block pattern requirements and Subdistrict G-6 of the Citrus Park Village, unless otherwise specified herein or in the submitted General Development Site Plan:
  - a. Maximum building front setback shall be 10 feet. ~~A maximum front setback of 20 feet shall be permitted for the facades within the courtyards along Gunn Hwy. A canopy, or roof structure covering the courtyards shall be placed at the same distance as the canopy over the facades meeting the maximum 10-foot front setback. At least 67% of the front façade along Gunn Hwy shall be placed at the prescribed maximum 10-foot setback.~~
  - b. A direct pedestrian access shall be provided from the building to the public sidewalk.
  - e. Parking spaces ~~and vacuum areas~~ shall be placed on the side or behind the structure. ~~If placed on the site, these shall be no closer to the street right of way than the structure.~~
  - d. Maximum impervious surface shall be ~~69~~ 60%.
3. The design and materials of the building and its facades shall be consistent with the architectural rendering on the site plan. ~~elevations submitted on January 20, 2022. The architectural style of the building shall be of Florida Cracker. The façades shall comply, at a minimum, with the following:~~
  - a. ~~A canopy, or roof structure, shall be provided along the front façade to delineate two stories. A minimum of 20 percent of the front façade covered by the canopy shall be comprised of windows. Faux windows consisting of spandrel glass with exterior moldings/treatments shall be permitted to be utilized to meet this requirement.~~
  - b. ~~Windows and doorways shall be spaced no more than 20 feet apart and shall be defined with trim and shutters. Decorative shutters, if provided, shall be made of wood, metal or copolymer material and shall not be scored into stucco.~~
  - e. ~~At least 20 percent of the front façade wall area shall be comprised of window treatments, doors, doorway treatments, transoms, structural canopies, balconies, architectural expressions such as porticos and pilasters, or other similar enhancements. The architectural expressions and enhancements shall be consistent with the style of the building, with projections or recess at least two inches from the wall surface.~~
  - d. ~~The rear façade (north) shall be permitted to include a mural in its center. The mural wall shall be architecturally finished. If no mural is provided, that portion of the façade shall be designed in accordance with the rest of the façade and/or with 3.c above.~~

- e. ~~Pitched roofs shall have a minimum pitch of 4/12. The finished roof materials shall be consistent with the architectural style of the structure. Flat roofs shall include an architectural trim or cornice, with a minimum vertical dimension of 12 inches.~~
- f. ~~The dumpster enclosure shall include an architectural finish consistent with the principal structure.~~
4. Buffer and screening between adjacent parcels shall be per the LDC Part 3.10.00 regulations.
5. Gunn Hwy is an Urban Scenic Roadway; therefore, the site is subject to LDC Section 6.06.03.I.
6. The site is within a Wellhead Resource Protection Area (WRPA); therefore, development of the site is subject to LDC Part 3.05.00.
7. Vehicular project access shall be via easement access through the properties surrounding the subject zoning (i.e. through folios 3117.0000 and 3147.0000). No direct vehicular access to Gunn Hwy. shall be permitted.
8. ~~Notwithstanding the above, the project shall be permitted a single emergency access connection to Ehrlich Rd. as generally shown on the site plan. Such access shall be restricted for use by official emergency vehicles only and gated with a Knox Box (or similar device acceptable to the Hillsborough County Fire Marshall).~~
9. 8. If RZ MM 22-0439 24-0784 is approved, the County Engineer will approve a de minimis exception to the previously approved Section 6.04.02.B Administrative Variance (dated April 19, 2022) which was found approvable approved by the County Engineer (on May 6 July 8, 2022) from the Section 6.04.04.D.4. requirement to construct a northbound to eastbound right turn lane into the southernmost project access (to folio 3147.0000) on the north-south portion of Gunn Hwy. Approval of this de minimis exception will allow the previously approved Administrative Variance, which will waive the requirements for the RZ 22-0439 project to construct the right turn lane, to stand as-is.
10. 9. If RZ MM 22-0439 24-0784 is approved, the County Engineer will approve a de minimis exception to the previously approved Section 6.04.02.B Administrative Variance (dated April 19, 2022) which was found approvable approved by the County Engineer (on May 6 July 8, 2022) from the Section 6.04.04.D.4. requirement to construct a westbound to northbound right turn lane into the easternmost project access (to folio 3147.0000) on the east-west portion of Gunn Hwy. Approval of this de minimis exception will allow the previously approved Administrative Variance, will which waive the requirement for the RZ 22-0439 project to construct the right turn lane, to stand as-is.
11. ~~Prior to or concurrent with the initial increment of development, the developer shall obtain an exclusive parking easement from the owners of 3117.0000 which permits 6 of the 7 minimum required carwash parking spaces to be located within the adjacent PD for as long as the carwash remains in operation, as well as permits construct of any other associated site improvements necessary within the adjacent folio. Written proof of the acceptability of such reciprocal easement to the County Attorney's office shall be filed by the applicant prior to or concurrent with site/construction plan review, and such easement shall be filed in the Official Records of Hillsborough County prior to issuance of Certificates of Occupancy (temporary or otherwise).~~

~~12. Prior to or concurrent with the initial increment of development, the developer shall construct the offsite parking together with a minimum 5 foot wide sidewalk connection both within the subject project and adjacent folio 3117.000, as necessary to connect the proposed use with the offsite parking. Such sidewalk (both within the subject site and adjacent parcel) shall be directly lighted. All lighting must comply with Section 3.10.09 of the LDC any other applicable lighting standards.~~

~~13. Prior to or concurrent with the initial increment of development, the developer shall construct the offsite parking together with a minimum 5 foot wide sidewalk connection both within the subject project and adjacent folio 3117.000, as necessary to connect the proposed use with the offsite parking. Such sidewalk (both within the subject site and adjacent parcel) shall be directly lighted. All lighting must comply with Section 3.10.09 of the LDC any other applicable lighting standards.~~

10. ~~14.~~ All lighting must comply with Section 3.10.09 of the LDC any other applicable lighting standards from LDC Part 6.10.00.

11. ~~15.~~ 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.

12. ~~16.~~ The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

13. 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:	
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**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

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

## **B. HEARING SUMMARY**

This case was heard by the Hillsborough County Zoning Hearing Master on August 19, 2024. Ms. Michelle Heinrich of the Hillsborough County Development Services Department introduced the petition.

### **Applicant**

Mr. David Smith spoke on behalf of the applicant. Mr. Smith presented the major modification request and provided testimony as reflected in the hearing transcript.

### **Development Services Department**

Ms. Carolanne Peddle, Hillsborough County Development Services Department, presented a summary of the findings and analysis as detailed in the staff report previously submitted to the record.

### **Planning Commission**

Mr. David Hey, Hillsborough County City-County Planning Commission, presented a summary of the findings and analysis as detailed in the Planning Commission report previously submitted into the record.

### **Proponents**

The Zoning Hearing Master asked whether there was anyone at the hearing in person or online to speak in support of the application. There were none.

### **Opponents**

The Zoning Hearing Master asked whether there was anyone at the hearing in person or online to speak in opposition to the application. There were none.

### **Development Services Department**

Ms. Heinrich stated the Development Services Department had nothing further.

### **Applicant Rebuttal**

Mr. Smith stated the applicant had nothing further.

The hearing officer closed the hearing on MM 24-0784.

## **C. EVIDENCE SUBMITTED**

No additional documentary evidence was submitted to the record at the hearing.

## **D. FINDINGS OF FACT**

1. The Subject Property consists of approximately 0.59 acres of undeveloped land situated on the north side of Gunn Highway, 360 feet east of the Sheldon Road and Gunn Highway intersection, Tampa.



2. The Subject Property is designated CPV (Citrus Park Village, subarea G) on the Future Land Use Map and is zoned PD 22-0439.
3. The Subject Property is in the Urban Services Area and is located within the boundaries of the Citrus Park Village Community Plan.
4. The Subject Property's PD zoning allows an automated car wash facility. The applicant is proposing to modify PD 22-0439 to allow a financial institution with a drive-through Automated Teller Machine.
5. The general area surrounding the Subject Property consists of non-residential uses. The adjacent properties include a financial institution, a pharmacy, and a shopping center to the north and west; Gunn Highway to the south, and office/commercial uses south of Gunn Highway; and a shopping center property to the east.
6. The LDC at Part 3.10.00 implements the Citrus Park Village Plan and governs Citrus Park Village Development Standards applicable to the Subject Property. The LDC at section 3.10.06.01 states:

New development shall occur in a block pattern. Each block shall be rectangular in shape and framed by public streets on at least three sides. The maximum length of any block face shall be 650 feet. Variances to these requirements may be allowed in accordance with Part 11.04.00 of this Code only to the minimum degree necessary to accommodate irregular parcel boundaries, natural features or existing development patterns on adjacent properties.
7. The LDC at section 3.10.05.F. states:

Where further permitted by the zoning subdistrict descriptions in Section 3.10.15 of this Part, development allowed under PD (Planned Development) districts within the boundaries of Citrus Park Village at the time of rezoning to CPV shall be exempt from all provisions of this Part. Future changes or modifications to said development entitlements, and approval of new PD rezonings within the boundaries of Citrus Park Village, may be conditioned to conform to the greatest degree practicable with the provisions of this Part, subject to approval by the Board of County Commissioners in accordance with Part 5.03.00 of this Code.
8. The applicant is requesting a waiver to the LDC section 3.10.06.01 block pattern required by the Citrus Park Village Development Standards.

9. The applicant's expert witness testified that it is not possible for development on the Subject Property to meet the block pattern requirement because of the existing adjacent shopping center development. The applicant's narrative points out the proposed development is at an infill location, and states the Subject Property is too small in area to create an individual block.
10. The applicant's site plan shows the Subject Property is long and narrow in shape and is constrained by existing development on the west, north, and east.
11. Development Services Department staff found the applicant's proposed elevations meet the Citrus Park Village Development Standards with the exception of the Block Pattern requirement. Staff found the proposed major modification approvable, subject to conditions.
12. Hillsborough County Transportation staff stated no objections.
13. The Planning Commission staff found the proposed major modification meets as many of the design requirements as practicable and within reason for the Subject Property, therefore meets the intent of the Citrus Park Community Plan. Staff found the proposed major modification would allow for development that is consistent with the goals, objectives, and policies of the *Unincorporated Hillsborough County Comprehensive Plan* and is therefore consistent with the comprehensive plan.
14. Findings on variances pursuant to LDC section 5.03.06.C.6.:
  - (1) **The variation is necessary to achieve creative, innovative, and/or mixed use development that could not be accommodated by strict adherence to current regulations.** Yes. The record shows the Subject Property is long and narrow in shape, is constrained by existing adjacent development, and too small alone to create an individual block. The record shows the proposed development will meet the Citrus Park Village Design Standards except for the block pattern requirement. The record supports a finding that the variation is necessary to achieve creative, innovative development that could not be accommodated by strict adherence to current regulations.
  - (2) **The variation is mitigated through enhanced design features that are proportionate to the degree of variation.** Yes. The record shows the proposed development will meet the Citrus Park Village Design Standards except for the block pattern requirement. The applicant's site plan shows the proposed development will provide three access points on the north, two for vehicular ingress-egress and one for vehicular ingress; and will provide a pedestrian ingress-egress point on the south. The site plan shows the proposed development makes effective use of the Subject Property's irregular shape and constrained development envelope. The record

supports a finding that the variation is mitigated through enhanced design features that are proportionate to the degree of variation.

- (3) **The variation is in harmony with the purpose and intent of the Hillsborough County Land Development Code.** Yes. The record shows the Subject Property is long and narrow in shape, is constrained by existing adjacent development, and too small alone to create an individual block. The record shows the proposed development is at an infill site and will meet the Citrus Park Village Design Standards except for the block pattern requirement. The record supports a finding that the proposed variation is in harmony with the purpose and intent of the LDC to foster and preserve public health, safety, comfort and welfare, and to aid in the harmonious, orderly, and progressive development of the unincorporated areas of Hillsborough County.
- (4) **The variation will not substantially interfere with or injure the rights of adjacent property owners.** Yes. The record supports a finding that the proposed variation will not substantially interfere with or injure the rights of adjacent property owners.

#### **E. FINDINGS OF COMPLIANCE OR NON-COMPLIANCE WITH COMPREHENSIVE PLAN**

The record evidence demonstrates the proposed major modification request is in compliance with and furthers the intent of the Goals, Objectives, and Policies of *Unincorporated Hillsborough County Comprehensive Plan*.

#### **F. CONCLUSIONS OF LAW**

A development order is consistent with the comprehensive plan if “the land uses, densities or intensities, and other aspects of development permitted by such order...are compatible with and further the objectives, policies, land uses, and densities or intensities in the comprehensive plan and if it meets all other criteria enumerated by the local government.” § 163.3194(3)(a), Fla. Stat. (2022). Based on the evidence and testimony submitted in the record and at the hearing, including reports and testimony of Development Services staff, and Planning Commission staff, applicant’s testimony and evidence, there is substantial competent evidence demonstrating the requested major modification is consistent with the *Unincorporated Hillsborough County Comprehensive Plan* and does comply with the applicable requirements of the Hillsborough County Land Development Code.

#### **G. SUMMARY**

The Subject Property’s PD zoning allows an automated car wash facility. The applicant is proposing to modify PD 22-0439 to allow a financial institution with a drive-through Automated Teller Machine. The applicant is requesting a waiver to the LDC section 3.10.06.01 block pattern required by the Citrus Park Village Development Standards.

## H. RECOMMENDATION

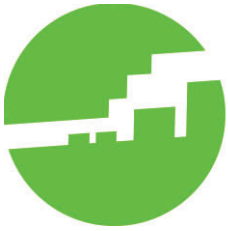
Based on the foregoing Findings of Fact and Conclusions of Law, this recommendation is for **APPROVAL** of the major modification to PD 22-0439 to allow a financial institution with a drive-through Automated Teller Machine, and a waiver to the LDC section 3.10.06.01 block pattern required by the Citrus Park Village Development Standards, subject to conditions set out in the Development Services Department staff report based on the applicant's general site plan submitted August 7, 2024.

*Pamela Jo Hatley*

Pamela Jo Hatley PhD, JD  
Land Use Hearing Officer

September 10, 2024

Date:



**Hillsborough County  
City-County  
Planning Commission**

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

<b>Unincorporated Hillsborough County Rezoning Consistency Review</b>	
<b>Hearing Date:</b> August 19, 2024 <b>Report Prepared:</b> August 8, 2024	<b>Case Number:</b> MM 24-0784 <b>Folio(s):</b> 3141.0020 <b>General Location:</b> East side of Gunn Highway / Sheldon Road, south of Broadstone Loop, north of Gunn Highway, and west of Berkford Avenue
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Citrus Park Village, Sub Area G (12 du/ac, 0.25 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	Citrus Park Village
<b>Rezoning Request</b>	Major Modification (MM) to the current Planned Development (PD) to allow a bank with drive-thru ATM use when the previously approved use is for an automatic carwash.
<b>Parcel Size</b>	+/- .59 acres
<b>Street Functional Classification</b>	Broadstone Loop – Local Gunn Highway – County Arterial Sheldon Road – County Arterial Berkford Avenue – County Collector
<b>Commercial Locational Criteria</b>	Not applicable



<b>Evacuation Area</b>	None

<b>Table 1: COMPARISON OF SURROUNDING PROPERTIES</b>			
<b>Vicinity</b>	<b>Future Land Use Designation</b>	<b>Zoning</b>	<b>Existing Land Use</b>
<b>Subject Property</b>	Citrus Park Village	PD	Vacant
<b>North</b>	Citrus Park Village	CPV-G-5	Light Commercial
<b>South</b>	Citrus Park Village	CPV-C	Light Commercial + Educational + Vacant
<b>East</b>	Citrus Park Village	CPV-G-5	Light Commercial + Public / Quasi-Public / Institutions
<b>West</b>	Citrus Park Village + Residential-2 + Public/Quasi-Public	CPV-G-5	Light Commercial

**Staff Analysis of Goals, Objectives and Policies:**

The 0.59 +/- acre subject site is located on the east side of Gunn Highway / Sheldon Road, south of Broadstone Loop, north of Gunn Highway, and west of Berkford Avenue. The subject site is located within the Urban Service Area and is located within the limits of the Citrus Park Village Community Plan. The applicant is requesting a major modification to the current planned development (PD 22-0439). Specifically, the applicant is requesting to allow a 3,100 +/- square foot bank with drive-thru ATM uses where previously a 6,445 +/- square foot automatic car wash was allowed.

The Citrus Park Village Community Plan is implemented through the adoption of a specific District Plan and Regulations in the Hillsborough County Land Development Code (LDC) and Zoning Atlas. Detailed standards for land uses, densities and/or intensities, and design requirements are defined within the Citrus Park Village Zoning District Plan.

The subject site is designated as Citrus Park Village (CPV) on the Future Land Use Map. The subject site is located within Sub Area G. The intent of Sub Area G is to recognize existing development within this sub area. The Sub Area will allow for commercial, office and residential land uses, or a mixture of these uses.

Sub Area G allows for maximum non-residential intensity of up to 0.25 FAR and the rezoning is proposing a FAR of 0.12, therefore consistent with the intensity requirement.

While both bank and car wash uses would be allowed uses within the Citrus Park Village, Sub Category G, the prior Planned Development (PD 22-0439) was drafted and designed very specifically to not only allow just a drive through car wash but only a branded “Woodie’s Wash Shack” car wash because building elevations were a part of the original PD. Essentially, any other business other than a “Woodie’s Wash Shack” would require a PD modification.

As a part of the major modification application, the applicant removed the gated emergency egress access to Gunn Highway. There will no longer be any proposed access (ingress or egress) to Gunn Highway and will now only be accessible through the multi-tenet shopping plaza to the north of the subject site. This will allow fewer access points throughout a County Collector and will encourage safety and efficiency by utilizing existing access to the subject site.

Objective 16 and its accompanying policies in the Future Land Use Element require that new development protect established neighborhoods and be compatible with the development pattern of the surrounding area. Compatibility may be achieved through various tools such as site planning, buffering and screening as well as the gradual transitions of uses. According to Policies 1.4 and 16.10 “Compatibility does not mean “the same as”. Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development”. The proposed site plan shows the building located at the build-to line on the street frontage, and landscape buffers on all four sides of the property, therefore it is compatible with the existing development pattern and is consistent with FLUE Objective 16.

Goal 12 and Objective 12-1 of the Community Design Component (CDC) in the FLUE requires new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. the surrounding land uses are light commercial uses including a pharmacy, grocery store and bank directly to the north, east and west. There is a private charter school directly to the south across Gunn Highway. The proposal would be compatible with the existing character of the surrounding area and is consistent with Goal 12 of the CDC.

The intent of the Citrus Park Village Community Plan is to “ensure the development of a well-balanced, vital, pedestrian-oriented traditional village that can support a variety of residential, commercial, office, and civic uses”. The design regulations are specific for the Citrus Park Village Community to ensure compatibility with the Community Plan and surrounding properties. The proposed commercial use meets many of the design requirements as is practical and within reason for the site, and therefore meets the intent of the Citrus Park Village Community Plan.

Overall, the proposed major modification would allow for development that is consistent with the Goals, Objectives and Policies of the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County and that is compatible with the existing and planned development pattern found in the surrounding area.

### **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*.

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

**FUTURE LAND USE ELEMENT**

***Urban Service Area***

**Objective 1:** Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.

**Policy 1.4:** Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

***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.

***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 a 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 16.1:** Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as:

- a) locational criteria for the placement of non-residential uses as identified in this Plan,
- b) limiting commercial development in residential land use categories to neighborhood scale;
- c) requiring buffer areas and screening devices between unlike land uses;

**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 16.10:** Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as”. Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

## **Community Design Component**

### **5.0 NEIGHBORHOOD LEVEL DESIGN**

#### **5.1 COMPATIBILITY**

**GOAL 12:** Design neighborhoods which are related to the predominant character of the surroundings.

**OBJECTIVE 12-1:** New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE policy 1.4) with the established character of the surrounding neighborhood.

#### **Livable Communities Element: Citrus Park Village Plan**

##### *Vision Statement*

The Citrus Park Village Plan strives to achieve a well-balanced combination of residential, recreational, commercial, and public uses served by a trail and transportation network, while preserving the layout and character of existing neighborhoods. The existing, historically platted grid system provides a framework within which special areas adjacent to major arterials can be developed in a mixed-use commercial, office and residential format which enhances the area's character and ambience.

*The Plan also strives to promote the development of a Town Center, ensure management and conservation of the natural environment and ultimately manage growth so the delivery of public facilities and services will occur in a fiscally responsible manner, while supporting redevelopment and new development within the Plan boundaries.*

*Citrus Park Village Plan*

*The Citrus Park Village (CPV) Plan, implements the vision and principles of the Northwest Hillsborough Plan (Section F). The intent of the Plan and Regulations is to ensure the development of a well-balanced, vital, pedestrian-oriented traditional village that can support a variety of residential, commercial, office, and civic uses.*

*G. Commercial/Office/Residential 12 du/ac*

***Intent of Sub Area Category***

*The intent of Sub Area G is to recognize existing development within this sub area. The sub area will allow for commercial, office and residential land uses, or a mixture of these uses.*

***Allowable Uses***

*Commercial, office and residential*

***Maximum Density***

*Up to 12 units per gross acre*

***Maximum Non-Residential Intensity***

*Up to 0.25 FAR*



# HILLSBOROUGH COUNTY FUTURE LAND USE

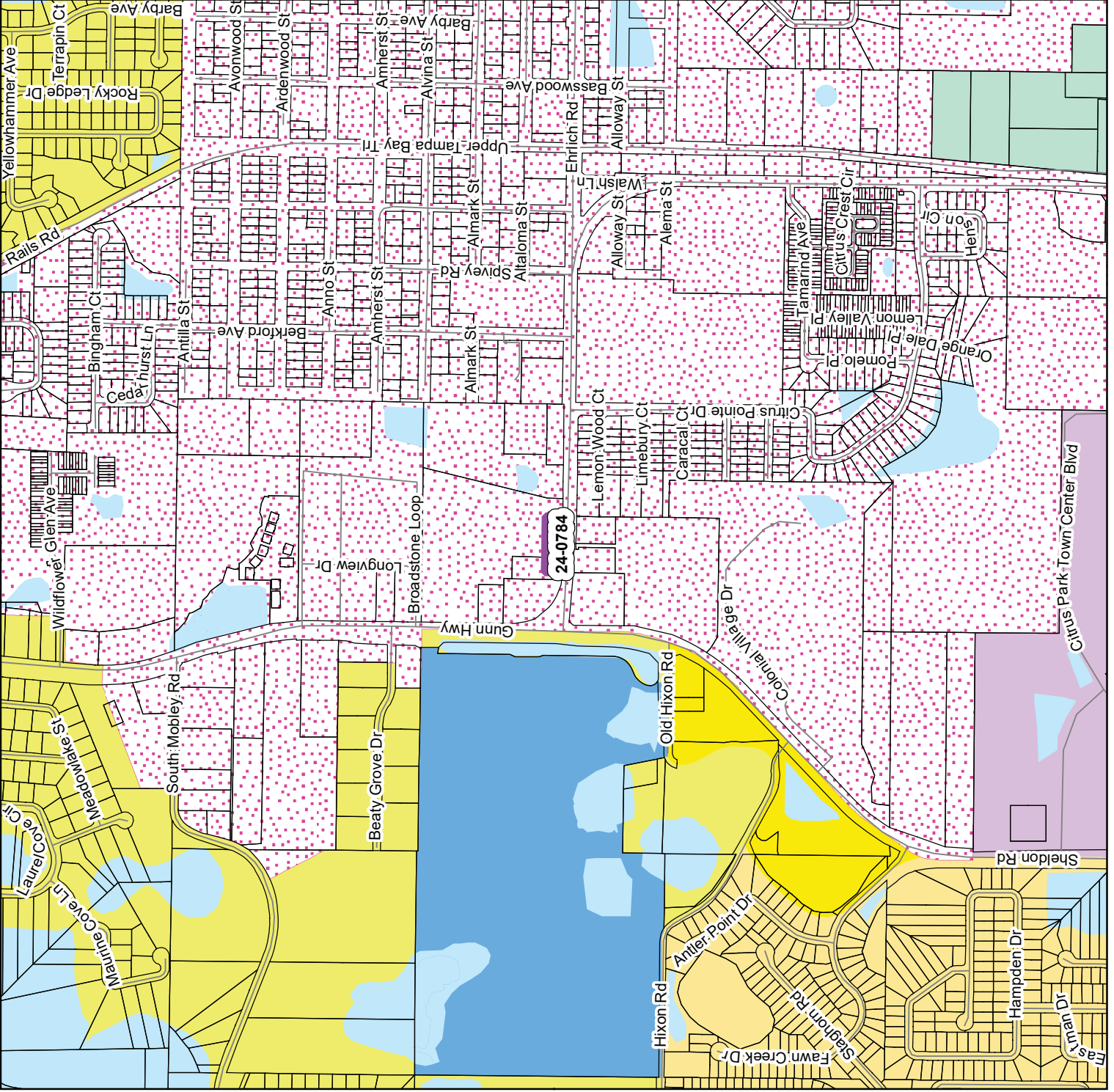
## RZ MM 24-0784

- Rezoning Status Legend
- APPROVED (Yellow)
  - CONTINUED (Light Green)
  - DENIED (Red)
  - WITHDRAWN (Blue)
  - PENDING (Purple)

- Land Use Legend
- Tampa Service Area
  - Urban Service Area
  - Shoreline
  - County Boundary
  - Jurisdiction Boundary
  - Roads
  - Parcels
  - WATER NATURAL LULC\_We\_Poly
  - AGRICULTURAL/MINING-120 (.25 FAR)
  - PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
  - AGRICULTURAL-170 (.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/QUASIPUBLIC
  - NATURAL PRESERVATION
  - WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
  - CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning status and color are for informational purposes only. The rezoning status and color are subject to approval without specific approval of the Hillsborough County City/County Planning Commission.

ACCURACY: It is intended that this map be used for general information only. It is not intended to be used for any other purpose. The map is not intended to be used for any other purpose. The map is not intended to be used for any other purpose.



Map Printed from Rezoning System: 5/22/2024  
 Author: Beverly F. Daniels  
 File: G:\Rezoning\System\MapProjects\HC\0784\_ReZoning\_Copy.mxd





**GENERAL  
SITE PLAN  
FOR  
CERTIFICATION**



**Hillsborough  
County Florida**

**DEVELOPMENT SERVICES**

PO Box 1110, Tampa, FL 33601-1110  
(813) 272-5600

**HILLSBOROUGH COUNTY  
DEVELOPMENT SERVICES DEPARTMENT**

**GENERAL SITE PLAN REVIEW/CERTIFICATION**

**BOARD OF COUNTY  
COMMISSIONERS**

Donna Cameron Cepeda  
Harry Cohen  
Ken Hagan  
Pat Kemp  
Christine Miller  
Gwendolyn "Gwen" Myers  
Joshua Wostal

**COUNTY ADMINISTRATOR**

Bonnie M. Wise

**COUNTY ATTORNEY** Christine  
M. Beck

**COUNTY INTERNAL AUDITOR**

Peggy Caskey

**DEPUTY COUNTY ADMINISTRATOR**

Gregory S. Horwedel

Project Name: BOG Gunn Hwy, LLC - Chase Bank

Zoning File: RZ-PD (22-0439) Modification: MM (24-0784)

Atlas Page: None Submitted: 09/11/24

To Planner for Review: 09/11/24 Date Due: ASAP

Contact Person: Jacob T. Cremer -Stearns Weaver Miller Phone: (813) 223-4800/jcremer@stearnsweaver.com/cwalden@stearnsweaver.com

Right-Of-Way or Land Required for Dedication: Yes  No

The Development Services Department HAS NO OBJECTION to this General Site Plan.

The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:

Reviewed by: Carolanne Peddle Date: 09/19/2024

Date Agent/Owner notified of Disapproval: NA



NO.	DATE	DESCRIPTION

REVISIONS

**NATVERK**  
 engineering, p.l.l.c.  
 LAND O' LAKES, FL 34639  
 P.O. BOX 2995  
 CITRUS PARK, FL 34439  
 AUTHORIZATION NUMBER: 28750

FOR  
 PD MAJOR MODIFICATION - PD-22-0439  
 BDG GUNN HWY, LLC  
 6654 78TH AVE N  
 PINELLAS PARK, FL 33781

ELEVATIONS

SHEET NUMBER  
**2.0**  
 DATE  
 08-28-24

**SOUTH ELEVATION**  
 (GLAZING PERCENTAGE = 42%)

**WEST ELEVATION**  
 (GLAZING PERCENTAGE = 42%)

**CITRUS PARK**  
 NEC GUNN HWY AND SHELTON RD  
 PARK PALE SOLOS

**CHASEO**  
 DESIGN ARCHITECTS

**bdg**  
 PROJECTS

The colors shown in the elevations and color attachments are for informational purposes only. The actual colors on the building will be determined by the manufacturer of the materials used. The manufacturer's color chart should be used to determine the actual colors on the building. Material finishes are shown for informational purposes only. The actual finishes on the building will be determined by the manufacturer of the materials used.

**NORTH ELEVATION**  
 (GLAZING PERCENTAGE = 42%)

**EAST ELEVATION**  
 (GLAZING PERCENTAGE = 42%)

**CITRUS PARK**  
 NEC GUNN HWY AND SHELTON RD  
 PARK PALE SOLOS

**CHASEO**  
 DESIGN ARCHITECTS

**bdg**  
 PROJECTS

The colors shown in the elevations and color attachments are for informational purposes only. The actual colors on the building will be determined by the manufacturer of the materials used. The manufacturer's color chart should be used to determine the actual colors on the building. Material finishes are shown for informational purposes only. The actual finishes on the building will be determined by the manufacturer of the materials used.





# **AGENCY COMMENTS**

**AGENCY REVIEW COMMENT SHEET**

TO: ZONING TECHNICIAN, Development Services Department

DATE: 8/5/2024

Revised: 8/6/2024

REVIEWER: James Ratliff, AICP, PTP Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: CPV/Northwest

PETITION NO: MM 24-0784

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects, based on the listed or attached conditions.

**REVISED CONDITIONS OF APPROVAL**

~~8. Notwithstanding the above, the project shall be permitted a single emergency access connection to Ehrlich Rd. as generally shown on the site plan. Such access shall be restricted for use by official emergency vehicles only and gated with a Knox Box (or similar device acceptable to the Hillsborough County Fire Marshall).~~

*[The applicant proposed to delete this condition. Transportation Review Section staff concurs with the deletion, as such change is supportable and necessary to comport with the applicant's requested site plan/ access changes.]*

~~9.8.~~ If ~~RZ-MM 22-0439~~24-0784 is approved, the County Engineer will approve a de minimis exception to the previously approved Section 6.04.02.B Administrative Variance (dated April 19, 2022) which was ~~found~~ approvable~~approved~~ by the County Engineer (on ~~May 6~~July 8, 2022) from the Section 6.04.04.D.4. requirement to construct a northbound to eastbound right turn lane into the southernmost project access (to folio 3147.0000) on the north-south portion of Gunn Hwy. Approval of this de minimis exception will allow the previously approved Administrative Variance, which ~~will~~ waives the requirements for the ~~RZ 22-0439~~ project to construct the right turn lane, to stand as-is.

*[The applicant proposed to delete this condition. Transportation Review Section staff cannot support this request. Additionally, staff notes that the applicant resubmitted the previously approved Administrative Variances together with a request that these be carried forward through the County Engineer's de minimis review process. Staff has proposed modifications to the above consistent with the de minimis request and County Engineer's approval.]*

~~10.9.~~ If ~~RZ-MM 22-0439~~24-0784 is approved, the County Engineer will approve a de minimis exception to the previously approved Section 6.04.02.B Administrative Variance (dated April 19, 2022) which was ~~found~~ approvable~~approved~~ by the County Engineer (on ~~May 6~~July 8, 2022) from the Section 6.04.04.D.4. requirement to construct a westbound to northbound right turn lane into the easternmost project access (to folio 3147.0000) on the east-west portion of Gunn Hwy. Approval of this de minimis

exception will allow the previously approved Administrative Variance, ~~will~~ which waives the requirement for the ~~RZ 22-0439~~ project to construct the right turn lane, to stand as-is.

*[The applicant proposed to delete this condition. Transportation Review Section staff cannot support this request. Additionally, staff notes that the applicant resubmitted the previously approved Administrative Variances together with a request that these be carried forward through the County Engineer's de minimis review process. Staff has proposed modifications to the above consistent with the de minimis request and County Engineer's approval.]*

~~11. Prior to or concurrent with the initial increment of development, the developer shall obtain an exclusive parking easement from the owners of 3117.0000 which permits 6 of the 7 minimum required carwash parking spaces to be located within the adjacent PD for as long as the carwash remains in operation, as well as permits construct of any other associated site improvements necessary within the adjacent folio. Written proof of the acceptability of such reciprocal easement to the County Attorney's office shall be filed by the applicant prior to or concurrent with site/construction plan review, and such easement shall be filed in the Official Records of Hillsborough County prior to issuance of Certificates of Occupancy (temporary or otherwise).~~

*[The applicant proposed to delete this condition. Transportation Review Section staff supports the deletion, although notes that such change will require 100% of minimum required parking to be included within the subject PD, rather than a portion within the adjacent PD (as originally envisioned).]*

~~12. Prior to or concurrent with the initial increment of development, the developer shall construct the offsite parking together with a minimum 5-foot wide sidewalk connection both within the subject project and adjacent folio 3117.000, as necessary to connect the proposed use with the offsite parking. Such sidewalk (both within the subject site and adjacent parcel) shall be directly lighted. All lighting must comply with Section 3.10.09 of the LDC any other applicable lighting standards.~~

*[The applicant proposed to delete this condition. Transportation Review Section staff supports the deletion, although notes that such change will require 100% of minimum required parking to be included within the subject PD, rather than a portion within the adjacent PD 21-1037 (as was originally envisioned).]*

## **PROJECT SUMMARY AND TRIP GENERATION**

The applicant is seeking a Major Modification (MM) to a property currently zoned Planned Development (PD) 22-0439. The applicant is seeking to modify entitlements to remove the single tunnel automatic car wash and instead allow up to 3,100 s.f. of Bank/Credit Union Uses with an Automated Teller.

Consistent with Sec. 6.2.1.C. of the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation report and requested a waiver of the requirement to conduct a site access analysis. In supporting the waiver, staff noted that the analysis would provide little to no additional information than the analysis which was provided under the original zoning approval, and that this request reduces the number of trips generated by the subject project. Staff prepared the below comparison of the maximum trip generation potential of the subject site, under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based upon data from the Institute of Transportation Engineer's (ITE's) Trip Generation Manual, 11<sup>th</sup> Edition.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips
---------------	------------------------	-----------------------

		AM	PM
PD, 1 tunnel automated car wash (ITE Code 948)	780 (est.)	78 (est.)	78

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 3,100 s.f. drive-in bank (ITE Code 912)	311	31	65

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(-) 469</b>	<b>(-) 47</b>	<b>(-) 13</b>

**INFRASTRUCTURE SERVING THE SITE**

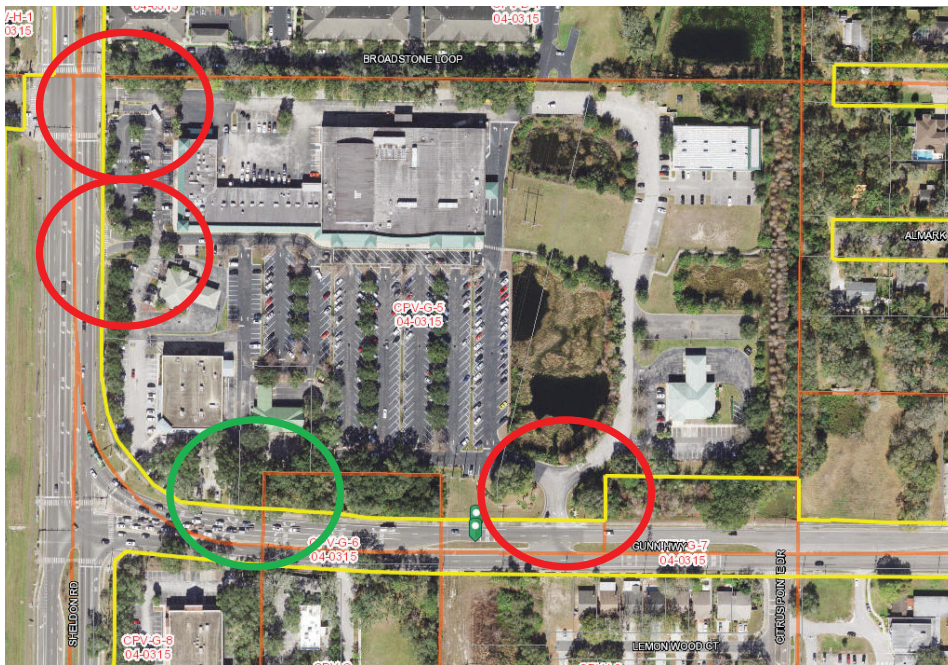
Gunn Hwy. is a 4-lane, divided, publicly maintained, arterial roadway lying within a variable width right-of-way along the project’s frontage (between +/- 100 and 105 feet). In the vicinity of the proposed project, the roadway is characterized by +/- 11-foot wide travel lanes in above average condition. There are +/- 5-foot and 6-foot wide sidewalks along both sides of the roadway in the vicinity of the proposed project. There are +/- 4-foot wide bicycle lanes on both sides of Gunn Hwy. in the vicinity of the proposed project.

**SITE ACCESS**

Sole vehicular access to the site will be from Gunn Hwy. (through an adjacent project via an easement). Pedestrian and access will be via direct access to Gunn Hwy. as well as connectivity to the project to the north.

The access connections anticipated to serve as primary access for the carwash are shown in red below (i.e. one access connection east of the site, and two connections northwest of the site). Other secondary access is shown as a green circle.

There are existing left turn lanes into the northernmost and easternmost connections. Existing plus proposed traffic is anticipated to generate right turn volumes at the southernmost connection (red circle) on the north south of Gunn Hwy. and the easternmost connection on the east/west portion of Gunn Hwy. sufficient to trigger Section 6.04.04.D. auxiliary (turn) lane warrants whereby the Hillsborough County Land Development Code (LDC) requires construction of a turn lane. Section 6.04.02.B. Administrative Variances from the Section 6.04.04.D. turn lane requirements for both turn lanes were previously approved, as further described below.



**PREVIOUSLY APPROVED ADMINISTRATIVE VARIANCE #1 (AND DEMINIMIS REQUEST)**

The applicant’s transportation analysis prepared as a part of the previous zoning indicated that the number of existing a.m. and p.m. peak hour trips at the easternmost access on the east-west portion of Gunn Hwy. currently warrant a westbound to northbound right turn lane into the adjacent property (through which this project takes its sole legal access). Given that the proposed development will intensify trips at this driveway, the applicant was required to construct the turn lane pursuant to Section 6.04.04.D.4. of the LDC. A summary of the number of trips (both existing and with the addition of existing approved PD project traffic) are provided in the table below. Staff notes that the applicant requested a wavier of the required site access analysis for the subject PD, and therefore more accurate data cannot be provided (although the below represents a worst-case scenario).

The applicant submitted a Section 6.04.02.B. Administrative Variance request (dated April 19, 2022) from the Section 6.04.04.D.4 requirement. For reasons explained in the Administrative Variance, the County Engineer approved the request (on July 8, 2022). Given that the proposed zoning modification will reduce traffic from that the numbers shown below, the applicant requested a de minimis review by the County Engineer, who concurred that the previous Administrative Variance shall be permitted to stand as-is. If MM 24-0784 is approved by the Hillsborough County Board of County Commissioners, the County Engineer will approve the de minimis exception.

	Westbound to Northbound Right Turns Into Access	
	A.M. Peak	P.M. Peak
Existing Trips	92	159
Additional Project Trips	+ 4	+8
<b>Total Trips</b>	96	167
<b>Threshold for Right-Turn Lane Requirement</b>	80	80
<b>Peak Hour Overage</b>	<b>16</b>	<b>87</b>



**PREVIOUSLY APPROVED ADMINISTRATIVE VARIANCE #2 (AND DEMINIMIS REQUEST)**

The applicant’s transportation analysis indicated that the number of existing a.m. peak hour trips at the southernmost access on the north-south portion of Gunn Hwy. currently warrants a northbound to eastbound right turn lane into the adjacent property (through which this project takes its sole legal access). Given that the proposed development will intensify trips at this driveway, the applicant is required to construct the turn lane pursuant to Section 6.04.04.D.4. of the LDC. A summary of the number of trips (both existing and with the addition of existing approved PD project traffic) are provided in the table below. Staff notes that the applicant requested a wavier of the required site access analysis for the subject PD, and therefore more accurate data cannot be provided (although the below represents a worst-case scenario).

The applicant submitted a Section 6.04.02.B. Administrative Variance request (dated April 19, 2022) from the Section 6.04.04.D.4 requirement. For reasons explained in the Administrative Variance, the County Engineer approved the request (on July 8, 2022). Given that the proposed zoning modification will reduce traffic from that the numbers shown below, the applicant requested a de minimis review by the County Engineer, who concurred that the previous Administrative Variance shall be permitted to stand as-is. If MM 24-0784 is approved by the Hillsborough County Board of County Commissioners, the County Engineer will approve the de minimis exception.

	Northbound to Eastbound Right Turns Into Access	
	A.M. Peak	P.M. Peak
Existing Trips	85	35
Additional Project Trips	+ 3	+4
Total Trips	88	39
<hr/>		
Threshold for Right-Turn Lane Requirement	80	80
Peak Hour Overage	8	0

**ANALYSIS OF COMPLIANCE WITH CITRUS PARK VILLAGE (CPV) REGULATIONS**

**Section 3.10.06.01, Block Pattern**

*Summary of Requirement*

This section of the LDC requires development to occur in rectangular shaped blocks framed by public streets on at least three sides, with the maximum length of any block face being 650 feet.

*Staff Analysis*

The applicant is not meeting this requirement. Within the vicinity of this project there are no clearly identified blocks, as the surrounding project was developed prior to implementation of the CPV regulations. There are clearly block faces formed by Gunn Hwy. on the west and Berkford Ave. on the east, but these two roads are separated by +/- 1,675 ft. There is an internal driveway (which will serve as access to this site) between those two roadways, and it is located approximately 970 feet east of Gunn Hwy. As such, there would need to be another north south roadway in order to form a block face which meets maximum length restrictions. Such roadway would bifurcate the site which, given its small size and configuration, would render the site largely unusable. Perhaps more importantly, such north/south road would be located in the influence area of a complicated intersection and could encourage higher volumes of vehicular traffic in an area which should enjoy a higher degree of access management control. While it may be possible to safely design a roadway connection in the future, staff believes that these two issues together warrant wavier of the CPV Block Pattern requirement within this particular parcel. Staff notes that it still may be possible to comply fully (or at least to a greater degree) with

the CPV Block Size requirements upon the surrounding commercial project's redevelopment, if such activity were to occur in the future.

#### Section 3.10.06.04, Street Vacations

##### *Summary of Requirement*

Precludes the possibility of right-of-way vacations where such action would decrease through-route opportunities for vehicular traffic.

##### *Staff Analysis*

This section is not applicable, as the applicant is not proposing to vacate any right-of-way.

#### Section 3.10.06.05, Parking

##### *Summary of Requirement*

All new streets shall provide on-street parking.

##### *Staff Analysis*

This section is not applicable, as the applicant is not proposing to construct any new streets.

#### Section 3.10.06.06, Traffic Calming

##### *Summary of Requirement*

Permits the use of traffic calming measures within the CPV, subject to consistency with other LDC requirements.

##### *Staff Analysis*

The applicant has not proposed any traffic calming measures within the project. Staff has not identified a need for traffic calming measures within the project.

#### Section 3.10.06.11, Sidewalks

##### *Summary of Requirement*

Requires sidewalks to be provided along all streets and requires drainage ditches to be piped or relocated at the developer's expense where necessary to provide sidewalks in the right-of-way.

##### *Staff Analysis*

This section is not applicable, as the applicant is not proposing to construct any new streets. There is an existing sidewalk along the project's Gunn Hwy. frontage.



**LINCKS & ASSOCIATES, INC.**

April 19, 2022

Mr. Mike Williams  
Hillsborough County Government  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Re: Gunn Highway Car Wash  
Folio Number: 003141.0020  
RZ: PD 22-0439  
Lincks Project Number: 21092

The County Engineer has reviewed zoning modification application # 24-0784 and determined the changes to be de minimis. As such, the previous approval shall stand.

\_\_\_\_\_  
Michael J. Williams, P.E.  
Hillsborough County Engineer on \_\_\_\_\_

Dear Mr. Williams,

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.04.D.4 of the Hillsborough County Land Development Code, for the access to Gunn Highway for the above referenced project, as shown in Figure 1.

The subject property is within the Urban Service Area and as shown on the Hillsborough County Roadways Functional Classification Map, Gunn Highway is an arterial roadway.

The developer proposes to rezone the subject project to allow a one (1) tunnel (6,445 square foot) car wash. The property for the proposed car wash only has frontage along Gunn Highway. Instead of requesting direct access to Gunn Highway, the developer proposes to access the project internal to the existing Shoppes of Citrus Park (PD 98-1542) which has the following access:

- One (1) full signalized access to Gunn Highway (North/South) – Access A
- One (1) right-in/right-out access to Gunn Highway (North/South) – Access B
- One (1) right-in only access to Gunn Highway (East/West) – Access C
- One (1) full access to Gunn Highway (East/West) – Access D

This request is for an Administrative Variance for the right turn lane at the intersection of Gunn Highway and Project Access D. Gunn Highway within the vicinity of the project access is a four (4) lane divided roadway. Therefore, according to Section 6.04.04.D.4 of the Hillsborough County LDC, a right turn lane is required when the right turn volume exceeds 80 vehicles per hour.

As shown in Table 1, the background traffic for the subject access is 92 vehicles in the AM peak hour and 159 vehicles in the PM peak hour. Therefore, the right turn lane is required with the background traffic. The subject project would add 4 vehicles in the AM

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
8133 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website

Mr. Mike Williams  
April 18, 2022  
Page 2

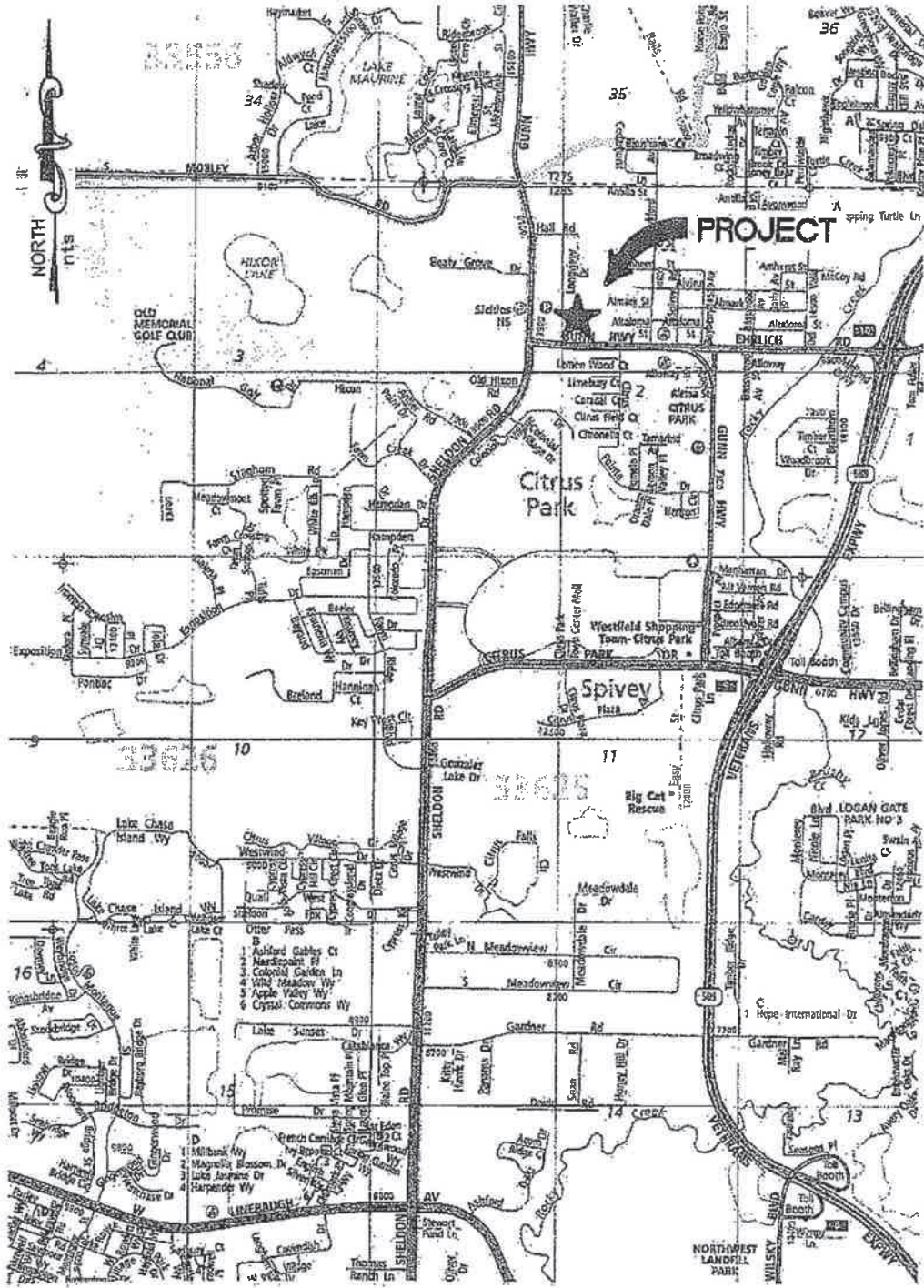


FIGURE 1  
PROJECT LOCATION

TABLE 1

PROJECT ACCESS VOLUMES

<u>Intersection</u>	<u>Movement</u>	<u>Period</u>	<u>Background Volume</u>	<u>Project Traffic</u>	<u>Total Volume</u>
Gunn Hwy and Project Access D	WBR	AM	92	4	96
		PM	159	8	167





Mr. Mike Williams  
April 19, 2022  
Page 5

**(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.**

As stated, the subject project proposes internal access to the shopping center as opposed to direct access to Gunn Highway. Without the variance, direct access to Gunn Highway would be requested.

Best Regards,

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



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

- Disapproved
- Approved
- Approved with Conditions

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

Date \_\_\_\_\_

Michael  
J.  
Williams

Digitally signed  
by Michael J.  
Williams  
Date:

2022.07.28  
11:21:35 -04'00' **Michael J. Williams**  
**Hillsborough County Engineer**

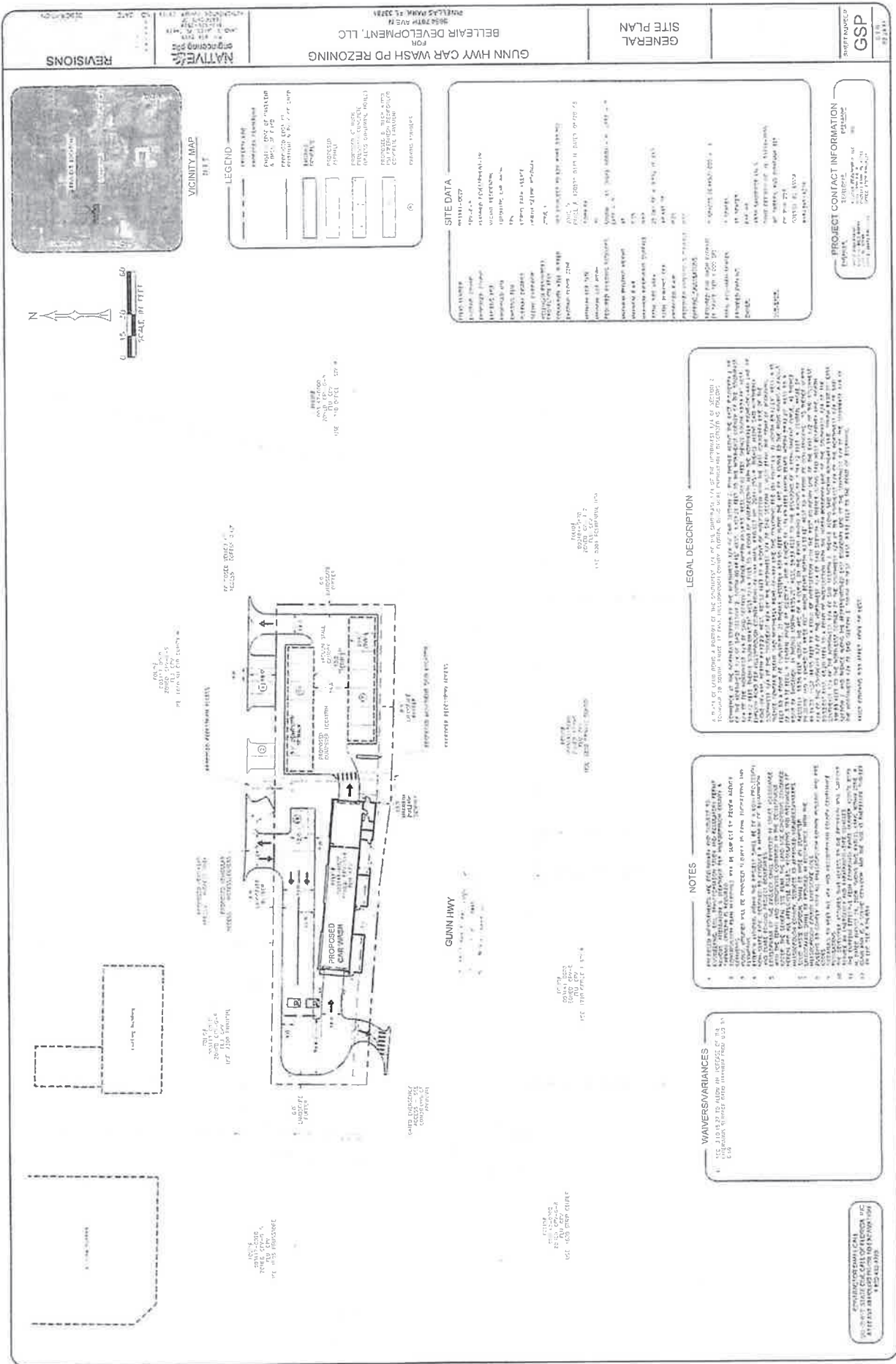
Sincerely,

APPENDIX



PD PLAN







HILLSBOROUGH COUNTY  
ROADWAYS FUNCTIONAL CLASSIFICATION MAP





HILLSBOROUGH COUNTY LDC



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 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)

ACCESS MANAGEMENT ANALYSIS



# *ACCESS MANAGEMENT ANALYSIS*

## *GUNN HIGHWAY CAR WASH*

*Prepared For*

*BELLEAIR DEVELOPMENT, LLC*

*Prepared By*



*LINCKS & ASSOCIATES, INC.  
Engineers - Planners  
Tampa, Florida*

ACCESS MANAGEMENT ANALYSIS

GUNN HIGHWAY  
CAR WASH

Prepared For

BELLEAIR DEVELOPMENT, LLC

Prepared By

LINCKS & ASSOCIATES, INC.  
5023 West Laurel Street  
Tampa, Florida 33607  
813-289-0039  
State of Florida Authorization No. EB0004638

Revised August, 2021  
Revised July, 2021  
May, 2021

Project No. 21092

Steven J. Henry, P.E.  
P.E. No. 51555

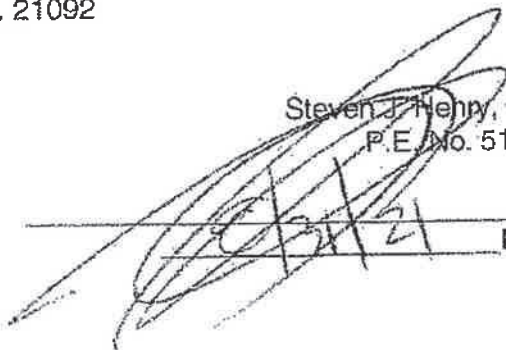
  
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Date



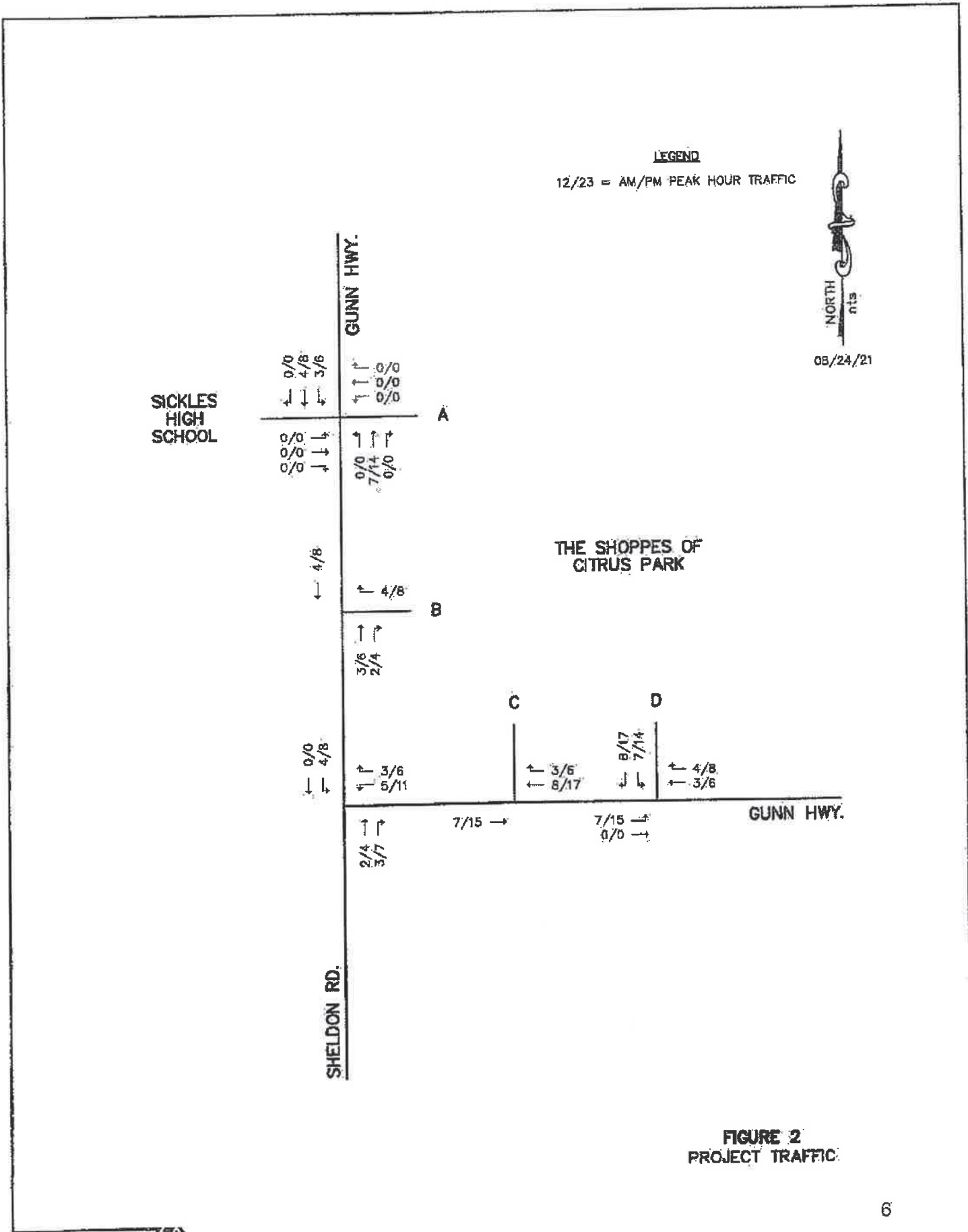
TABLE 1  
ESTIMATED PROJECT TRIP GENERATION (1)

Land Use	ITE LUC	Size	Daily Trip Ends (2)	AM Peak Hour Trip Ends (3)		PM Peak Hour Trip Ends		
				In	Out	In	Out	Total
Car Wash	948	1 Tunnel	780	19	19	39	39	78

(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.  
 (2) Daily Trip Ends -  $78/0.10 = 780$   
 (3) AM Peak Hour Trip Ends:  
 In -  $39/2 = 19$   
 Out -  $39/2 = 19$

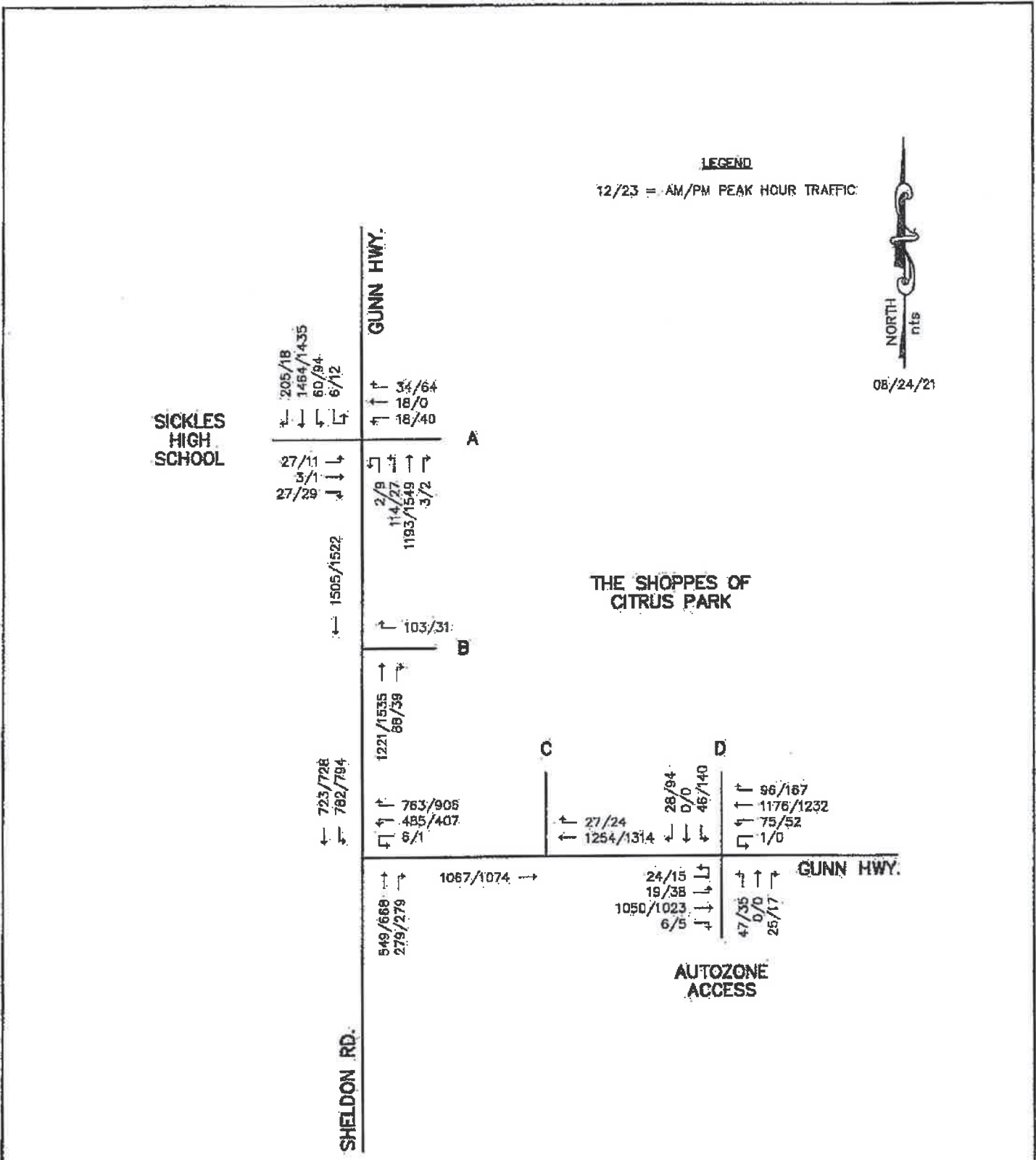






**FIGURE 2**  
**PROJECT TRAFFIC**





**FIGURE 8**  
**BACKGROUND PLUS**  
**PROJECT TRAFFIC**



TABLE 5

ACCESS RECOMMENDATIONS

Intersection	Movement	Volume (1)	Turn Lane Warranted (2)	Queue Length (3)	Deceleration Length(4)	Total Length	Existing Length
Gunn Hwy and Project Access A	NBR	3/2	No	-	-	-	-
	SBL	66/106	Existing	150'	185'	335'	400'
Gunn Hwy and Project Access B	NBR	88/59	(5)	-	-	-	-
	WBR	27/24	No	-	-	-	-
Gunn Hwy and Project Access D	EBL	45/57	Existing	100'	185'	285'	250'
	WBR	96/167	(5)	-	-	-	-

(1) See Figure 6, Background plus Project Traffic, of this report.

(2) Based on Section 6.04.04 D of Hillsborough County LDC.

(3) Queue length calculation:

Gunn Hwy and Project Access A:

Based on 95th Percentage Que from SYNCHRO SimTraffic

Gunn Hwy and Retail SE Access:

EBL - 57/30 x 25=48' Use 100' (a)

(a) Minimum queue storage length per Hillsborough County TTM

(4) Based on FDOT Design Manual Exhibit 212-1 and the following posted speed limits:

Gunn Hwy (N/S)-45 MPH

Gunn Hwy (E/W)-45 MPH

(5) Not recommended - See report



ACCIDENT DATA







Report Memo:

Gunn Hwy. within Area Depicted Below



Selections used to generate this report:

Date Range: 1/1/2016 - 12/31/2020  
Saved Area 1: -82.57612394124902, 28.07845791827133, -82.57435635550875, 28.07





5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

CDMS - Crash Data Management System

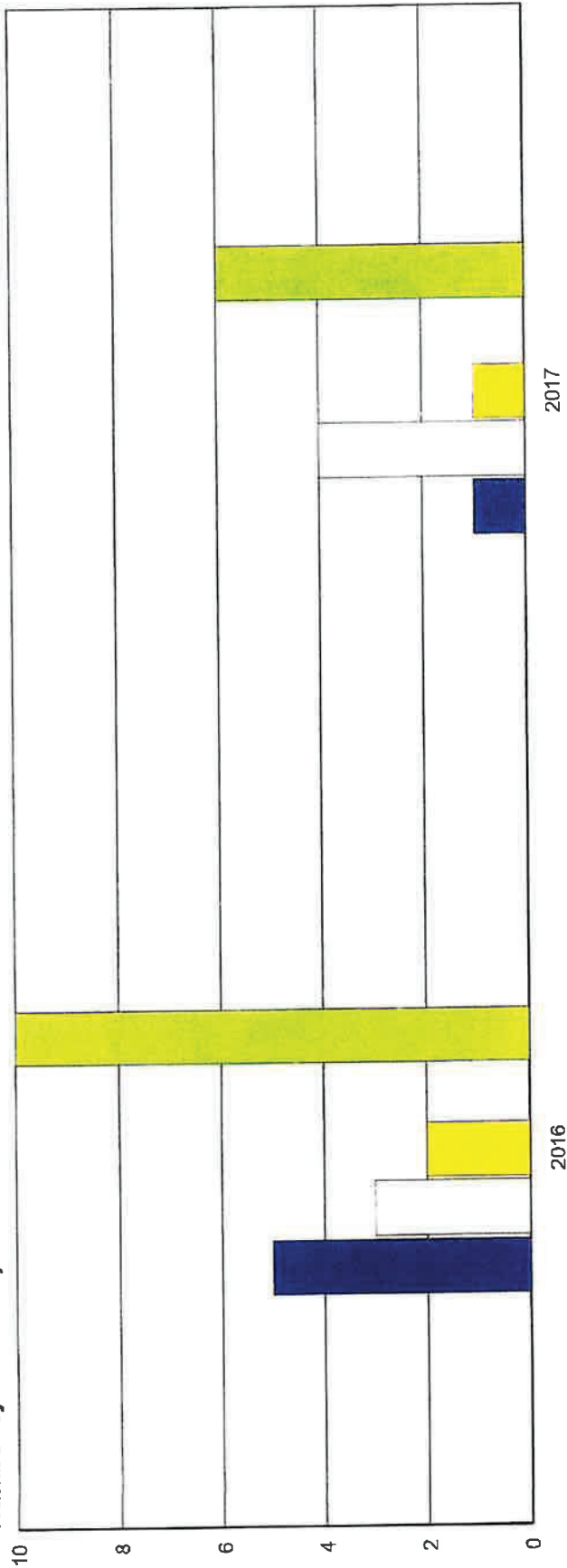
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.	
01/29/2016 to 12/18/2017		16	0	3	0	0	1	11	0	0	0	1	1	12	1	1	
<b>Intersection Summary</b>																	
<b>Top 40 Report</b>																	
<b>Click for Drill Down</b>																	
CR 587 @ CITRUS PARK DR	Total Crashes	7	0	2	0	0	0	5	1	0	0	0	0	4	1	0	1
CR 587 @ CITRUS POINTE DR	Total Crashes	6	0	1	0	0	0	5	0	0	0	0	0	6	0	1	2
CR 587 @ SHELDON RD	Total Crashes	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
CR 587 @ CITRUS POINTE DR	Total Crashes	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0

Strategic Highway Safety Plan																	
Crash Type						Ped and Bike						Injury Severity					
Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Motor Cycle	Impaired	Impaired	Possible Injury	Non Incap	Incap	Fatal Crashes	Total Injuries	Total Fatalities	Total Crashes	Fatalities	Injuries
4	1	0	2	2	4	0	0	0	3	2	0	0	2	0	7	0	2
6	0	1	2	2	2	0	0	0	3	1	0	0	1	0	6	0	1
1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0
1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0

Records Date Range: 04/29/2016 to 12/19/2017

Crashes	16	Fatalities	0	Injuries	3	Peds	0	Bike	0	Motorcycle	1	Angles	11	Head On	0	Intoxication	0	Speeding	0	Run Control	1	Vul. Users	1	Agr. Driving	12	Lane Depart	1	At Int.	1
---------	----	------------	---	----------	---	------	---	------	---	------------	---	--------	----	---------	---	--------------	---	----------	---	-------------	---	------------	---	--------------	----	-------------	---	---------	---

Number of Crashes By Year



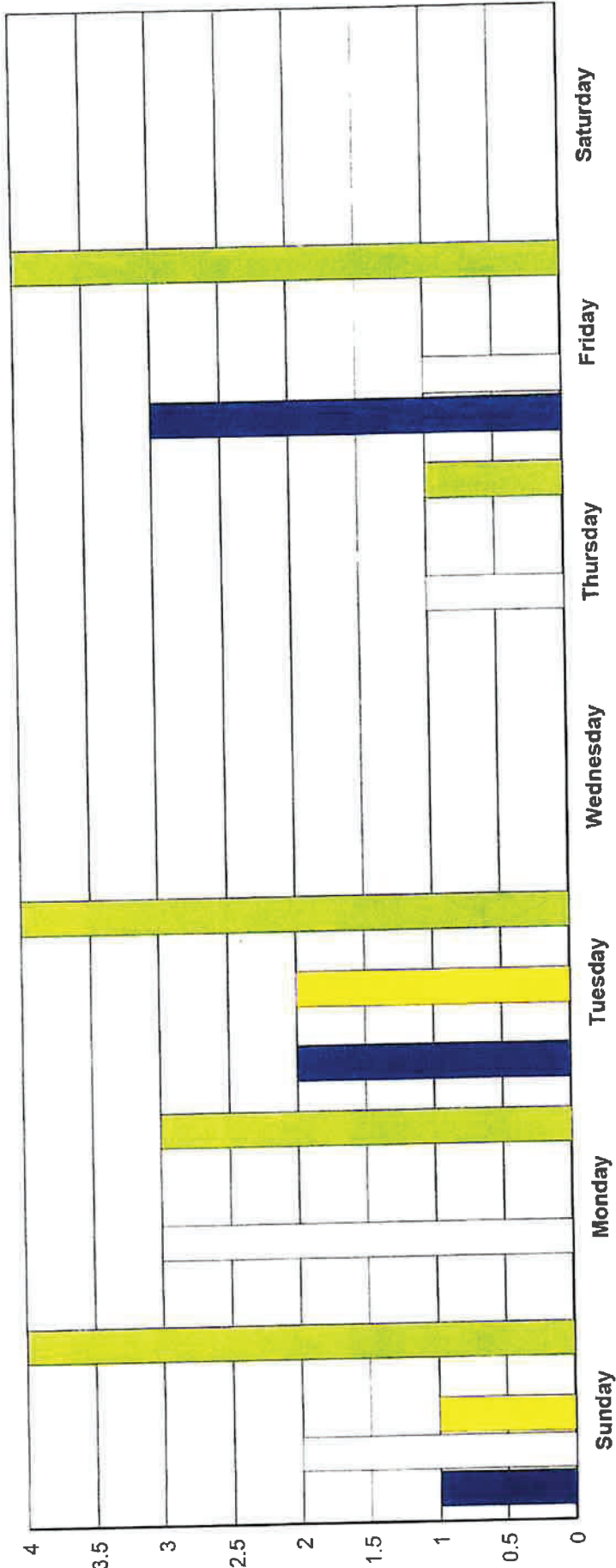
Breakdown of Crashes by Year

	2016	2017
Possible Injury	5	1
Injury Crashes	3	4
Total Crashes	2	1
<b>Total Crashes</b>	<b>10</b>	<b>6</b>

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Aggr. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1

Number of Crashes by Day of Week

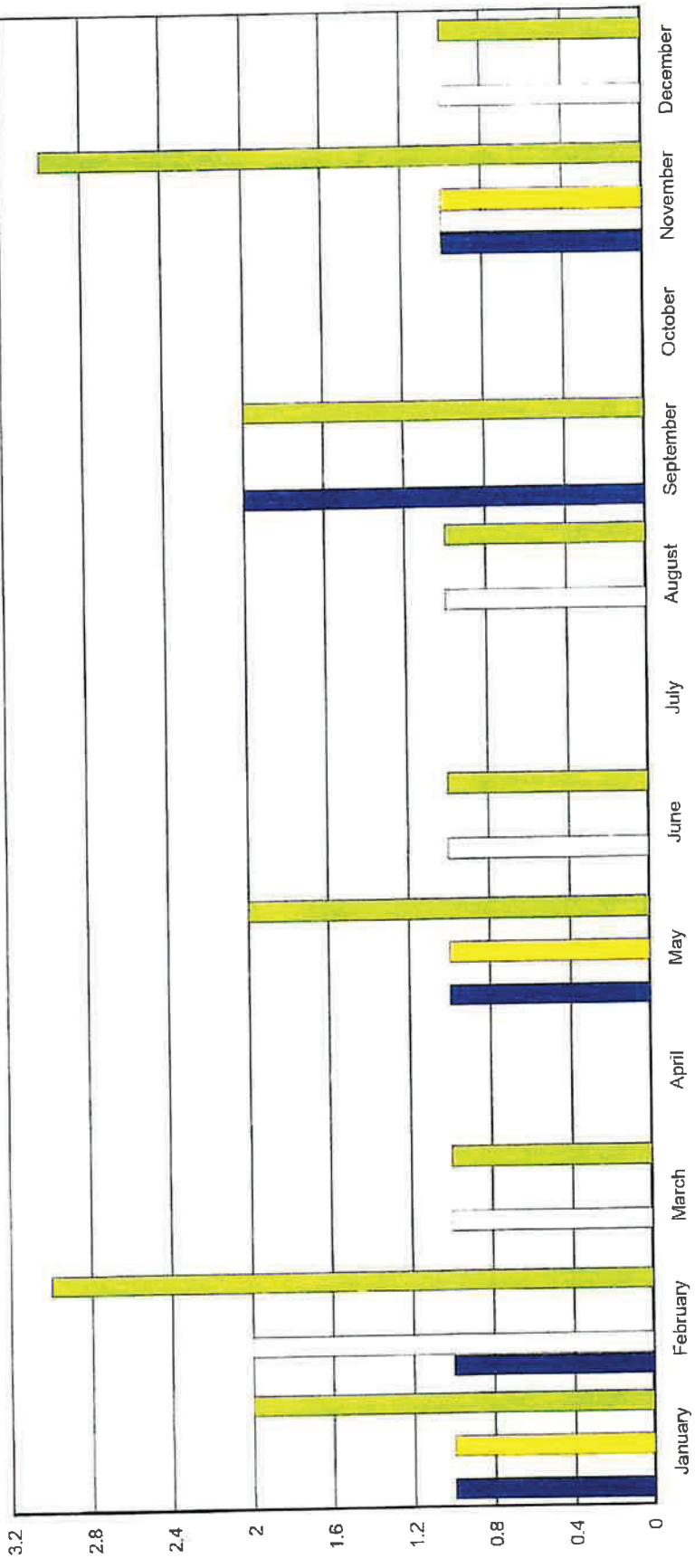


	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Possible Injury	1	0	2	0	0	0	0	6
Injury Crashes	2	3	0	1	1	0	0	7
Others	1	0	2	0	0	0	0	3
<b>Total Crashes</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1

Number of Crashes by Month

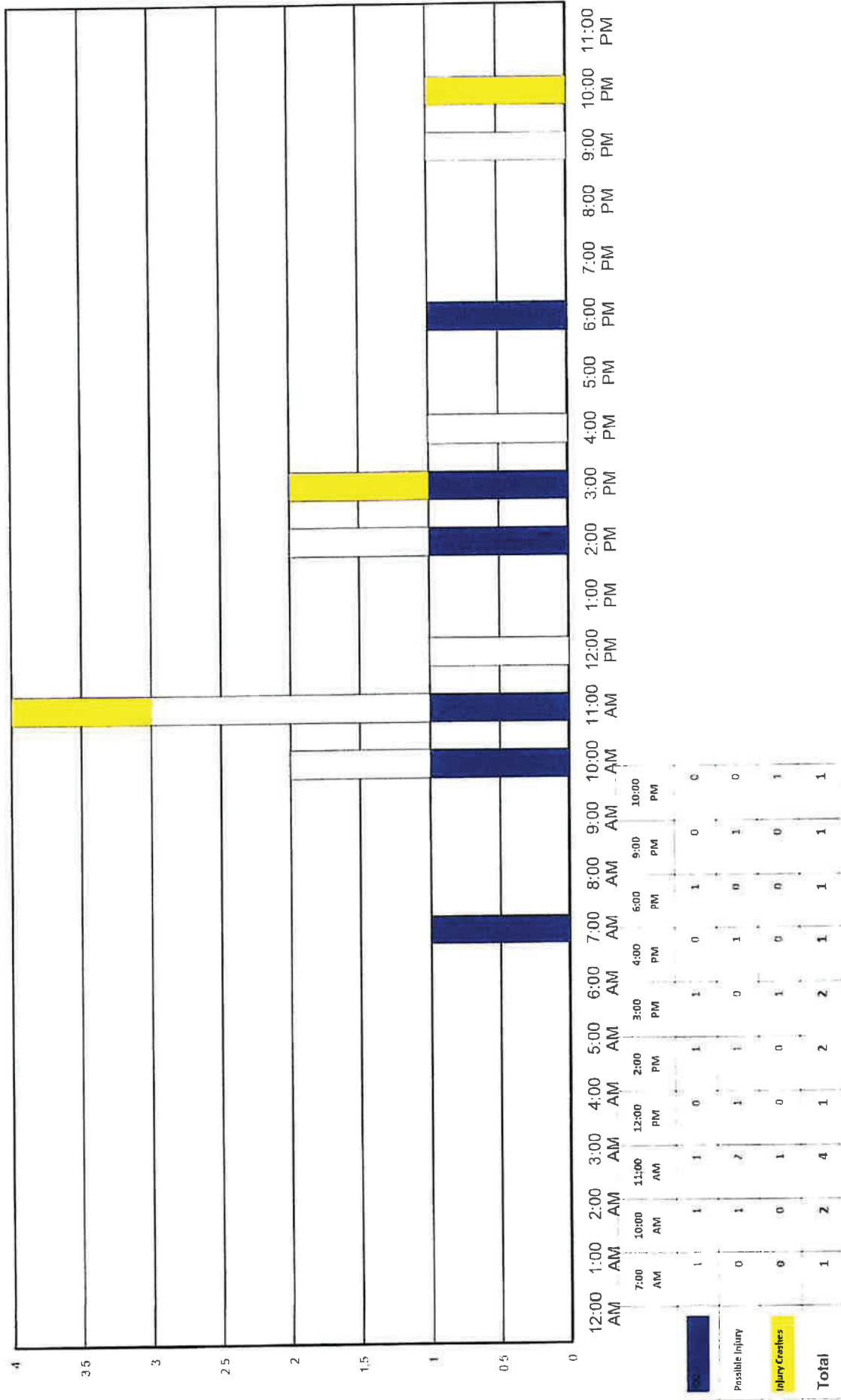


	January	February	March	April	May	June	July	August	September	October	November	December	Total
Possible Injury	1	0	1	0	0	0	0	0	0	0	1	0	6
Injury Crashes	0	2	1	0	0	1	0	1	0	0	1	1	7
Others	1	0	0	0	1	0	0	0	0	0	1	0	3
Total Crashes	2	3	1	0	2	1	0	1	2	0	3	1	16

Records Data Range:  
01/01/2016 to 12/31/2020

Crashes 16    Fatalities 0    Injuries 3    Peds 0    Bike 0    Motorcycle 1    Angles 11    Head On 0    Intoxication 0    Speeding 0    Run Control 1    Vul. Users 1    Agr. Driving 12    Lane Depart 1    At Int. 1

**Crashes by Time of Day**





5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range: 01/19/2016 to 12/18/2017

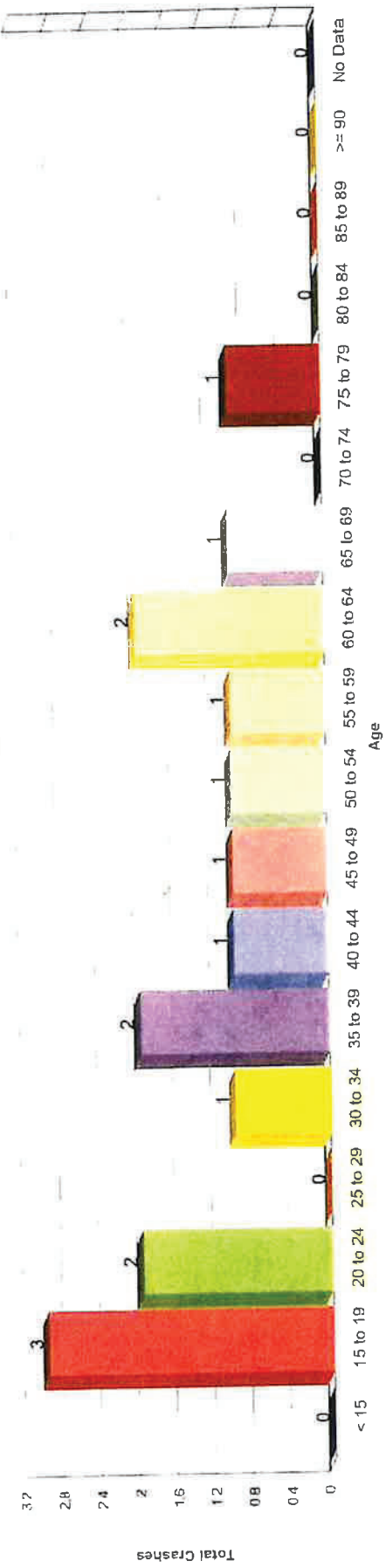
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
16	0	3	0	0	1	11	0	0	0	1	1	17	1	1
Driver Actions														
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0	0	2	0	2
2	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0	0	0	0	1	0	3
1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
1	0	0	0	0	0	0	0	0	0	1	0	1	0	1
2	0	2	0	0	0	0	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Driver Age Summary (Vehicle 1, Driver 1)

Drill Down Rpt.

Age	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
<15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 to 19	3	0	1	0	0	0	0	0	0	0	0	0	2	0	2
20 to 24	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0
25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30 to 34	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
35 to 39	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
40 to 44	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
45 to 49	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
50 to 54	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3
55 to 59	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
60 to 64	2	0	2	0	0	0	0	0	0	1	0	0	1	0	1
65 to 69	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70 to 74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75 to 79	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
80 to 84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
85 to 89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>=90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Driver Age



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Data Range: 01/29/2016 to 12/19/2017  
 Crashes: 16  
 Fatalities: 0  
 Injuries: 3  
 Peds: 0  
 Bike: 0  
 Motorcycle: 1  
 Angles: 11  
 Head On: 0  
 Intoxication: 0  
 Speeding: 0  
 Run Control: 1  
 Viol. Users: 1  
 Agr. Driving: 12  
 Lane Depart: 1  
 At Int.: 1

Crash Type Summary

Impact Type	Strategic Highway Safety Plan (SHSP)														
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Agr. Driving	Lane Depart	At Int.
Click for Drill Down															

Impact Type	Strategic Highway Safety Plan (SHSP)														
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Agr. Driving	Lane Depart	At Int.
Angle	12	0	2	0	0	0	0	0	0	0	11	0	0	0	1
Front to Front	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Unknown	3	0	0	0	0	1	0	0	0	0	1	0	0	0	0

Relation to Intersection

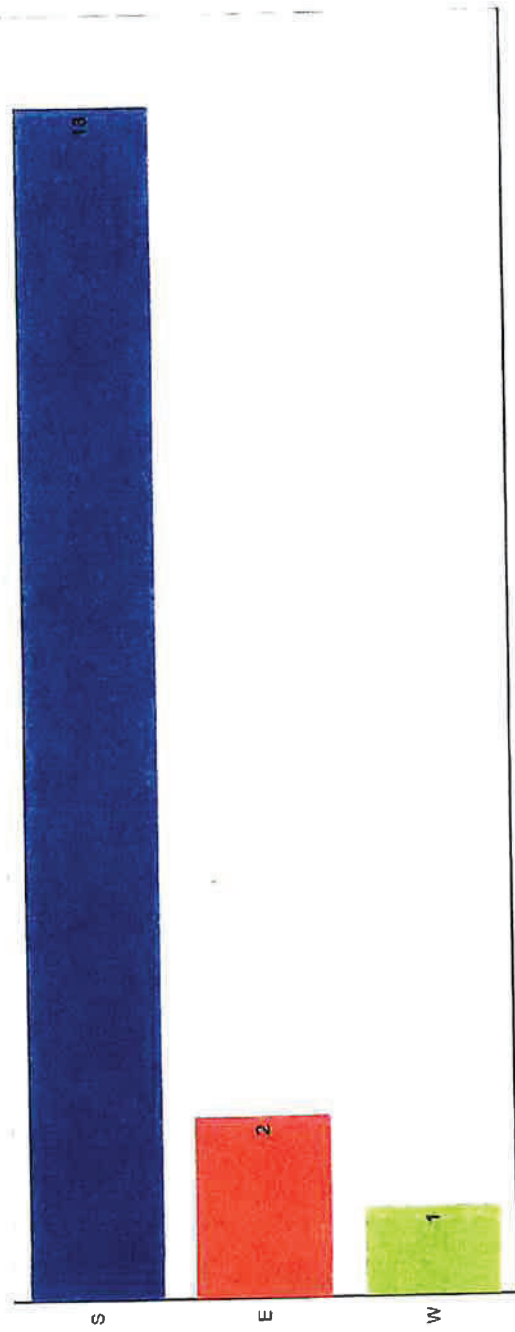
Relation to Intersection	Strategic Highway Safety Plan (SHSP)										
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	
Click for Drill Down											
Intersection	1	0	1	0	0	0	0	1	0	1	
Non-Intersection	2	0	0	0	0	1	1	0	0	0	
Driveway/Ally Access Related	13	0	2	0	0	0	10	1	1	0	

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agc. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	17	1	1

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

Angle	Front to Front	Other, Explain in Narrative
S	1	2
E	0	0
W	0	1
Total	1	3

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

CDMS - Crash Data Management System

Records Date Range: 01/29/2016 to 12/19/2017  
 Crashes: 16  
 Fatalities: 0  
 Injuries: 3  
 Peds: 0  
 Bike: 0  
 Motorcycle: 1  
 Angles: 11  
 Head On: 0  
 Intoxication: 0  
 Speeding: 0  
 Run Control: 1  
 Vol. Users: 1  
 Agr. Driving: 12  
 Lane Depart: 1  
 At Int.: 1

At Fault Vehicle Summary

Vehicle Type

Click for Drill Down

Strategic Highway Safety Plan (SHSP)

Aggressive Driving	Lane Departure	At Intersection
--------------------	----------------	-----------------

Vehicle Type	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
Motorcycle	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Passenger Car	12	0	3	0	0	0	0	0	0	0	9	1	1	1	1
Pickup	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
No Data	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0

Strategic Highway Safety Plan (SHSP)

Vulnerable Users	Lane Departure	At Intersection
------------------	----------------	-----------------

Vehicle Movement

Click for Drill Down

Strategic Highway Safety Plan (SHSP)

Aggressive Driving	Lane Departure	At Intersection
--------------------	----------------	-----------------

Vehicle Movement	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
Straight Ahead	3	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Turning Left	10	0	3	0	0	0	0	0	0	0	8	1	1	1	1
Turning Right	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0

Strategic Highway Safety Plan (SHSP)

Vulnerable Users	Lane Departure	At Intersection
------------------	----------------	-----------------

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Aggr. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1

### Roadway Condition Summary

Roadway Location																
Strategic Highway Safety Plan (SHSP)																
Click for Drill Down																
On Roadway																
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection							
16	0	3	0	0	1	1	12	1	1							

### Road Condition

Strategic Highway Safety Plan (SHSP)																
Click for Drill Down																
Dry																
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection							
16	0	3	0	0	1	1	12	1	1							

### Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)																
Click for Drill Down																
None																
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection							
16	0	3	0	0	1	1	12	1	1							



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1

Strategic Highway Safety Plan (SHSP)

Traffic Control

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Click for Drill Down	1	0	0	0	0	1	0	0	0	0	1	1	0	1	1
Traffic Control Signal	9	0	2	0	0	0	0	0	0	0	7	0	1	1	1
Stop Sign	6	0	1	0	0	0	0	0	0	0	5	0	0	0	0
No Controls															

Road Alignment

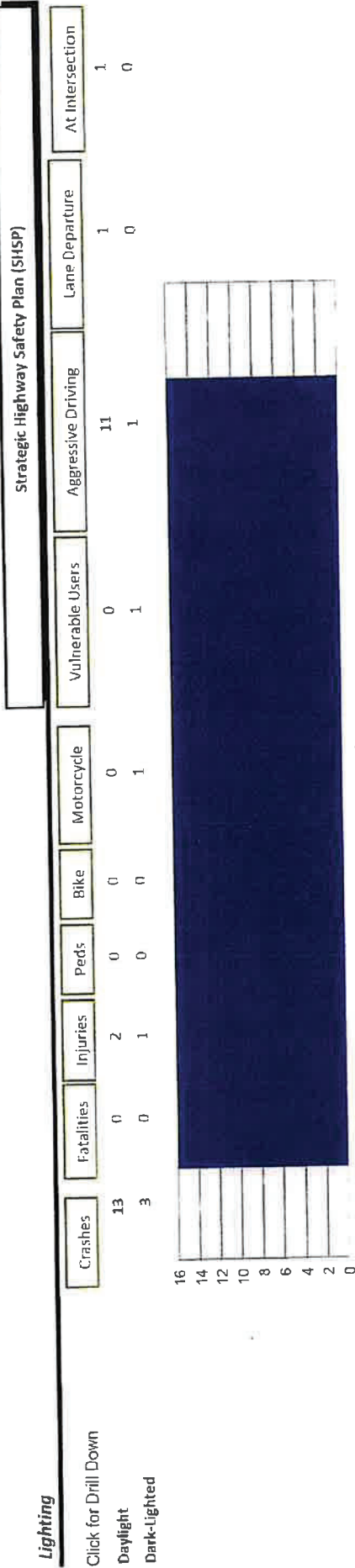
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Click for Drill Down	16	0	3	0	0	1	0	0	0	0	1	1	12	1	1
Straight															

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Spreading	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1

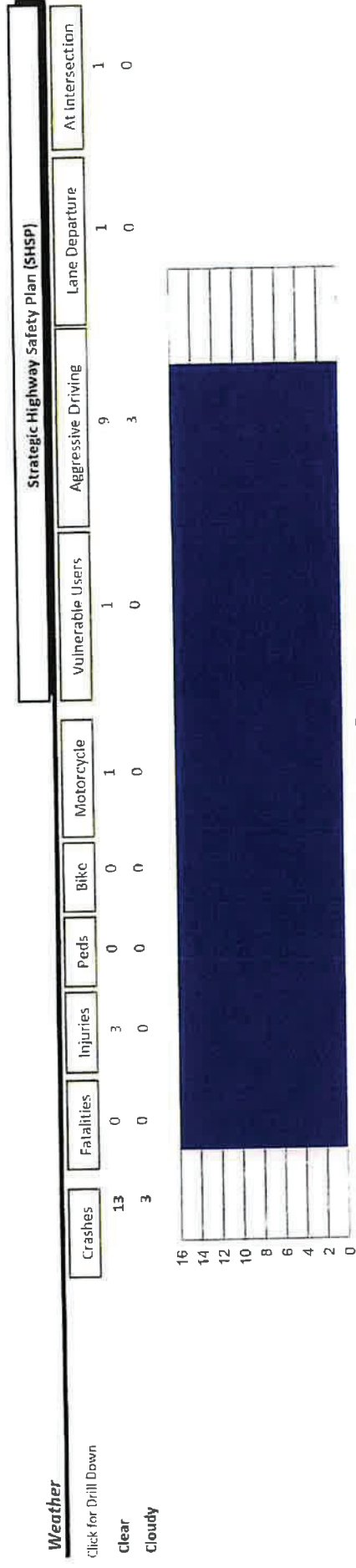
Environment Summary Report

Lighting



Not Dark

Weather



Not Rain or Fog

CDMS - Crash Data Management System

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range: 01/01/2016 to 12/31/2020

Located Crashes

Area	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Indistification	Speeding	Run Control	Viol Users	Agg. Driving	Lane Depart	At Int.
UNINCORPORATED	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1
<b>Totals:</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>1</b>

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
UNINCORPORATED	16	0	3
<b>Totals:</b>	<b>16</b>	<b>0</b>	<b>3</b>



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)



Report Memo:

Gunn Hwy. within Area Depicted  
Below



Selections used to generate this report:

Date Range 1/1/2016 - 12/31/2020  
Saved Area 1\_-82.57870359674065,28.07926847997957,-82.57784528985579,28.080536918490862



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.								
05/01/2016 to 11/14/2017		5	0	0	0	0	0	0	0	1	0	0	0	0	1	0								
<b>Intersection Summary</b>																								
<b>Top 40 Report</b>																								
Click for Drill Down																								
CR 5B7 @ CITRUS PARK DR																								
CR 5B7 @ SHELDON RD																								
<b>Strategic Highway Safety Plan</b>																								
<b>Injury Severity</b>									<b>Crash Type</b>															
						<b>Ped and Bike</b>																		
Total Crashes	Total Fatalities	Total Injuries	Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zones	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle	
3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0



Records Date Range:

05/01/2016 to 11/14/2017

Crashes 5

Fatalities 0

Injuries 0

Peds 0

Motorcycle 0

Bike 0

Angles 0

Head On 0

Intoxication 1

Speeding 0

Run Control 0

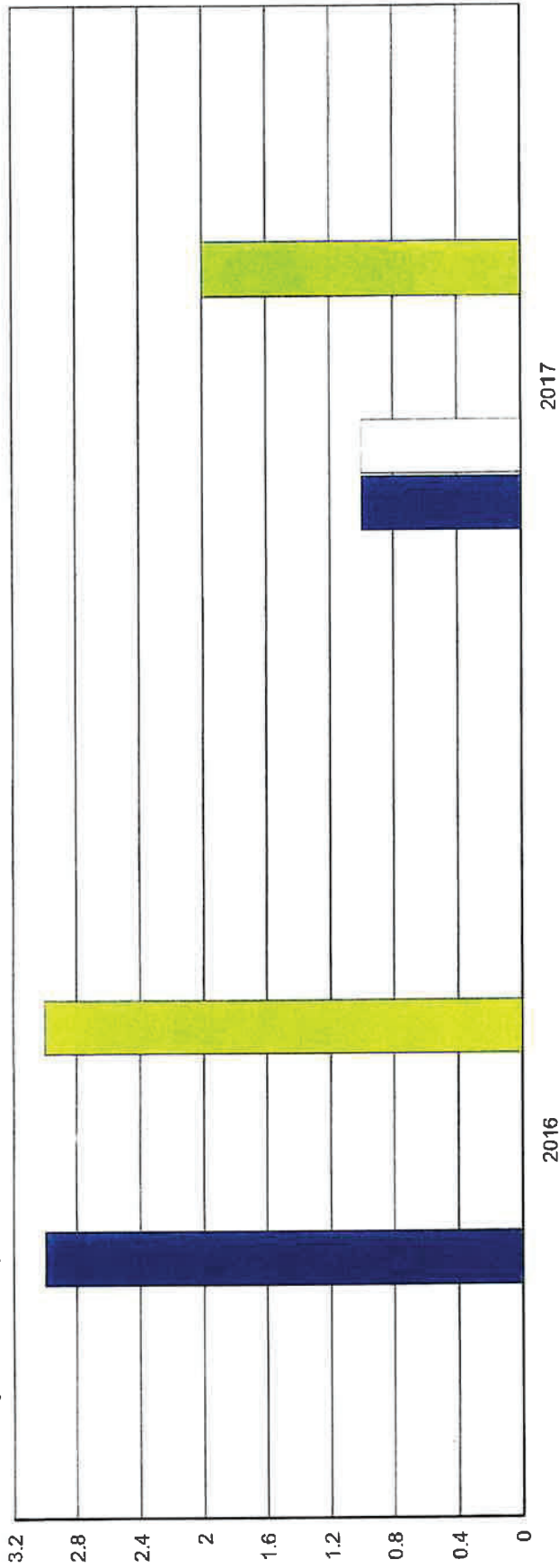
Vul. Users 0

Agr. Driving 0

Lane Depart 1

At Int. 0

Number of Crashes By Year

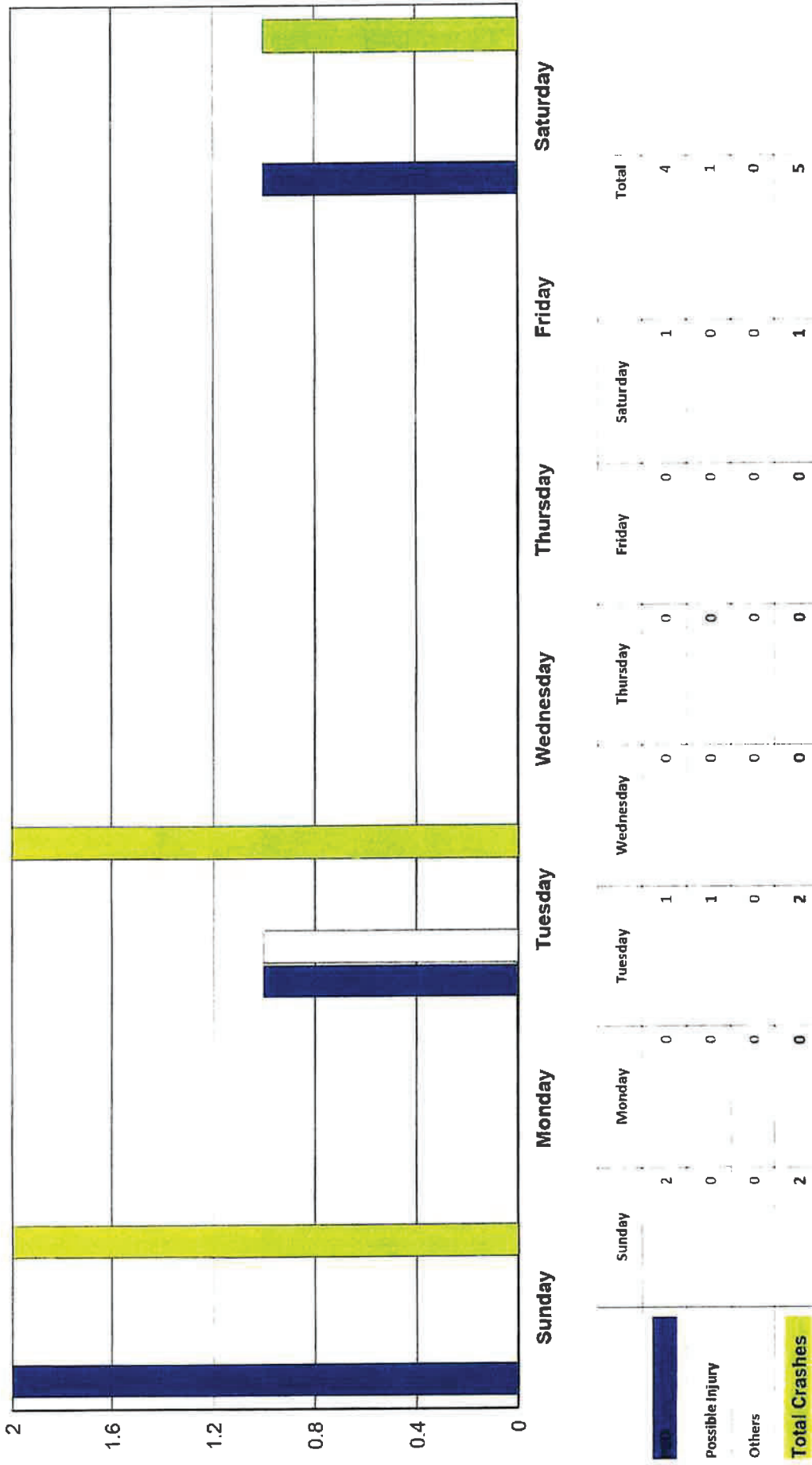


Breakdown of Crashes by Year

	2016	2017
Possible Injury	3	1
Total Crashes	0	1
	3	2

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
05/01/2016 to 11/14/2017	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

Number of Crashes by Day of Week

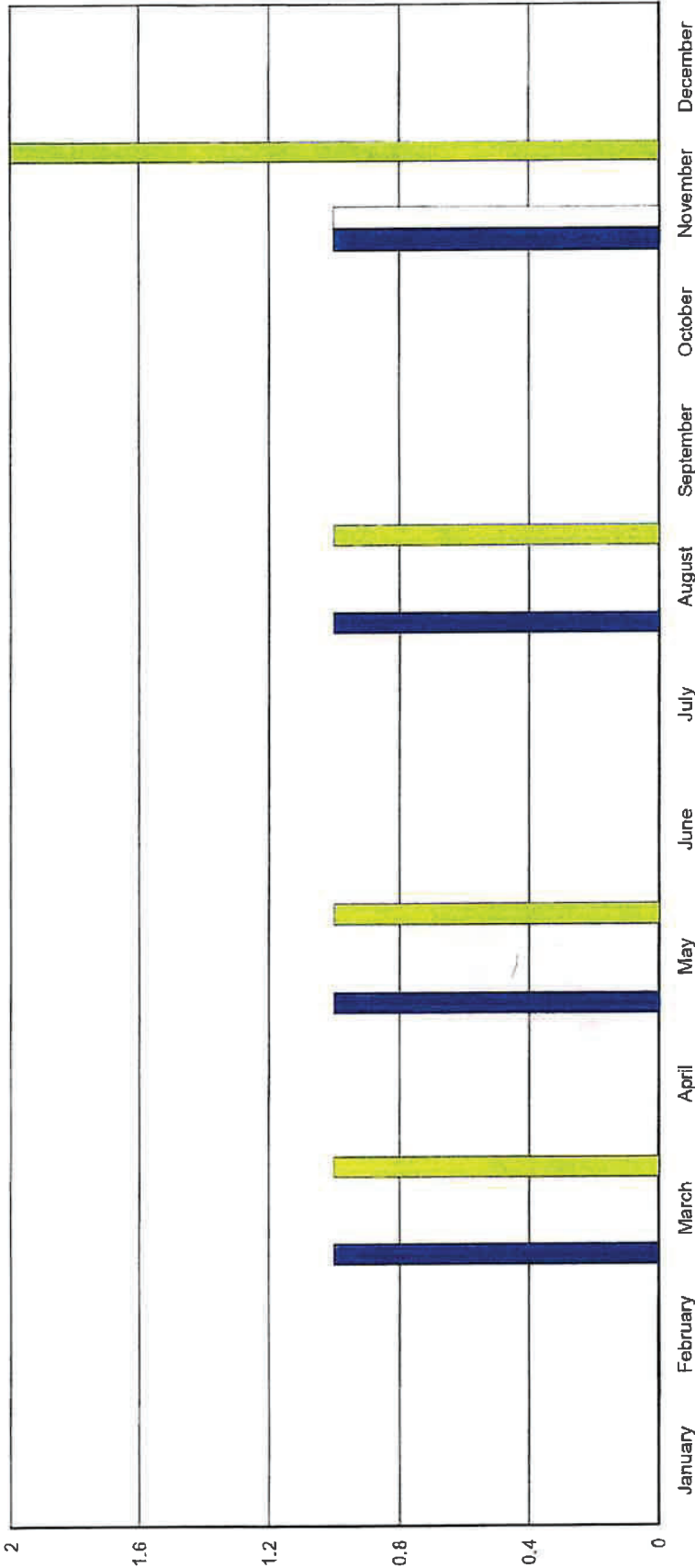


	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Possible Injury	2	0	1	0	0	0	1	4
Others	0	0	1	0	0	0	0	1
<b>Total Crashes</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>

Records Date Range: 05/03/2016 to 11/14/2017

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Agr. Driving	Lane Depart	At Int.
5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

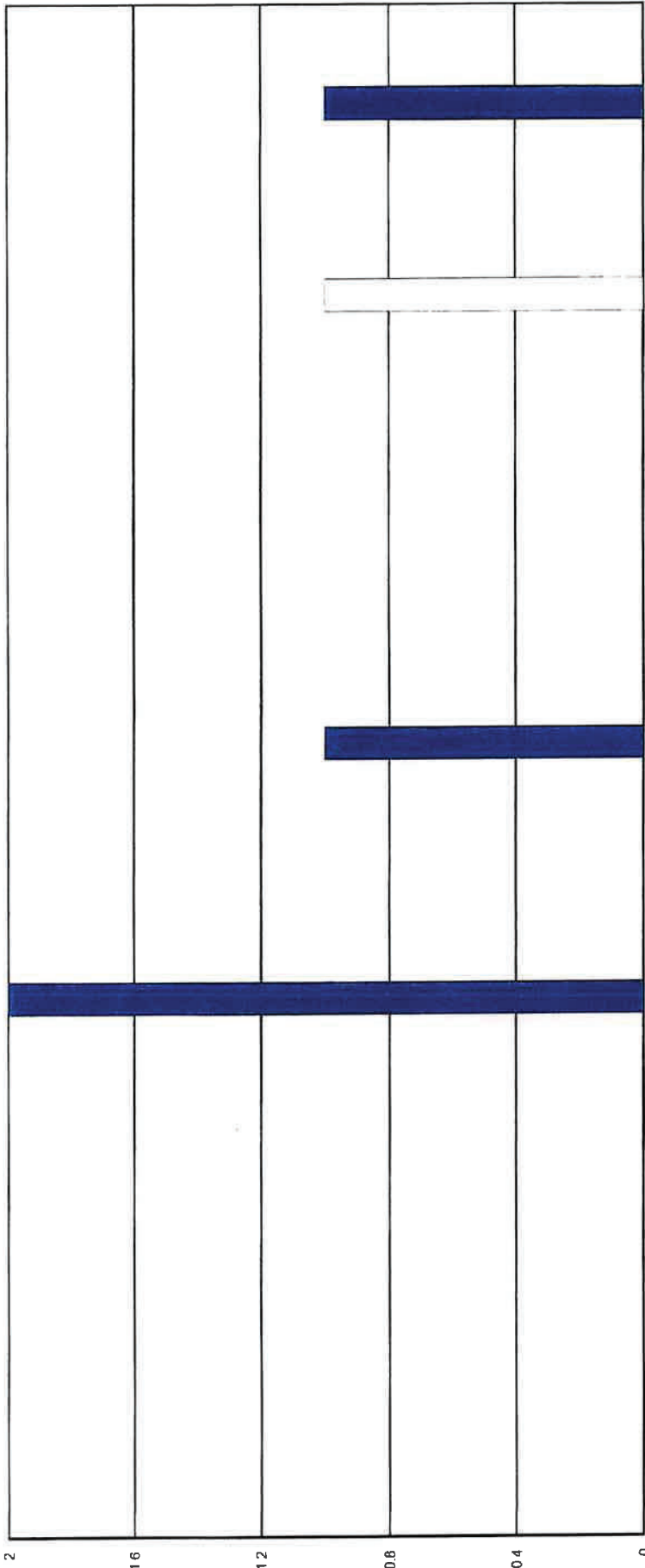
Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
Peds	0	0	1	0	1	0	0	1	0	0	1	0	4
Possible Injury	0	0	0	0	0	0	0	0	0	0	1	0	1
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Crashes</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>

Records Data Range: 05/01/2016 to 11/14/2017

**Crashes by Time of Day**



At Int. 0  
Lane Depart 1  
Agr. Driving 0  
Vul. Users 0  
Run Control 0  
Speeding 0  
Intoxication 1  
Head On 0  
Angles 0  
Motorcycle 0  
Bike 0  
Peds 0  
Injuries 0  
Fatalities 0  
Crashes 5

	8:00 AM	12:00 PM	7:00 PM	10:00 PM
Possible Injury	2	1	0	1
<b>Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>

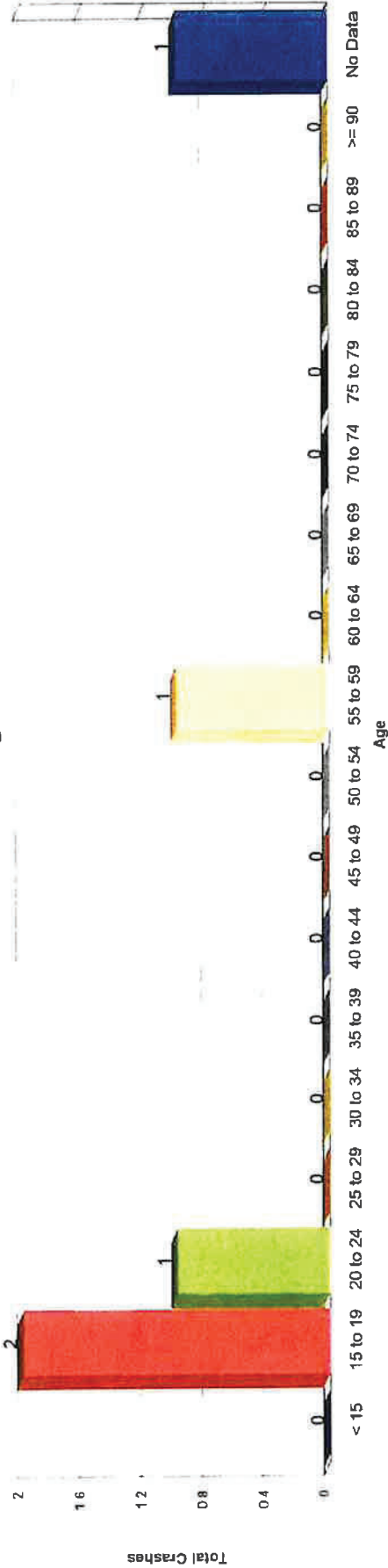
Records Date Range: 05/03/2016 to 11/14/2017

Driver Age Summary (Vehicle 1, Driver 1)

Driver Actions

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

Driver Age





Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxiation	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
05/01/2016 to 11/14/2017	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

**Crash Type Summary**

**Impact Type**

click for Drill Down

Strategic Highway Safety Plan (SHSP)															
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxiation	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Departure	At Intersection	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	

Front to Rear

Unknown

**Relation to Intersection**

click for Drill Down

Strategic Highway Safety Plan (SHSP)															
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection						
1	0	0	0	0	0	0	0	0	0						
4	0	0	0	0	0	0	0	1	0						

Intersection-Related

Non-Intersection

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
05/01/2016 to 11/14/2017	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

**Vehicle 1 Direction Summary**

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Front to Rear	Other, Explain in Narrative
N	3	1
S	1	0
Total	4	1

**At Fault Vehicle Summary**

Records Date Range: 05/01/2016 to 11/14/2017

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

Strategic Highway Safety Plan (SHSP)

Vehicle Type

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Passenger Car	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Van	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pickup	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight Ahead	4	0	0	0	0	0	0	0	0	0	1	0
Slowing	1	0	0	0	0	0	0	0	0	0	0	0

Records Date Range: 05/01/2016 to 11/14/2017

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

### Roadway Condition Summary

#### Roadway Location

Strategic Highway Safety Plan (SHSP)															
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
On Roadway	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shoulder	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0

#### Road Condition

Strategic Highway Safety Plan (SHSP)															
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
Wet	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dry	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0

#### Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)															
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
None	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Records Date Range: 05/01/2016 to 11/14/2017

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Aggr. Driving	Lane Depart	At Int.
5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

**Traffic Control**

Strategic Highway Safety Plan (SHSP)

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Aggr. Driving	Lane Departure	At Intersection
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Click for Drill Down  
 Traffic Control Signal  
 No Controls

**Road Alignment**

Strategic Highway Safety Plan (SHSP)

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Aggr. Driving	Lane Departure	At Intersection
5	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Click for Drill Down  
 Straight

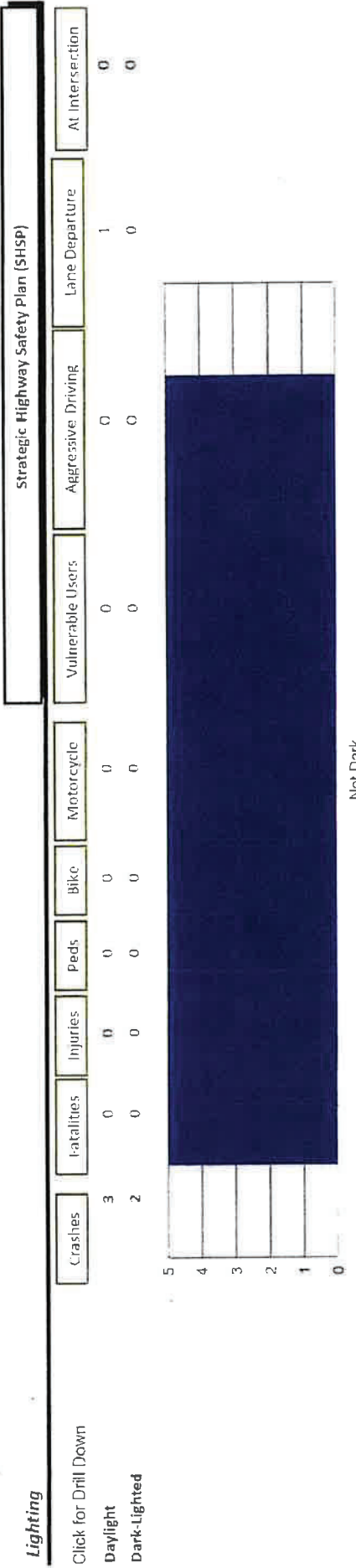


Records Date Range: 05/01/2016 to 11/14/2017

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agg. Driving	Lane Depart	At Int.
5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

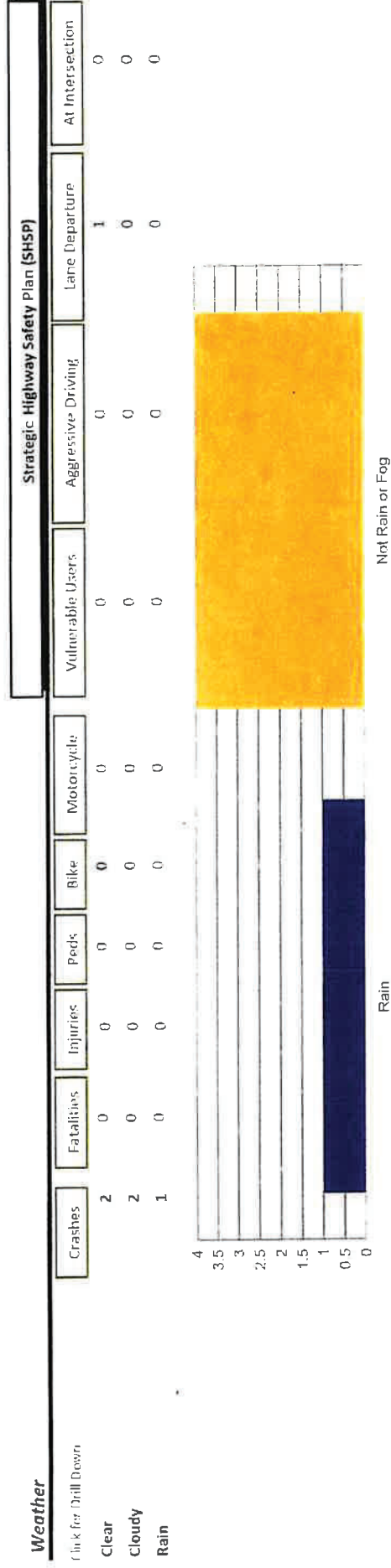
Environment Summary Report

Lighting



Not Dark

Weather



Rain

Not Rain or Fog

Records Date Range: 05/01/2016 to 11/30/2017

**Located Crashes**

**Private Property, Parking Lot, and Unlocated Crashes**

Area

Area	Crashes										Fatalities			Injuries		
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Inbox/acton	Speeding	Rum Control	Vol. Users	Aggr. Driving	Lane Depart	At Int.	
CITRUS PARK	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
UNINCORPORATED	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
<b>Totals:</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	



**LINCKS & ASSOCIATES, INC.**

April 19, 2022

Mr. Mike Williams  
Hillsborough County Government  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Re: Gunn Highway Car Wash  
Folio Number: 003141.0020  
RZ: PD 22-0439  
Lincks Project Number: 21092

The County Engineer has reviewed zoning modification application # 24-0784 and determined the changes to be de minimis. As such, the previous approval shall stand.

\_\_\_\_\_  
Michael J. Williams, P.E.  
Hillsborough County Engineer on \_\_\_\_\_

Dear Mr. Williams,

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.04.D.4 of the Hillsborough County Land Development Code, for the access to Gunn Highway for the above referenced project, as shown in Figure 1.

The subject property is within the Urban Service Area and as shown on the Hillsborough County Roadways Functional Classification Map, Gunn Highway is an arterial roadway.

The developer proposes to rezone the subject project to allow a one (1) tunnel (6,445 square foot) car wash. The property for the proposed car wash only has frontage along Gunn Highway. Instead of requesting direct access to Gunn Highway, the developer proposes to access the project internal to the existing Shoppes of Citrus Park (PD 98-1542) which has the following access:

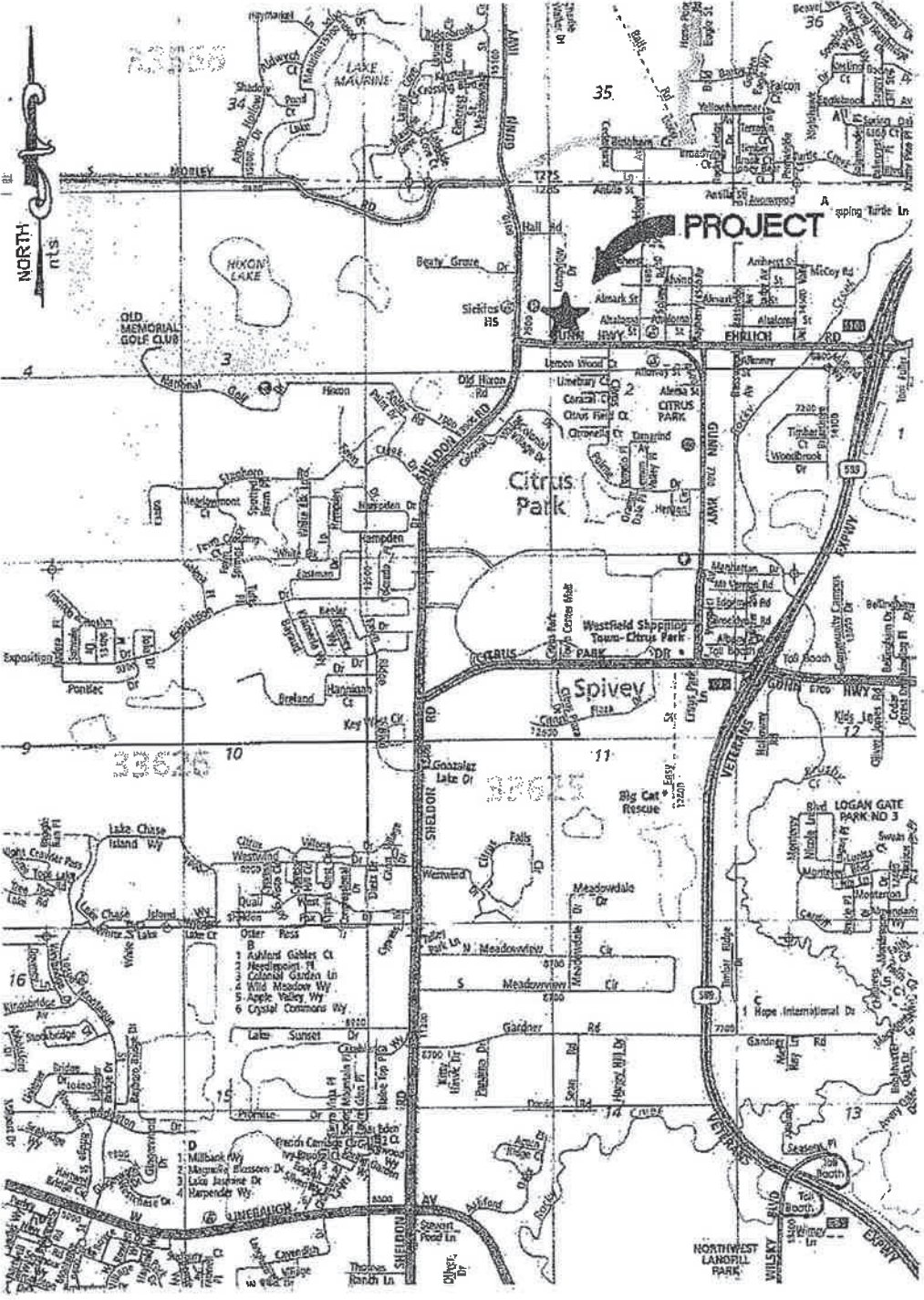
- One (1) full signalized access to Gunn Highway (North/South) – Access A
- One (1) right-in/right-out access to Gunn Highway (North/South) – Access B
- One (1) right-in only access to Gunn Highway (East/West) – Access C
- One (1) full access to Gunn Highway (East/West) – Access D

This request is for an Administrative Variance for the right turn lane at the intersection of Gunn Highway and Project Access B. Gunn Highway within the vicinity of the project access is a four (4) lane divided roadway. Therefore, according to Section 6.04.04.D.4 of the Hillsborough County LDC, a right turn lane is required when the right turn volume exceeds 80 vehicles per hour.

As shown in Table 1, the background traffic for the subject access is 86 vehicles in the AM peak hour and 35 vehicles in the PM peak hour. Therefore, the right turn lane is required with the background traffic. The subject project would add 2 vehicles in the AM

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
8133 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website

Mr. Mike Williams  
April 19, 2022  
Page 2



**FIGURE 1**  
**PROJECT LOCATION**



TABLE 1  
PROJECT ACCESS VOLUMES

<u>Intersection</u>	<u>Movement</u>	<u>Period</u>	<u>Background Volume</u>	<u>Project Traffic</u>	<u>Total Volume</u>
Gunn Hwy and Project Access B	NBR	AM	86	2	88
		PM	35	4	39



Mr. Mike Williams  
April 19, 2022  
Page 4

peak hour and 4 in the PM peak hour.

The justification for not providing the right turn lane with the development of the car wash project is as follows:

1. As indicated the right turn lane is warranted with the background traffic.
2. The subject project could request direct access to Gunn Highway and not add additional traffic to this access. However, to minimize the number of accesses to the arterial roadway (Gunn Highway), the project is proposed to have internal access to the Shoppes of Citrus Park.
3. The proposed car wash would add a minimal amount of traffic to the right turn movement as below:

Access B – AM peak hour – 2 vehicles  
PM peak hour – 4 vehicles

The additional project traffic would have a de minimis increase in the right turn volume.

4. Due to limited right of way and utility conflicts, the construction of the right turn lane is not feasible.
5. Based on the accident data for 2016 through 2020, there does not appear to have been any accidents at the access due to the lack of a right turn lane.

In addition, the LDC criteria for the Variance is as follows:

**(a) There is an unreasonable burden on the applicant.**

As indicated above, the access to the subject project is proposed to be internal to the Shoppes of Citrus Park instead of direct access to Gunn Highway. The subject property will add a de minimis number of trips to the access. Therefore, it is unreasonable to require a project with de minimis impact to construct the right turn lane.

**(b) The Variance would not be detrimental to the public health, safety and welfare.**

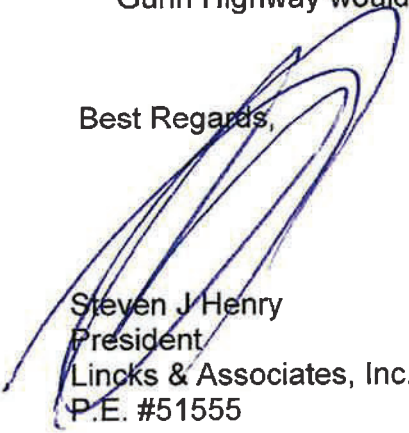
As indicated above, there have been no accidents at the access. Therefore, the minimal addition of the project traffic would not be detrimental to the public health, safety and welfare.

Mr. Mike Williams  
April 19, 2022  
Page 5

**(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.**

As stated, the subject project proposes internal access to the shopping center as opposed to direct access to Gunn Highway. Without the variance, direct access to Gunn Highway would be requested.

Best Regards,

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



---

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

- Disapproved
- Approved
- Approved with Conditions

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

Date \_\_\_\_\_

**Michael  
J.  
Williams**

Digitally signed  
by Michael J.

Williams

Date:  
2022.07.28

11:22:51 -04'00' Michael J. Williams

Sincerely,

**Hillsborough County Engineer**

APPENDIX



PD PLAN







HILLSBOROUGH COUNTY  
ROADWAYS FUNCTIONAL CLASSIFICATION MAP



# HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



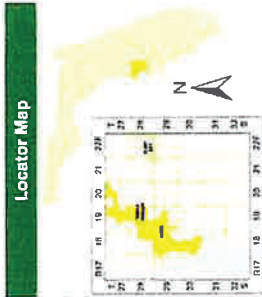
## Legend

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

The Hillsborough County Roadway Functional Map will be used to assist applicants in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Streets, not yet built, proposed for future construction are on this map.

PART 3.02.00 INTERSTATE / STATE DEVELOPMENT DISTRICTS  
PART 3.03.00 COUNTY DEVELOPMENT DISTRICTS  
PART 3.04.00 SUBURBAN DEVELOPMENT DISTRICTS  
PART 3.05.00 PLANNED DEVELOPMENT DISTRICTS  
PART 3.06.00 SUBDIVISION STANDARDS AND GUIDELINES  
PART 3.11.00 SPECIAL CONDITIONAL USES  
PART 3.20.01.00 DEFINITIONS  
PART 3.20.01.00 OTHER PARTS OF THE LDC NOT LISTED ABOVE

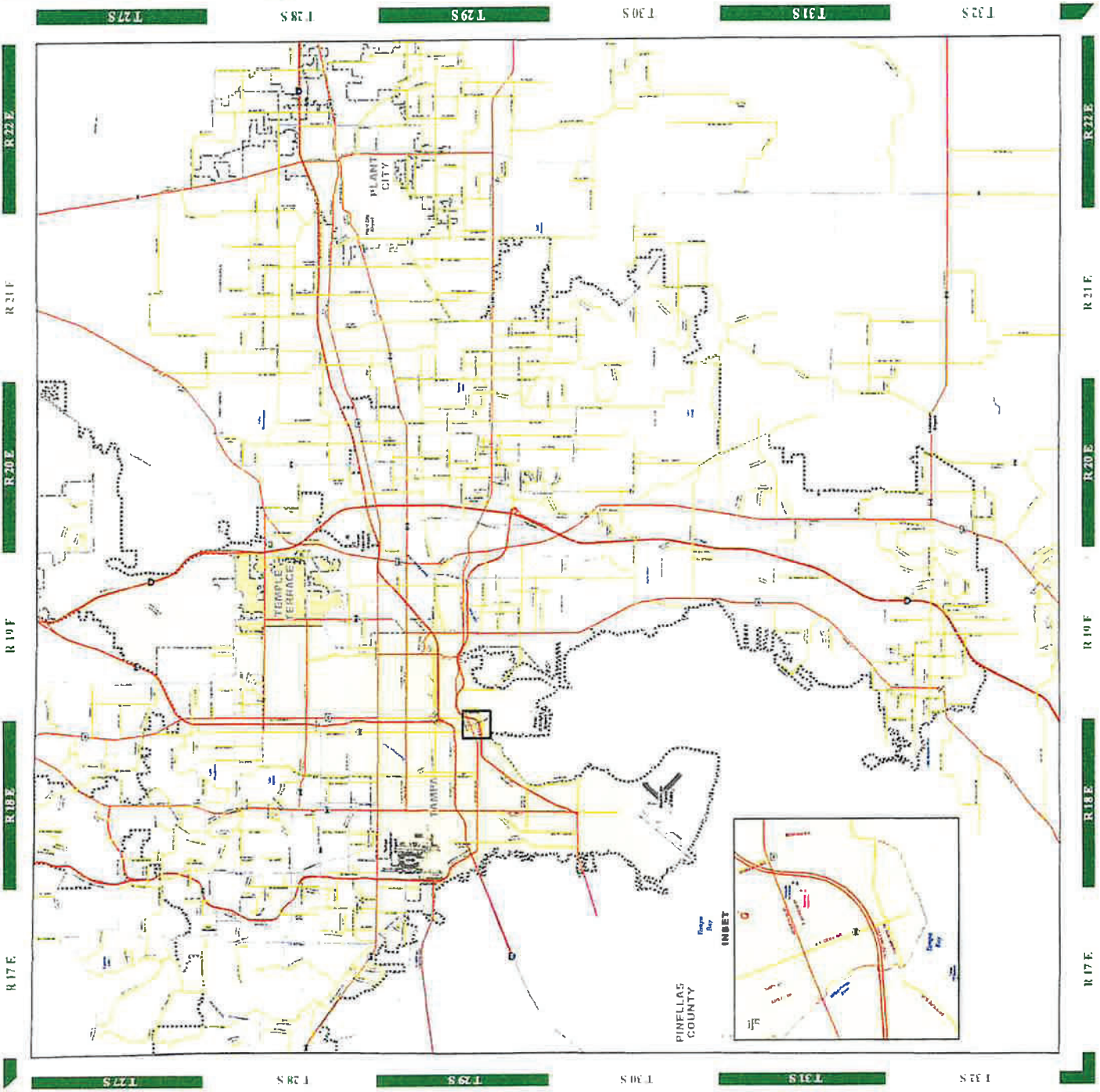
No addition to subject roadway system. LDC Functional Classification of roads program and the Hillsborough Traffic Calming Program.



NOTE: If any information that has been used to generate the accuracy of this map is incorrect, County does not assume any liability for errors. This map is prepared by the Infrastructure & Development Services Department of Hillsborough County, Florida. It is not intended to be used for any other purpose.

SOURCE: This map has been prepared for the Inventory of Roadway Assets and Planning Study and is based on the most current data available. It is not intended to be used for any other purpose. This map is based on the LDC Functional Classification of roads program and the Hillsborough Traffic Calming Program.

888 E. Manatee Blvd  
Tampa, FL 33602  
(813) 275-5810  
pininf@hillsboroughcounty.org



HILLSBOROUGH COUNTY LDC



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)

ACCESS MANAGEMENT ANALYSIS



# *ACCESS MANAGEMENT ANALYSIS*

## *GUNN HIGHWAY CAR WASH*

*Prepared For*

*BELLEAIR DEVELOPMENT, LLC*

*Prepared By*



*LINCKS & ASSOCIATES, INC.  
Engineers - Planners  
Tampa, Florida*

ACCESS MANAGEMENT ANALYSIS

GUNN HIGHWAY  
CAR WASH

Prepared For

BELLEAIR DEVELOPMENT, LLC

Prepared By

LINCKS & ASSOCIATES, INC.  
5023 West Laurel Street  
Tampa, Florida 33607  
813-289-0039  
State of Florida Authorization No. EB0004638

Revised August, 2021  
Revised July, 2021  
May, 2021

Project No. 21092

Steven J. Henry, P.E.  
P.E. No. 51555

\_\_\_\_\_  
Date



TABLE 1  
ESTIMATED PROJECT TRIP GENERATION (1)

Land Use	ITE	LUC	Size	Daily Trip Ends (2)	AM Peak Hour Trip Ends (3)			PM Peak Hour Trip Ends		
					In	Out	Total	In	Out	Total
Car Wash	948		1 Tunnel	780	19	19	38	39	39	78

(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.  
 (2) Daily Trip Ends -  $78/0.10 = 780$   
 (3) AM Peak Hour Trip Ends:  
     In -  $39/2 = 19$   
     Out -  $39/2 = 19$





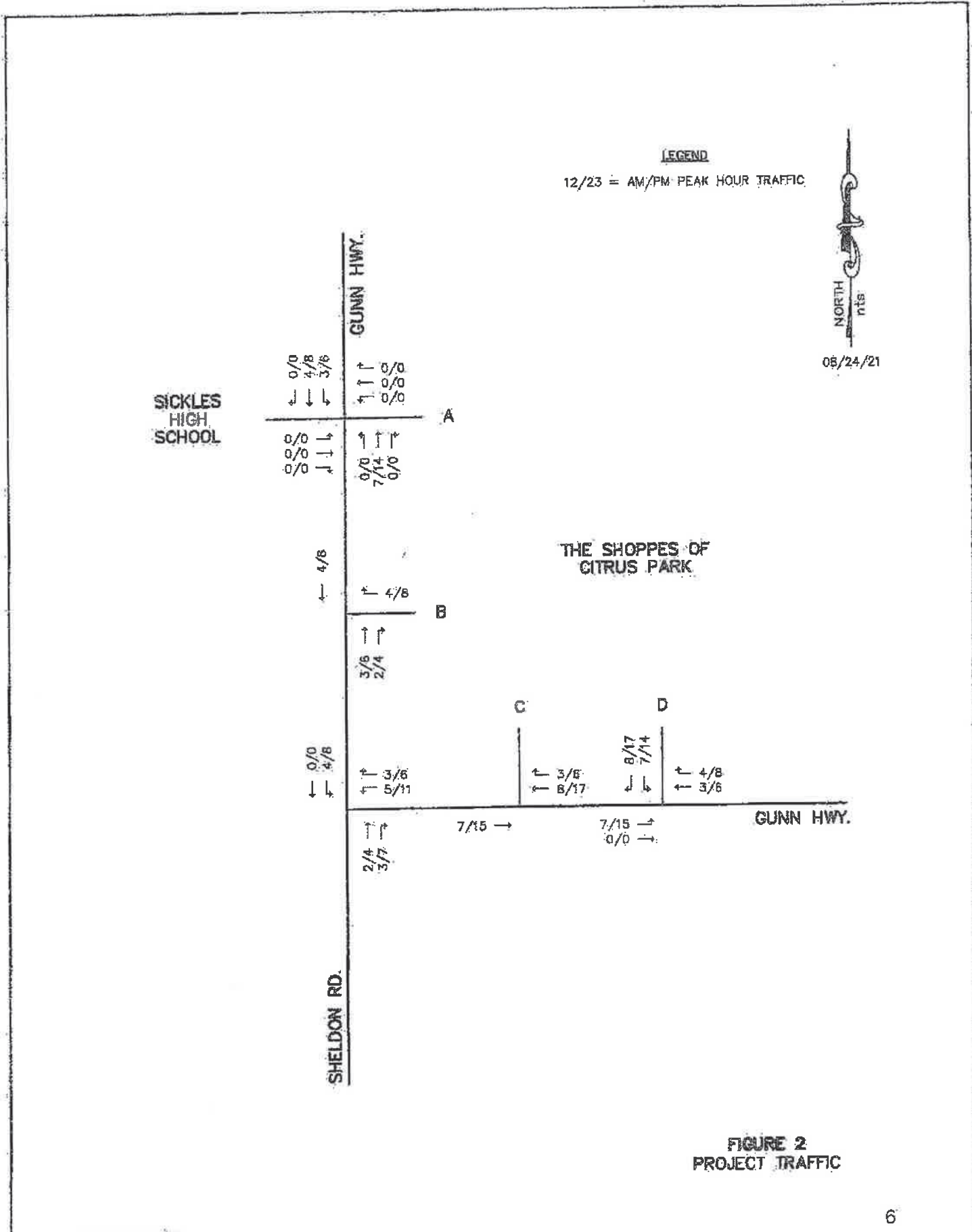
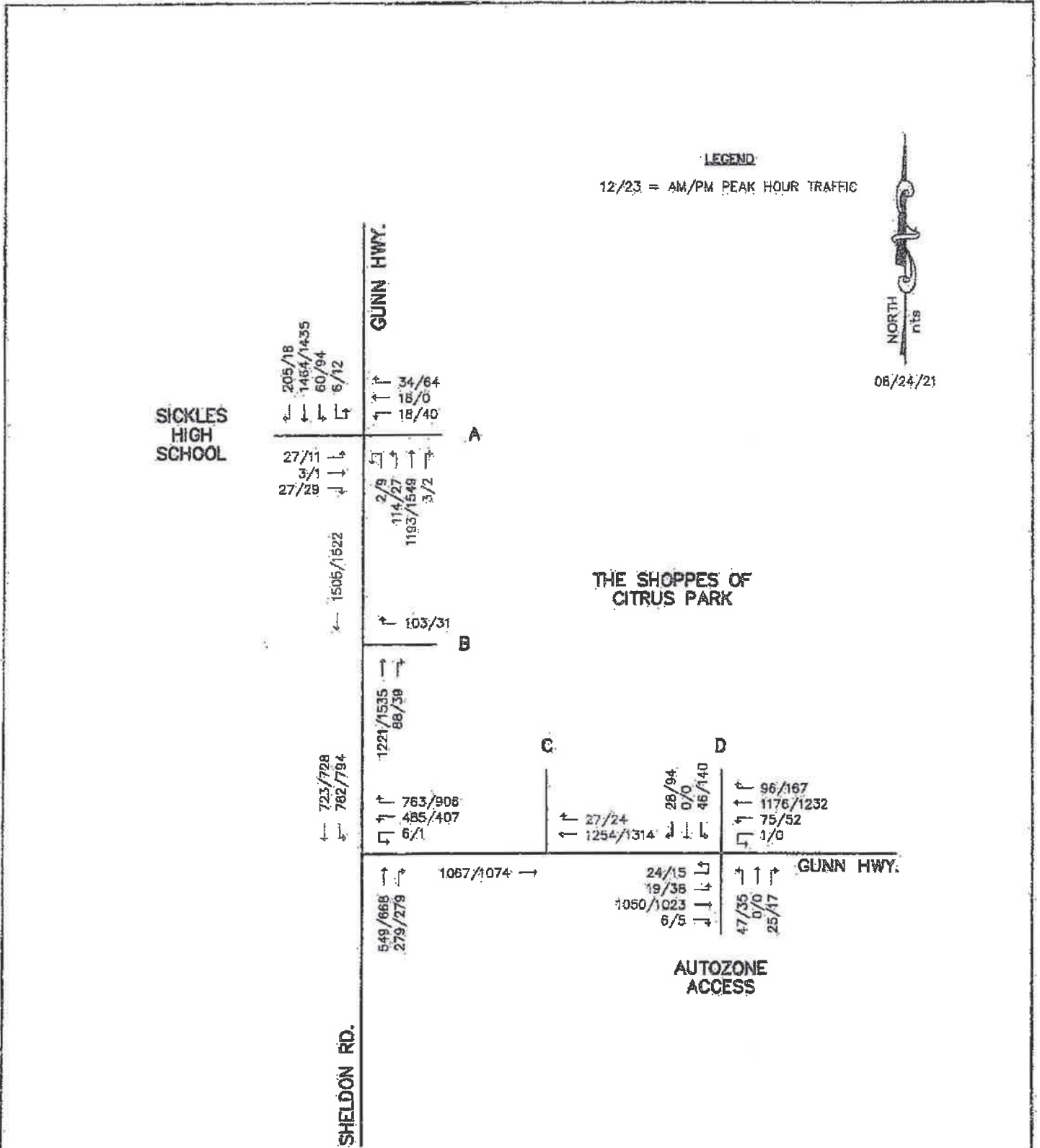


FIGURE 2  
PROJECT TRAFFIC





**FIGURE 8**  
**BACKGROUND PLUS**  
**PROJECT TRAFFIC**



TABLE 5  
ACCESS RECOMMENDATIONS

Intersection	Movement	Volume (1)	Turn Lane Warranted (2)	Queue Length (3)	Deceleration Length(4)	Total Length	Existing Length
Gunn Hwy and Project Access A	NBR	3/2	No	-	-	-	-
	SBL	66/106	Existing	150'	185'	335'	400'
Gunn Hwy and Project Access B	NBR	88/39	(5)	-	-	-	-
	WBR	27/24	No	-	-	-	-
Gunn Hwy and Project Access D	EBL	45/57	Existing	100'	185'	285'	250'
	WBR	96/167	(5)	-	-	-	-

(1) See Figure 6, Background plus Project Traffic, of this report.

(2) Based on Section 6.04.04 D of Hillsborough County LDC.

(3) Queue length calculation:

Gunn Hwy and Project Access A:

Based on 95th Percentile Que from SYNCHRO SimTraffic

Gunn Hwy and Retail SE Access:

EBL - 57/30 x 25=48' Use 100' (a)

(a) Minimum queue storage length per Hillsborough County TTM

(4) Based on FDOT Design Manual Exhibit 212-1 and the following posted speed limits:

Gunn Hwy (NS)-45 MPH

Gunn Hwy (E/W)-45 MPH

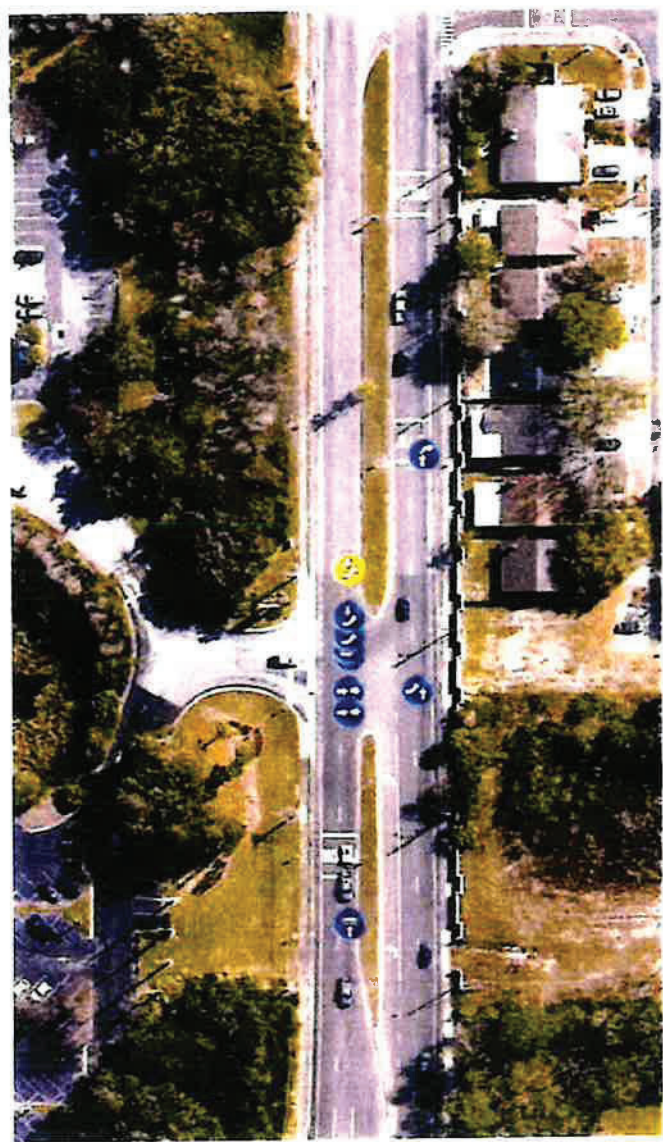
(5) Not recommended - See report



ACCIDENT DATA







Report Memo:

Gunn Hwy. within Area Depicted Below



Selections used to generate this report:

Date Range: 1/1/2016 - 12/31/2020  
Saved Area 1: -82.57612394124902,28.07645791827133,-82.57435636550875,28.0





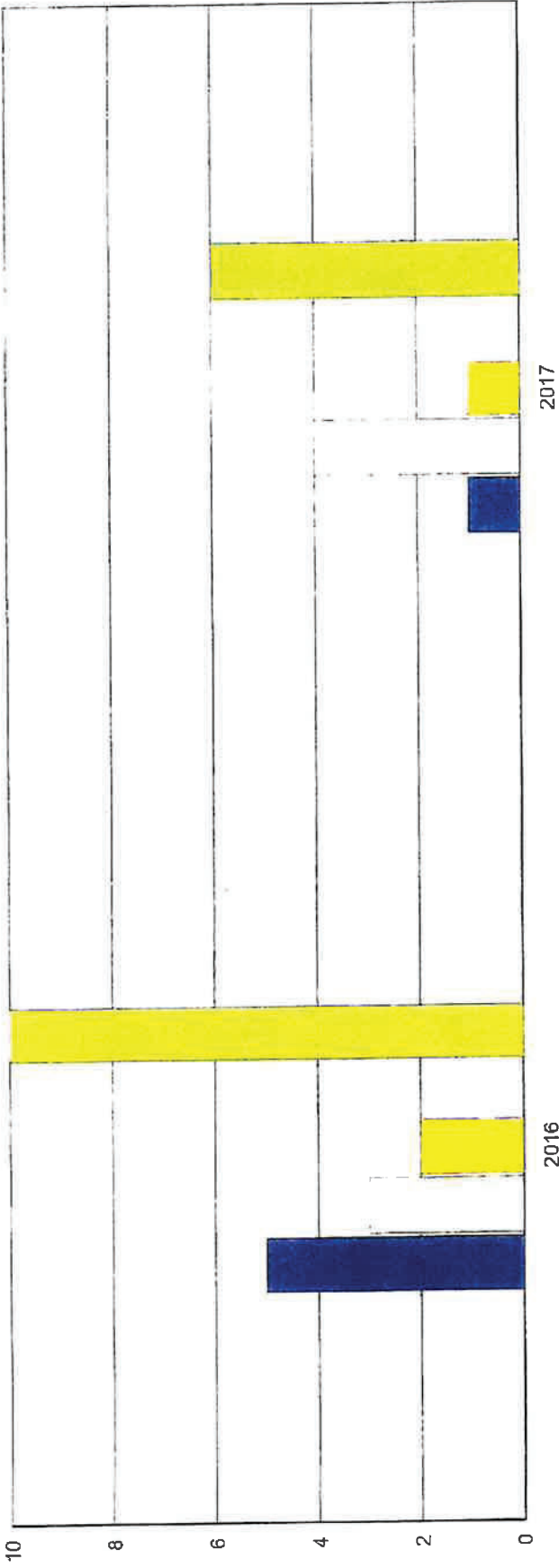
5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range: 01/29/2016 to 12/18/2017  
 Crashes: 16  
 Fatalities: 0  
 Injuries: 3  
 Peds: 0  
 Bike: 0  
 Motorcycle: 1  
 Angles: 11  
 Head On: 0  
 Intoxication: 0  
 Speeding: 0  
 Run Control: 1  
 Viol. Users: 1  
 Agr. Driving: 12  
 Lane Depart: 1  
 At Int.: 1

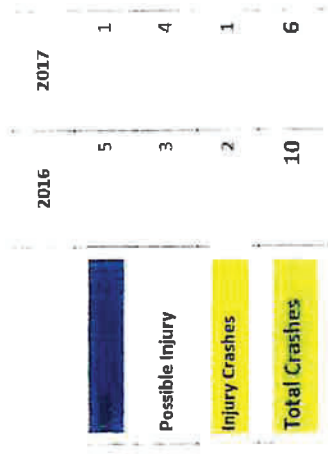
Intersection Summary Top 40 Report Click for Drill Down	Crash Type										Strategic Highway Safety Plan																	
	Injury Severity					Ped and Bike					Crash Type					Strategic Highway Safety Plan												
	Total Crashes	Total Fatalities	Total Injuries	Total Peds	Total Bike	Total Crashes	Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh.	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle	
CR 587 @ CITRUS PARK DR	7	0	0	0	0	2	0	0	2	3	0	0	5	1	0	0	0	0	1	4	1	0	2	2	4	0	0	1
CR 587 @ CITRUS POINT DR	5	0	1	0	0	1	0	1	3	0	0	5	0	0	0	0	0	0	0	6	0	1	2	2	2	0	0	0
CR 587 @ SHELDON RD	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0
CR 587 @ CITRUS POINTE DR	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1

Number of Crashes By Year



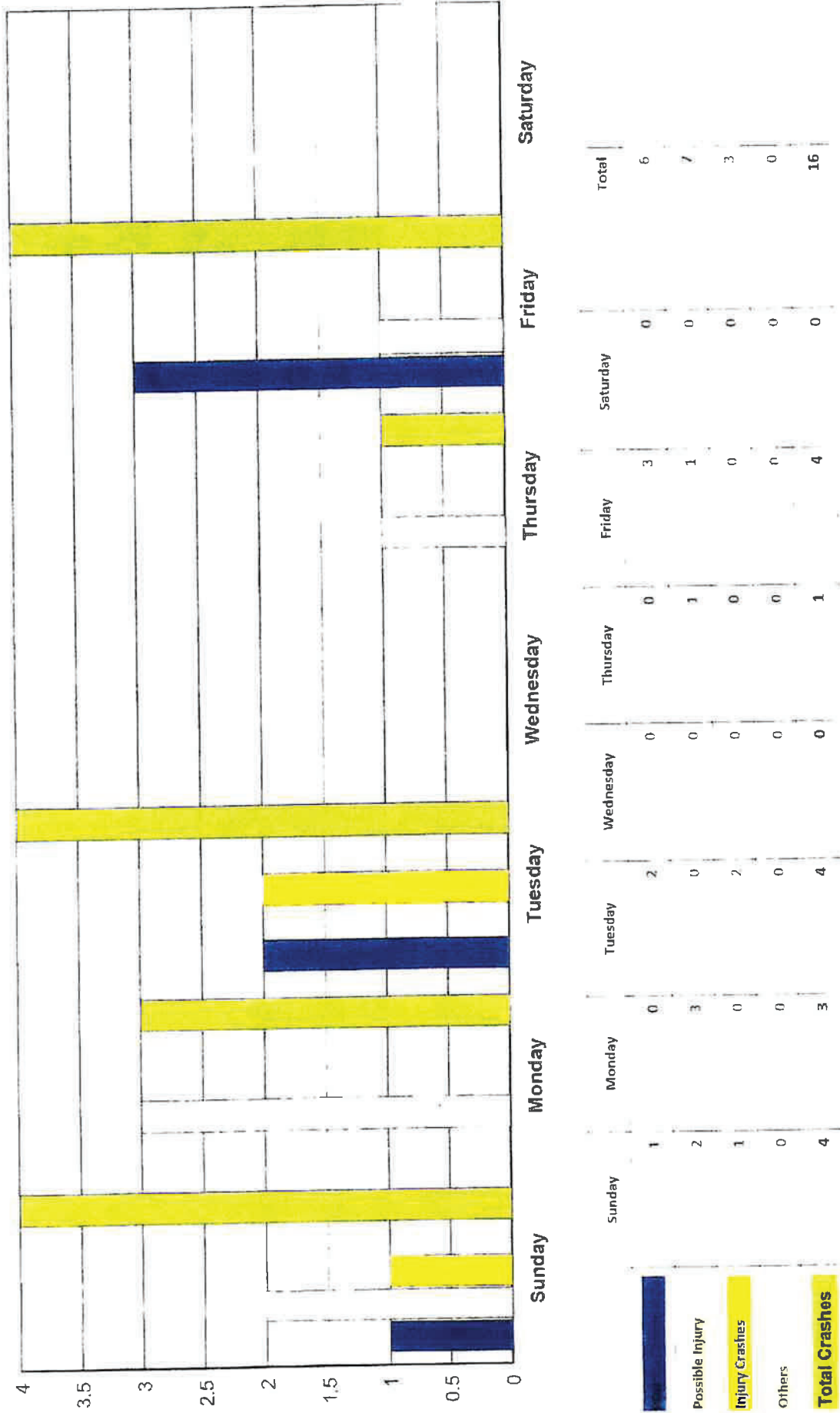
Breakdown of Crashes by Year



Records Date Range:  
01/01/2016 to 12/31/2020

Crashes 16    Fatalities 0    Injuries 3    Pedals 0    Motorcycle 1    Angles 11    Head On 0    Intoxication 0    Speeding 0    Run Control 1    Viol. Users 1    Agr. Driving 12    Lane Depart 1    At Int. 1

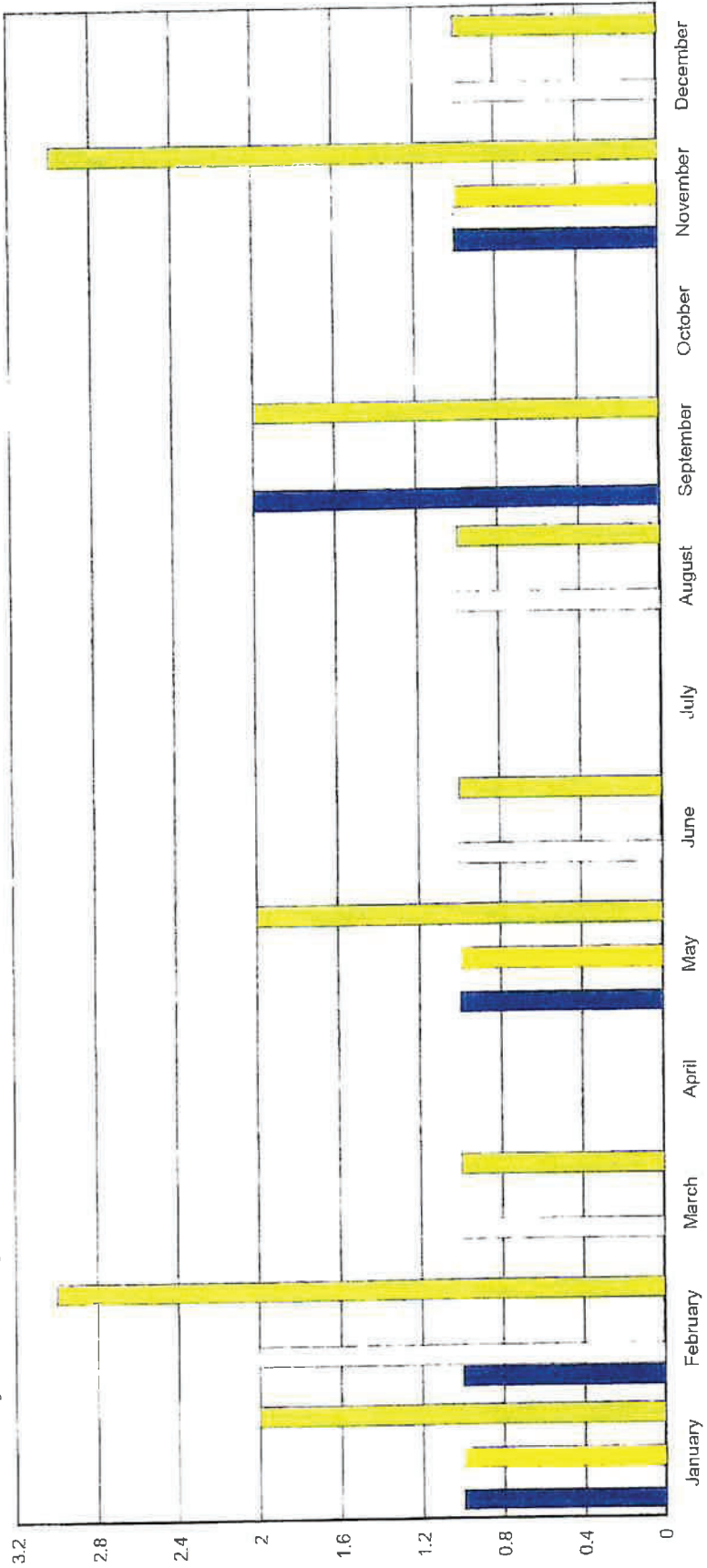
Number of Crashes by Day of Week



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range: 01/29/2016 to 12/18/2017  
 Crashes: 16  
 Fatalities: 0  
 Injuries: 3  
 Peds: 0  
 Bike: 0  
 Motorcycle: 1  
 Angles: 11  
 Head On: 0  
 Intoxication: 0  
 Speeding: 0  
 Run Control: 1  
 Vult. Users: 1  
 Agr. Driving: 12  
 Lane Depart: 1  
 At Int.: 1

Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
Possible Injury	1	0	1	0	0	0	0	0	1	0	1	0	6
Injury Crashes	0	2	0	0	1	1	0	1	1	0	1	1	7
Others	1	0	0	0	1	0	0	0	0	0	1	0	3
<b>Total Crashes</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>16</b>

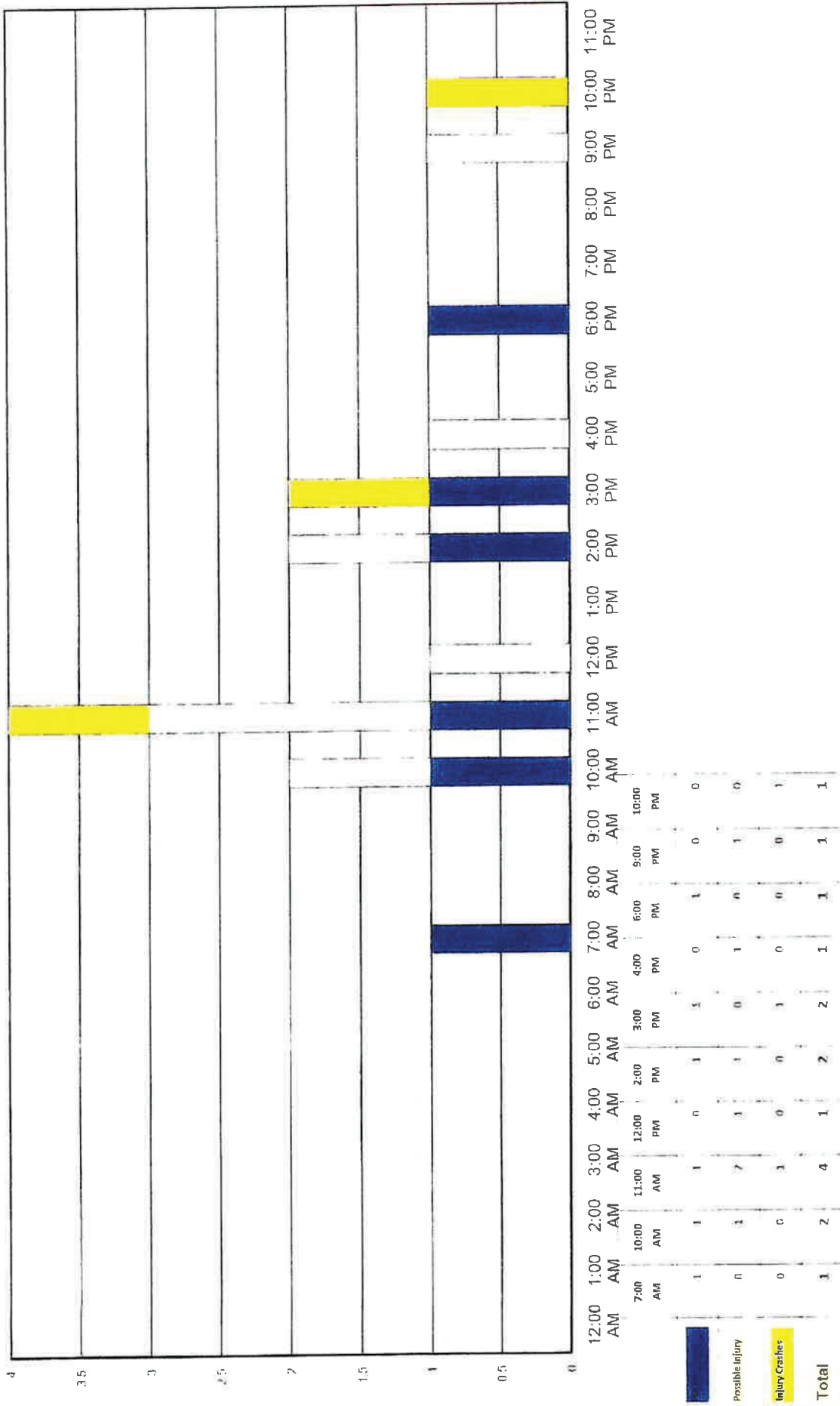
CDMS - Crash Data Management System

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range: 01/01/2016 to 12/31/2020

Crashes 16    Fatalities 0    Injuries 3    Peds 0    Bike 0    Motorcycle 1    Angles 11    Head On 0    Intoxication 0    Speeding 0    Run Control 1    Vail. Users 1    Agr. Driving 12    Lane Depart 1    At Int. 1

Crashes by Time of Day





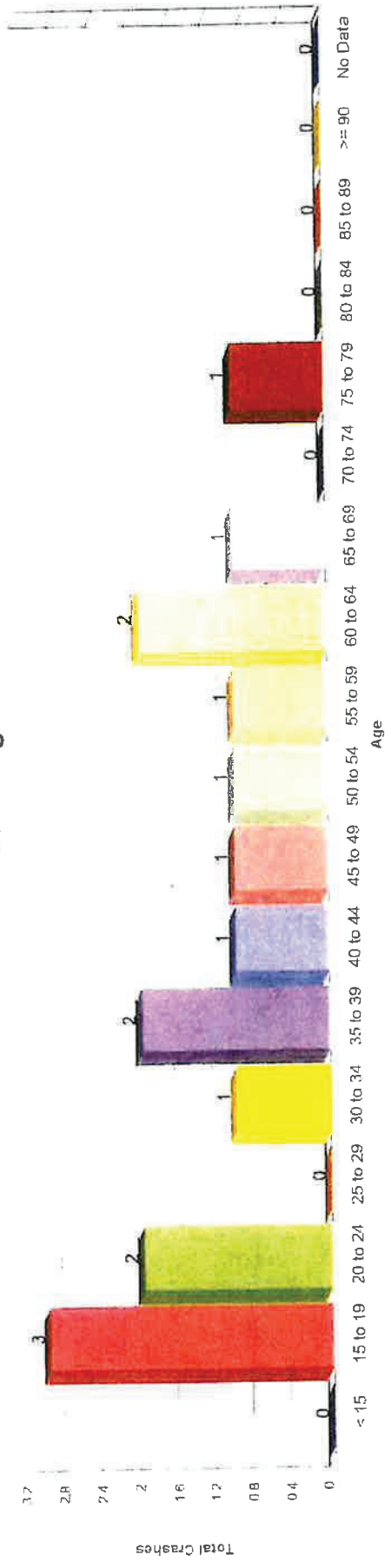
5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycl	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	17	1	1

Driver Age Summary (Vehicle 1, Driver 1)	Driver Actions														
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycl	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	3	0	1	0	0	0	0	0	0	0	0	0	2	0	0
Age 20 to 24	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Age 25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 30 to 34	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Age 35 to 39	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Age 40 to 44	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Age 45 to 49	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Age 50 to 54	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Age 55 to 59	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Age 60 to 64	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0
Age 65 to 69	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 70 to 74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 75 to 79	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 80 to 84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Driver Age



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range: 01/29/2016 to 12/31/2020  
 Crashes: 16  
 Fatalities: 0  
 Injuries: 3  
 Peds: 0  
 Bike: 0  
 Motorcycle: 1  
 Angles: 1  
 Head On: 0  
 Intoxication: 0  
 Speeding: 0  
 Run Control: 1  
 Vol. Users: 1  
 Agr. Driving: 3  
 Lane Depart: 1  
 At Int.: 1

Crash Type Summary

Impact Type	Strategic Highway Safety Plan (SHSP)													
	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
Click for Drill Down														

Impact Type	Strategic Highway Safety Plan (SHSP)													
	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
Angle	12	0	0	0	0	0	0	0	0	11	1	0	0	1
Front to Front	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Unknown	3	0	0	0	0	0	1	0	0	1	1	0	0	0

Relation to Intersection

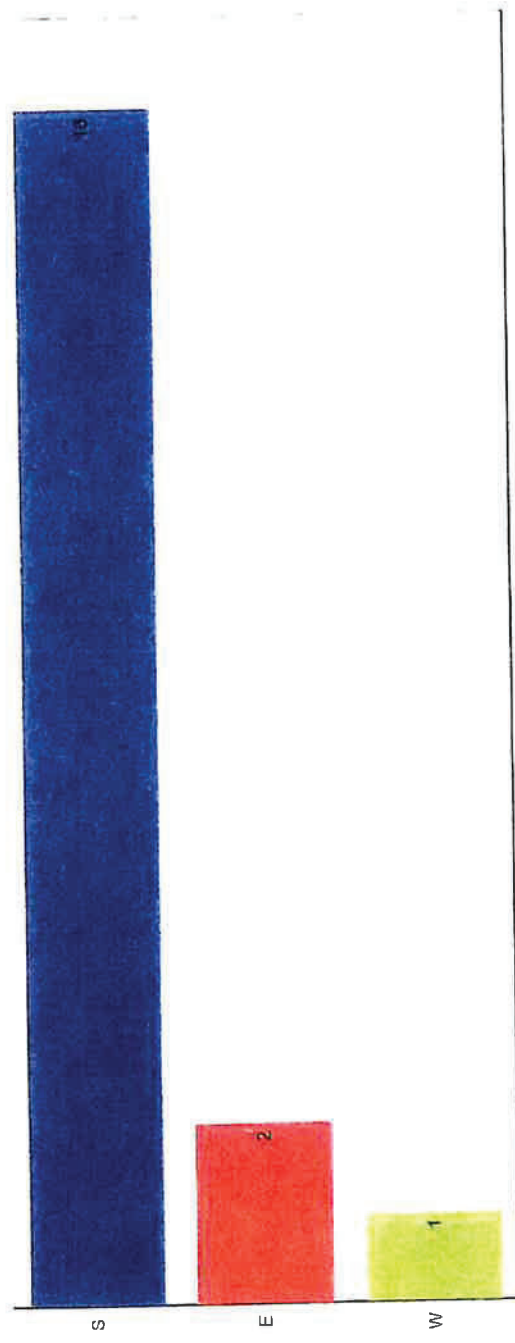
Relation to Intersection	Strategic Highway Safety Plan (SHSP)									
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Click for Drill Down										
Intersection	1	0	1	0	0	0	0	1	0	1
Non-Junction	2	0	0	0	0	1	1	1	0	0
Driveway/Ally Access Related	13	0	2	0	0	0	0	10	1	0

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Veh. Users	Agg. Driving	Lane Depart	At Int.
01/29/2016 to 12/18/2017	16	0	3	0	0	1	11	0	0	0	1	1	17	1	1

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

Angle	Front to Front	Other. Explain in Narrative
S	1	2
E	0	0
W	0	1
<b>Total</b>	<b>1</b>	<b>3</b>

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
01/01/2016 to 12/31/2020	16	0	3	0	0	1	11	0	0	0	1	1	12	1	1

**At Fault Vehicle Summary**

Vehicle Type	Strategic Highway Safety Plan (SHSP)															
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection			
Click for Drill Down																
Motorcycle	1	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0
Passenger Car	12	0	3	0	0	0	0	0	0	0	9	1	1	1	1	1
Pickup	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
No Data	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0

**Vehicle Movement**

Click for Drill Down	Strategic Highway Safety Plan (SHSP)															
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection						
Straight Ahead	3	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0
Turning Left	10	0	3	0	0	0	0	8	1	1	1	1	1	1	1	1
Turning Right	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0





5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/29/2016 to 12/31/2017	15	0	3	0	0	1	11	0	0	0	1	3	12	1	1

Strategic Highway Safety Plan (SHSP)

Traffic Control

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Click for Drill Down	1	0	0	0	0	1	0	0	0	0	1	0	0	1	0
Traffic Control Signal	9	0	2	0	0	0	0	0	0	0	7	1	1	1	1
Stop Sign	6	0	1	0	0	0	0	0	0	0	5	0	0	0	0
No Controls															

Road Alignment

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Click for Drill Down	16	0	3	0	0	1	0	0	0	0	1	17	1	1	1
Straight															

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Mul. Users	Aggr. Driving	Lane Depart.	At Int.
01/29/2016 to 12/31/2020	16	0	3	0	0	1	11	0	0	0	1	3	17	1	1

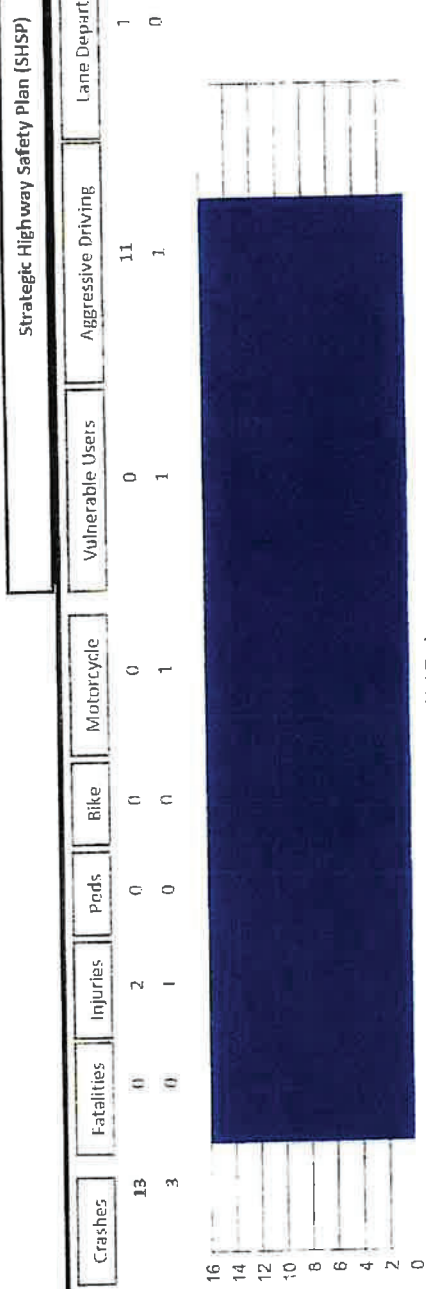
Environment Summary Report

Lighting

Click for Drill Down

Daylight

Dark-lighted



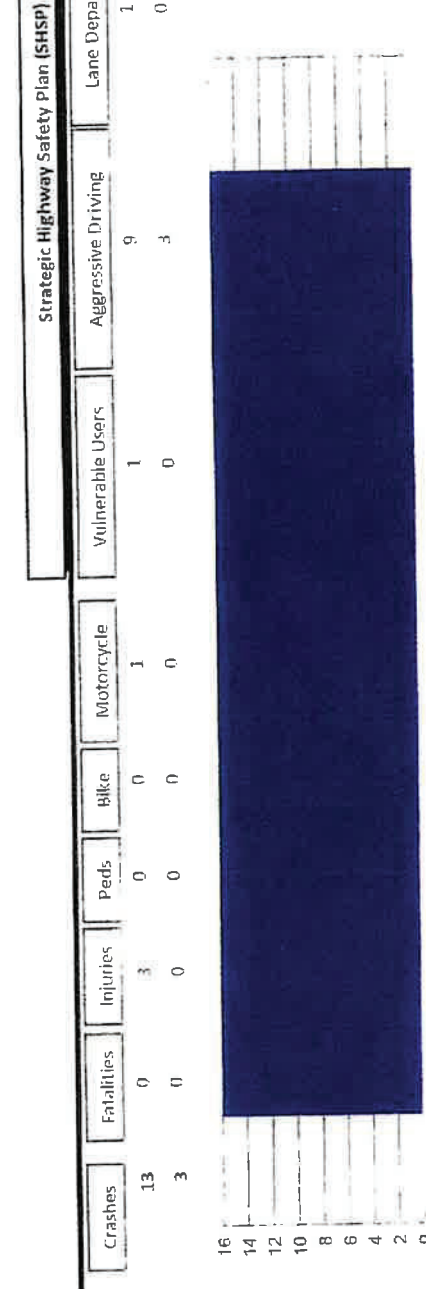
Not Dark

Weather

Click for Drill Down

Clear

Cloudy



Not Rain or Fog

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

Records Date Range: 01/01/2016 to 12/31/2020

Private Property, Parking Lot, and Unlocated Crashes

Area

Area	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
UNINCORPORATED	16	0	3			
Totals:	16	0	3			

Totals:

Area	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
At Int.	1	0	0			
Auto Depart	1	0	0			
Aggr. Driving	12	0	0			
Multi Users	1	0	0			
Run Control	1	0	0			
Speeding	0	0	0			
Intoxication	0	0	0			
Head On	0	0	0			
Angles	11	0	0			
Motorcycle	1	0	0			
Peds	0	0	0			
Bike	0	0	0			



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)



Report Memo:

Gunn Hwy. within Area Depicted  
Below



Selections used to generate this report:

Date Range 1/1/2016 12/31/2020  
Saved Area 1 -82.57870359674065.28,0792684797957,-82.57784528985579.28,080536919490882



5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

CDMS - Crash Data Management System

Records Date Range: 05/01/2016 to 11/14/2017

Crashes 5 Fatalities 0 Injuries 0 Peds 0 Bike 0 Motorcycle 0 Angles 0 Head On 0 Intoxication 1 Speeding 0 Run Control 0 Vul. Users 0 Agr. Driving 0 Lane Depart 1 At Int. 0

**Intersection Summary**

**Top 40 Report**

click for Drill Down

CR 587 @ CITRUS PARK DR  
CR 587 @ SHELDON RD

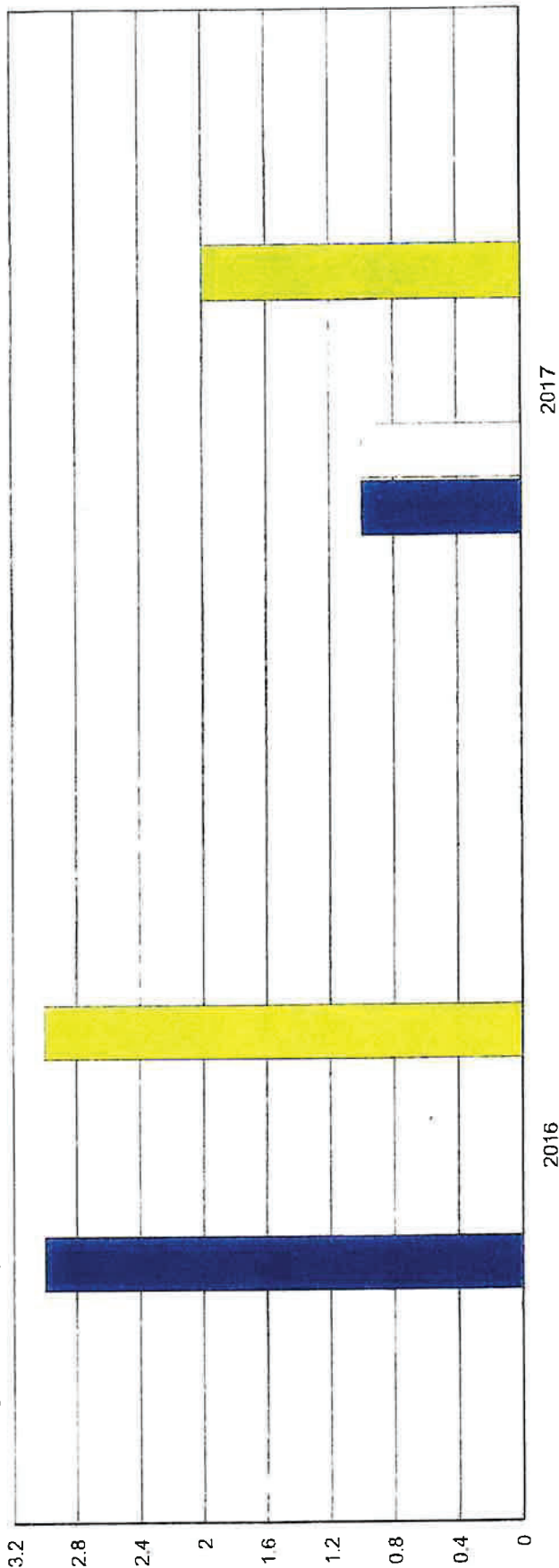
Intersection Summary Top 40 Report click for Drill Down CR 587 @ CITRUS PARK DR CR 587 @ SHELDON RD	Strategic Highway Safety Plan																			
	Injury Severity					Crash Type														
	Total Crashes	Total Fatalities	Total Injuries	Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	
3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0



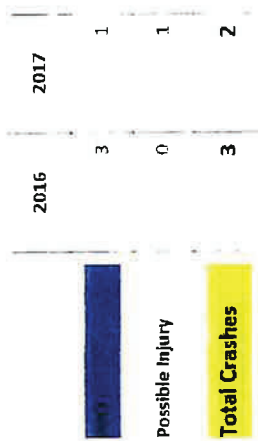
Records Date Range: 05/01/2016 to 11/14/2017

Crashes 5 Fatalities 0 Injuries 0 Peds 0 Bike 0 Motorcycle 0 Angles 0 Head On 0 Intoxication 1 Speeding 0 Run Control 0 VuI. Users 0 Agr. Driving 0 Lane Depart 1 At Int. 0

Number of Crashes By Year



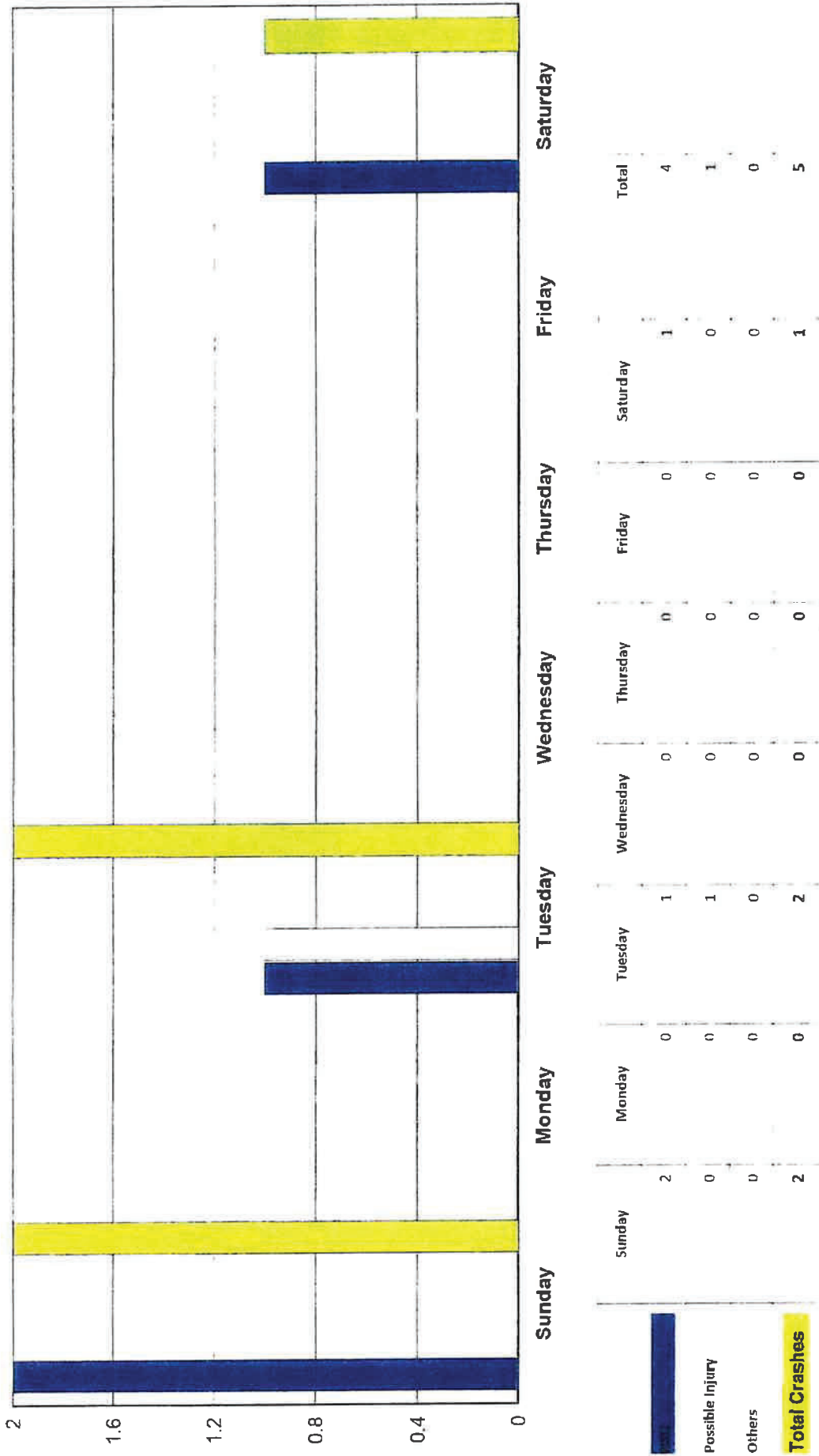
Breakdown of Crashes by Year



Records Date Range:  
05/01/2016 to 11/14/2017

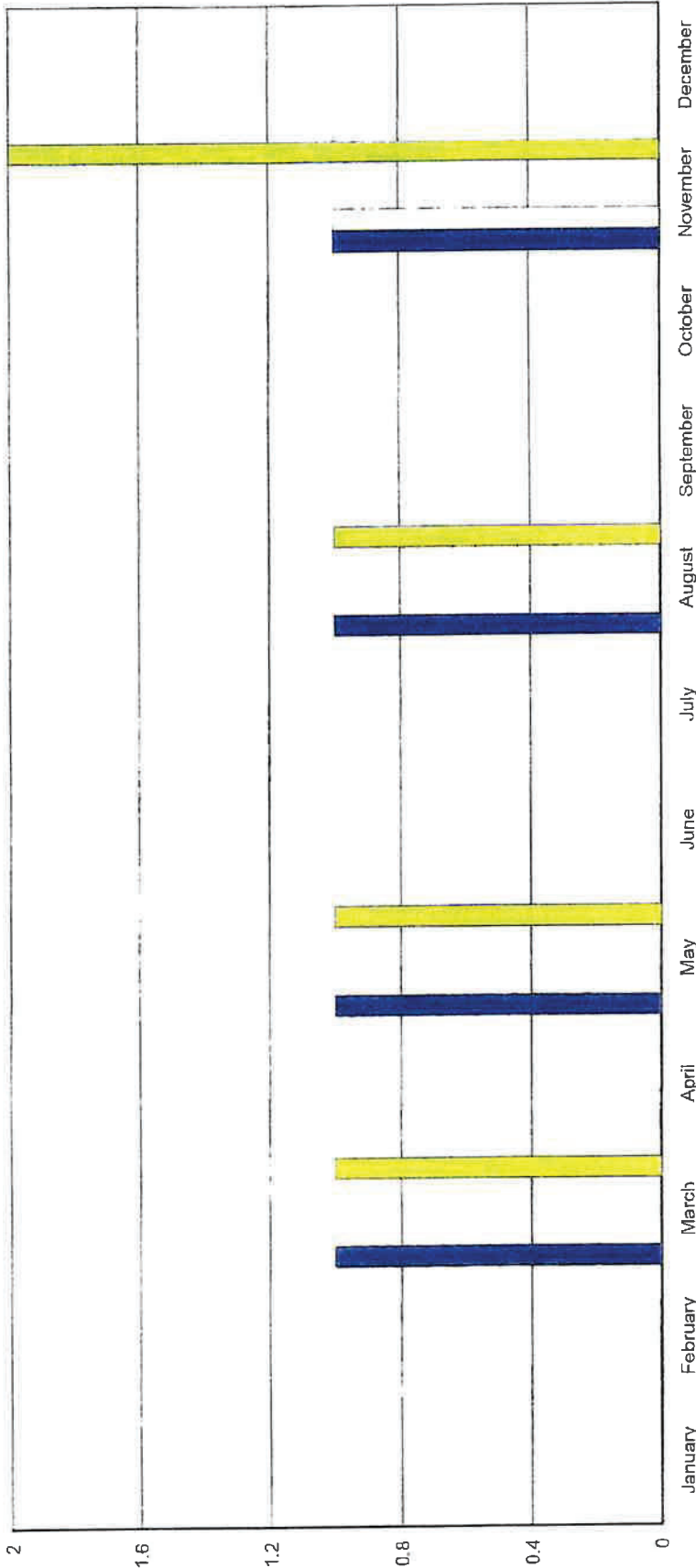
Crashes 5    Fatalities 0    Injuries 0    Peds 0    Bike 0    Motorcycle 0    Angles 0    Head On 0    Intoxication 1    Speeding 0    Run Control 0    Vul. Users 0    Agr. Driving 0    Lane Depart 1    At Int. 0

Number of Crashes by Day of Week



Records Date Range: 05/01/2016 to 11/14/2017  
 Crashes: 5  
 Fatalities: 0  
 Injuries: 0  
 Peds: 0  
 Blike: 0  
 Motorcycle: 0  
 Angles: 0  
 Head On: 0  
 Intoxication: 1  
 Speeding: 0  
 Run Control: 0  
 Vul. Users: 0  
 Agr. Driving: 0  
 Lane Depart: 1  
 At Int.: 0

Number of Crashes by Month

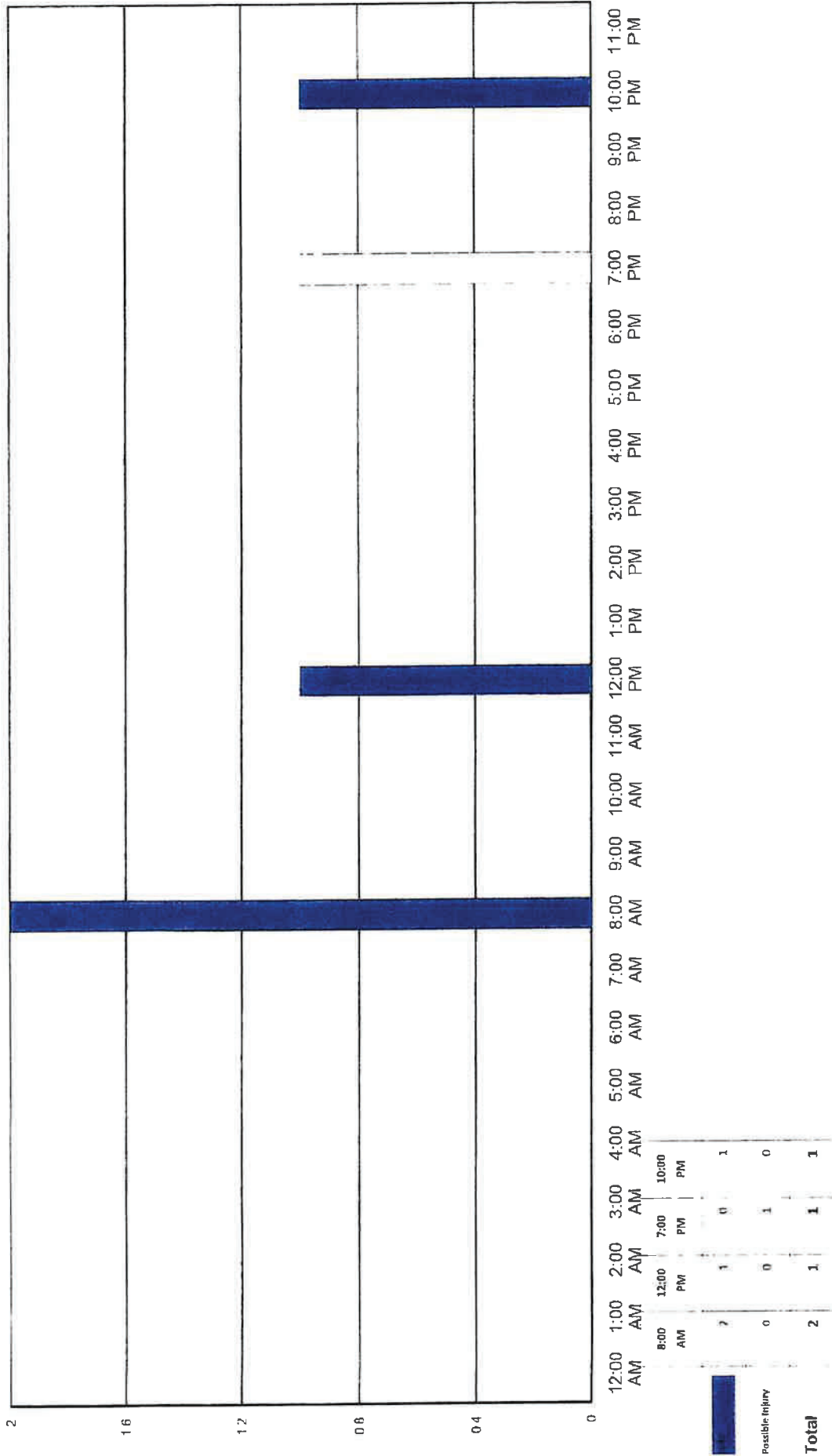


	January	February	March	April	May	June	July	August	September	October	November	December	Total
Possible Injury	0	0	0	0	0	0	0	0	0	0	1	0	4
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Crashes</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>

Records Date Range: 05/01/2016 to 11/14/2017

Crashes	5	Fatalities	0	Injuries	0	Peds	0	Bike	0	Motorcycle	0	Angles	0	Head On	0	Intoxication	1	Speeding	0	Run Control	0	Viol. Users	0	Aggr. Driving	0	Lane Depart	1	At Int.	0
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Crashes by Time of Day

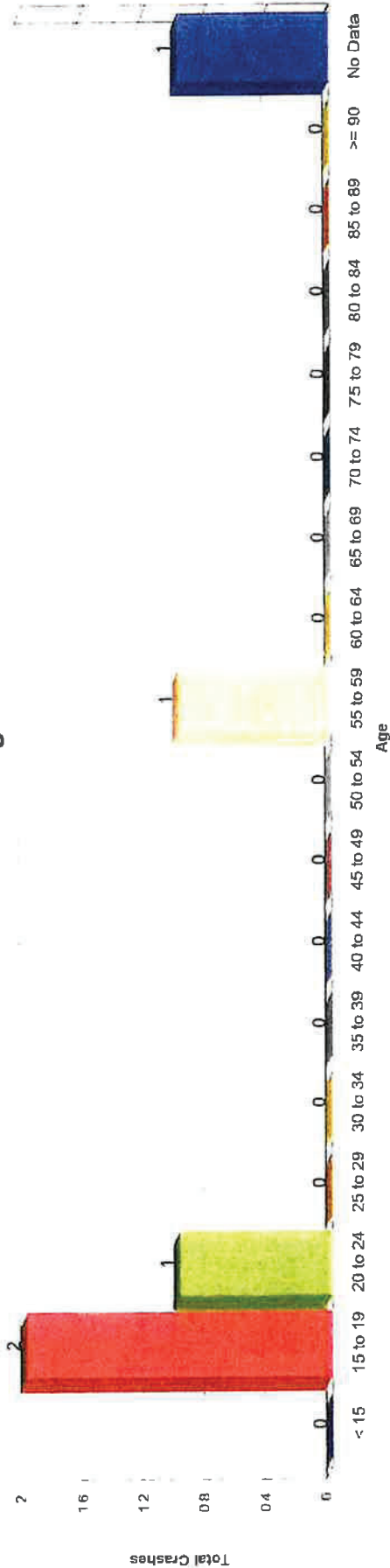


Records Data Range: 05/03/2016 to 11/14/2017

Driver Age Summary (Vehicle 1, Driver 1)

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

Driver Age





Records Data Range: 05/01/2016 to 12/31/2020

Crash Type Summary

Impact Type

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Aggr. Driving	Lane Depart	At Int.
Front to Rear	4	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Unknown	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0

Strategic Highway Safety Plan (SHSP)																																							
Crashes				Fatalities		Injuries		Peds		Bike		Motorcycle		Angles		Head On		Intoxication		Speeding		Run Control		Vol. Users		Aggr. Driving		Lane Departure		At Intersection									
																Vulnerable Users		Aggressive Driving		Lane Departure		At Intersection																	

Relation to Intersection

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Intersection-Related	1	0	0	0	0	0	0	0	0	0
Non-Intersection	4	0	0	0	0	0	0	0	1	0

Strategic Highway Safety Plan (SHSP)																					
Crashes				Fatalities		Injuries		Peds		Bike		Motorcycle		Vulnerable Users		Aggressive Driving		Lane Departure		At Intersection	

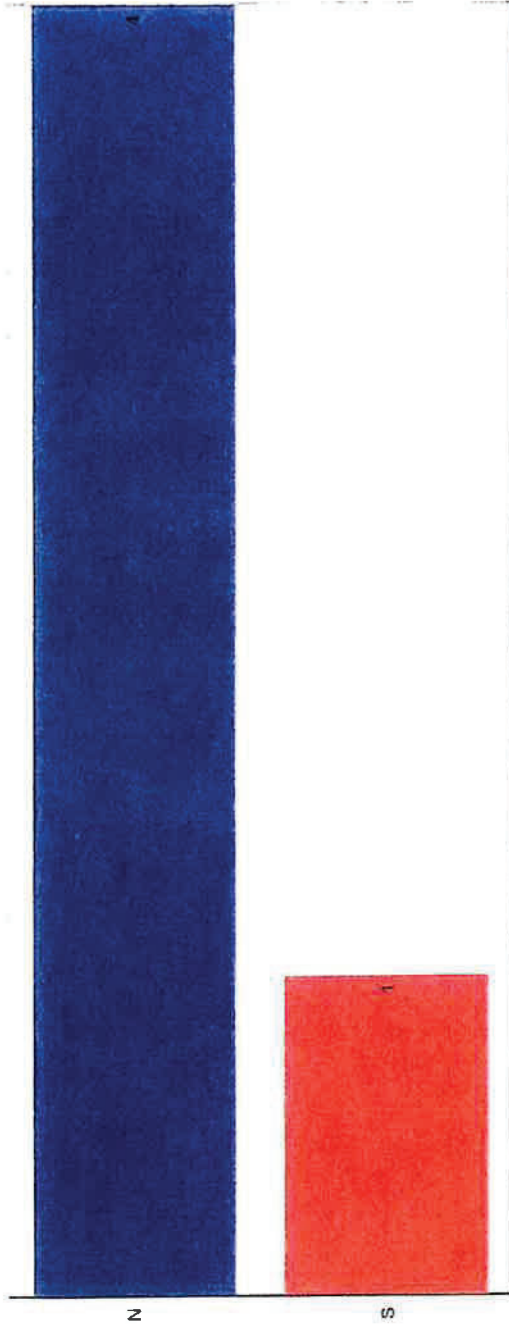
5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
05/01/2016 to 11/14/2017	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Front to Rear	Other, Explain In Narrative
N	3	1
S	1	0
Total	4	1

At Fault Vehicle Summary

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

CDMS - Crash Data Management System

Record Date Range: 05/01/2016 to 11/14/2017

Vehicle Type

Click for Drill Down

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
3	0	0	0	0	0	0	0	1	0	0	0	0	1	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Strategic Highway Safety Plan (SHSP)

Crashes

Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	0

Vehicle Movement

Click for Drill Down

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

Strategic Highway Safety Plan (SHSP)

Crashes

Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Depart	At Int.
05/01/2016 to 11/14/2017	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

### Roadway Condition Summary

#### Roadway Location

Click for Drill Down

On Roadway

Shoulder

Strategic Highway Safety Plan (SHSP)															
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Aggr. Driving	Lane Departure	At Intersection	
4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	

#### Road Condition

Click for Drill Down

Wet

Dry

Strategic Highway Safety Plan (SHSP)															
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection						
1	0	0	0	0	0	0	0	0	0						
4	0	0	0	0	0	0	0	1	0						

#### Road Contributing Cause Summary

Click for Drill Down

None

Strategic Highway Safety Plan (SHSP)															
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection						
5	0	0	0	0	0	0	0	1	0						

5-Year Crash Summary Report (1/1/2016 to 12/31/2020)

CDMS - Crash Data Management System

Records Date Range: 05/01/2016 to 11/14/2017

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Anglas	Head On	Intoxication	Speeding	Run Control	Vul. Users	Age. Drivng	Lane Depart	At Int.
5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

**Traffic Control**

Strategic Highway Safety Plan (SHSP)

Click for Drill Down  
 Traffic Control Signal  
 No Controls

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Motorcycle	Anglas	Head On	Intoxication	Speeding	Run Control	Vul. Users	Age. Drivng	Lane Depart	At Intersection
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

**Road Alignment**

Strategic Highway Safety Plan (SHSP)

Click for Drill Down  
 Straight

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Motorcycle	Anglas	Head On	Intoxication	Speeding	Run Control	Vul. Users	Age. Drivng	Lane Depart	At Intersection
5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

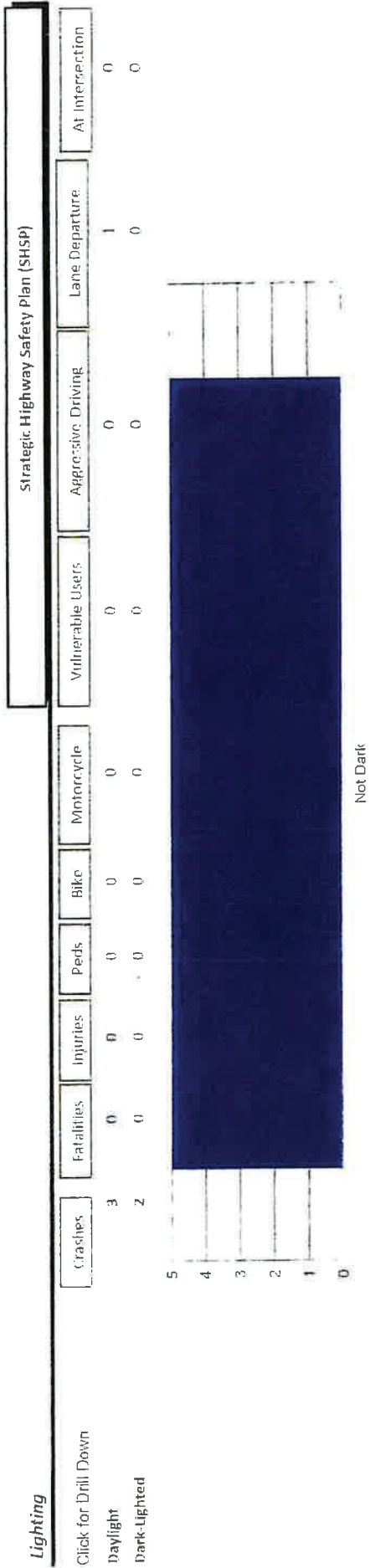


Records Date Range: 05/03/2016 to 11/14/2017

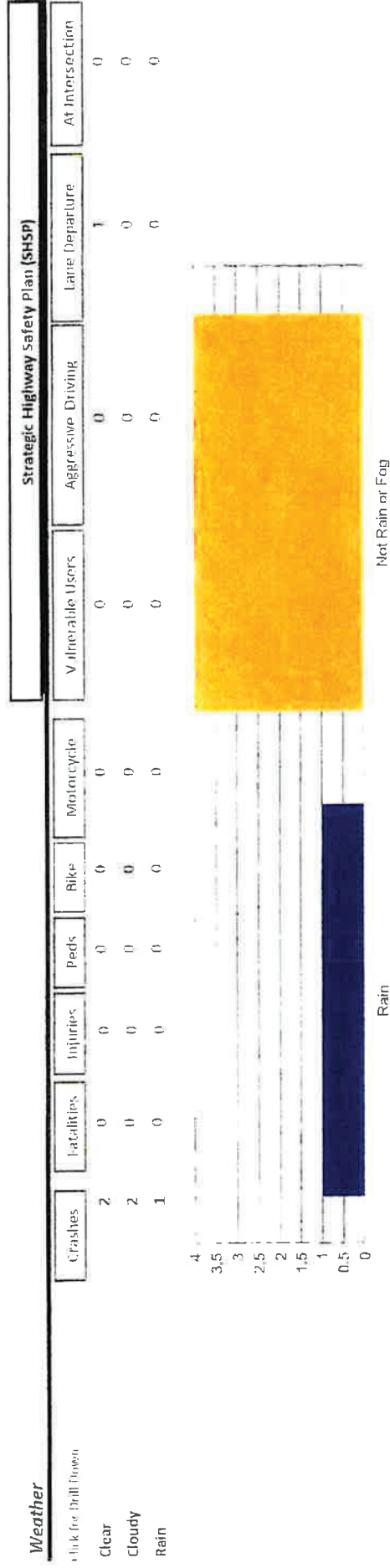
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Aggr. Driving	Lane Depart	At Int.
5	0	0	0	0	0	0	0	1	0	0	0	0	1	0

Environment Summary Report

Lighting



Weather



Records Date Range: 05/01/2016 to 11/14/2017  
Crashes: 5  
Fatalities: 0  
Injuries: 0  
Peds: 0  
Bike: 0  
Motorcyclist: 0  
Anglos: 0  
Head On: 0  
Intoxication: 1  
Speeding: 0  
Run Control: 0  
Vul. Users: 0  
Agr. Driving: 0  
Lane Depart: 1  
At Int: 0

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries	Crashes	Fatalities	Injuries
CITRUS PARK	1	0	0			
UNINCORPORATED	4	0	0			
Totals:	5	0	0			

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
Gunn Hwy.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	780 (est.)	78 (est.)	78
Proposed	311	31	65
Difference (+/-)	(-) 469	(-) 47	(-) 13

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

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

Notes: A gated emergency only access is also being proposed to Gunn Hwy.

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Right Turn Lane Variance – Easternmost Access on East/West Portion of Gunn Hwy.	Administrative Variance Deminimis Request	Previously Approved
Right Turn Lane Variance – Southernmost Access on North/South Portion of Gunn Hwy.	Administrative Variance Deminimis Request	Previously Approved

Notes:

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

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 Michael Lynch WETLANDS DIVISION  
 Rick Muratti, Esq. LEGAL DEPT  
 Steffanie L. Wickham WASTE DIVISION

**AGENCY COMMENT SHEET**

REZONING	
<p><b>HEARING DATE:</b> 8/19/2024</p> <p><b>PETITION NO.:</b> 24-0784</p> <p><b>EPC REVIEWER:</b> Melissa Yanez</p> <p><b>CONTACT INFORMATION:</b> (813) 627-2600 X 1360</p> <p><b>EMAIL:</b> <a href="mailto:yanezm@epchc.org">yanezm@epchc.org</a></p>	<p><b>COMMENT DATE:</b> June 4, 2024</p> <p><b>PROPERTY ADDRESS:</b> 7835 Gunn Hwy, Tampa, FL 33556</p> <p><b>FOLIO #:</b> 0031410020</p> <p><b>STR:</b> 02-28S-17E</p>
<p><b>REQUESTED ZONING:</b> Major Mod to PD</p>	
FINDINGS	
<b>WETLANDS PRESENT</b>	NO
<b>SITE INSPECTION DATE</b>	NA
<b>WETLAND LINE VALIDITY</b>	NA
<b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b>	Desktop Review- soil survey, Aerial review and EPC file review
<p><b>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan’s current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again.</b></p> <p><b>INFORMATIONAL COMMENTS:</b></p> <p>The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.</p> <p>EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite/ within the proposed construction boundaries.</p> <ul style="list-style-type: none"> <li>Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a “WDR30 - Delineation Request Application”. Once approved, the formal wetland delineation would be binding for five years.</li> </ul>	

My/cb

ec: [jcremer@stearnsweaver.com](mailto:jcremer@stearnsweaver.com) / [cwalden@stearnsweaver.com](mailto:cwalden@stearnsweaver.com)

*Environmental Excellence in a Changing World*

**Environmental Protection Commission - Roger P. Stewart Center**  
 3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - [www.epchc.org](http://www.epchc.org)





**NOTE: THIS IS ONLY FOR ESTIMATE PURPOSES, BASED ON THE FEES AT THE TIME THE REVIEW WAS MADE. ACTUAL FEES WILL BE ASSESSED BASED ON PERMIT APPLICATIONS RECEIVED AND BASED ON THE FEE SCHEDULE AT THE TIME OF BUILDING PERMIT APPLICATION.**

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**TO:** Zoning Review, Development Services

**DATE:** 08/09/2024

**REVIEWER:** Ron Barnes, Impact & Mobility Fee Coordinator

**APPLICANT:** BDG Gunn Hwy, LLC

**PETITION NO:** 24-0784

**LOCATION:** Gunn Highway

**FOLIO NO:** 003141.0020

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**Estimated Fees:**

Bank w/Drive Thru

(Per 1,000 s.f.)

Mobility: \$20,610.00

Fire: \$313.00

**Project Summary/Description:**

Urban Mobility, Northwest Fire - Bank with Drive thru (no size specified)

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

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PETITION NO.: MM 24-0784      REVIEWED BY: Clay Walker, E.I.    DATE: 6/4/2024

FOLIO NO.: 3141.0020

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**WATER**

- The property lies within the \_\_\_\_ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A 8 inch water distribution main exists  (approximately 1,000 feet from the site),  (adjacent to the site), and is located east of the subject property within the west Right-of-Way of Berkford Avenue. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

**WASTEWATER**

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

COMMENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's wastewater system. The subject area is located within the Hillsborough County Wastewater Service Area and will be served by the Northwest Regional Water Reclamation Facility.



## Agency Review Comment Sheet

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

**TO:** Zoning Review, Development Services      **REQUEST DATE:** 5/16/2024  
**REVIEWER:** Kim Cruz, Environmental Supervisor      **REVIEW DATE:** 5/22/2024  
**PROPERTY OWNER:** BDG Gunn Hwy, LLC      **PID:** 24-0784  
**APPLICANT:** BDG Gunn Hwy, LLC  
**LOCATION:** Gunn Highway Tampa, FL 33626  
**FOLIO NO.:** 3141.0020

### AGENCY REVIEW COMMENTS:

According to the current Hillsborough County BOCC approved maps adopted in the Comprehensive Plan, the site appears to be located within a Wellhead Resource Protection Area (WRPA) Zone 1 and subject to prohibitions and restrictions, as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC). Based on the information provided in the application, the applicant seeks a Major Modification to include a bank with drive-thru ATM and there appears to be no potential restricted or prohibited activities proposed.

According to the current Hillsborough County BOCC approved maps adopted in the Comprehensive Plan, the sites do not appear to be located within a Wellhead Resource Protection Area (WRPA) Zone 2, Surface Water Resource Protection Area (SWRPA) and/or Potable Water Wellfield Protection Area (PWWPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

**AGENCY REVIEW COMMENT SHEET**

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**TO: ZONING TECHNICIAN, Planning Growth Management**

**DATE: 16 May 2024**

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

**APPLICANT: Jacob Cremer**

**PETITION NO: MM 24-0784**

**LOCATION: Tampa, FL 33626**

**FOLIO NO: 3141.0020**

**SEC: 02 TWN: 28 RNG: 17**

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- This agency has no comments.
  
- This agency has no objection.
  
- This agency has no objection, subject to listed or attached conditions.
  
- This agency objects, based on the listed or attached conditions.

COMMENTS: \_\_\_\_\_.



# **VERBATIM TRANSCRIPT**



Zoning Hearing Master Hearing  
August 19, 2024

HILLSBOROUGH COUNTY, FLORIDA  
Board of County Commissioners

-----X  
IN RE: )  
 )  
ZONE Hearing Master )  
HEARINGS )  
 )  
-----X

ZONING Hearing Master HEARING  
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Pamela Jo Hatley  
Land Use Hearing Master

DATE: Monday, August 19, 2024

TIME: Commencing at 6:00 p.m.  
Concluding at 8:57 p.m.

LOCATION: Hillsborough County BOCC  
Development Services Department -  
Second Floor Boardroom  
601 East Kennedy Boulevard  
Tampa, Florida 33601

Reported by:  
Diane DeMarsh, AAERT No. 1654  
Digital Reporter

Zoning Hearing Master Hearing  
August 19, 2024

1 MS. HEINRICH: Our next item is Item D.5, Major Mod  
2 24-0784. The applicant is requesting a major modification to  
3 PD 22-0439. Carolanne Peddle with Development Services will  
4 provide staff findings after the applicant's presentation.

5 MR. SMITH: Is this on? Okay, thank you. I was going  
6 to say, I'm never that quite, so I was wondering if something  
7 had to be happening.

8 David Smith, 401 East Jackson street, Suite 2100.  
9 Director of development ad zoning for Stearns, Weaver and Miller  
10 for the applicant, Bel-Aire Development.

11 This is a major modification as staff has indicated to  
12 a previously approved PD in the Citrus Park area of  
13 Hillsborough County. This is located on Gunn Highway and just  
14 to the east, well, it's hard to say on this map because  
15 Gunn Highway. It's two different sides, but it's -- it's to the  
16 north of Gunn Highway that runs east and west. And it's to the  
17 east of Gunn Highway that runs north/south.

18 Zoning is Citrus Park Village, G-6 and the Future Land  
19 Use is also the Citrus Park Village Land Use Category. The site  
20 depicted on the aerial is currently vacant surrounded by a  
21 Publix to the north, Walgreens, various retail uses. Victory  
22 Charter School and We Care is across to highway to the south.  
23 There's a bank directly to the east. And there's Sickles High  
24 School is all the way across Gunn Highlight to the west.

25 The current site plan approved for the -- the property

1 is an automatic car wash. The automatic car wash was again, the  
2 original approval. As you can see, it had emergency access to  
3 Gunn Highway and its principal access to the site for ingress  
4 and egress purposes was through the shopping center.

5 The proposed site plan essentially keeps all the  
6 access points at -- through -- from the shopping center,  
7 eliminates the emergency access point on Gunn Highway,  
8 reconfigures the site to place a bank, a financial institution,  
9 with an ATM drive-thru on the -- the back side or the north side  
10 of the development.

11 So looking at this request, specifically, we have this  
12 major modification, it's because we're changing the use from the  
13 specifically approved use and we're coming up with a new use.  
14 The design of the project is to -- to further the Citrus Park  
15 Village plan vision within the site's constraints. A bank with  
16 use with ATM is consistent with the original G-6 Citrus Park  
17 overland designation, which allow for commercial neighborhood  
18 uses. The only reason we did a PD before is because of the  
19 nature of the site. It's a very narrow site. Access is  
20 limited. You cannot have direct access to Gunn Highway given  
21 the road characteristics.

22 So the consistence with the goals and strategies,  
23 Citrus Park's Village plan was drafted to achieve a  
24 well-balanced variety of residential, recreational, commercial  
25 and public uses. Subcategory G of Land Use allows commercial

1 development as well as office or residential uses at a maximum  
2 FAR of nonresidential 4.25.

3           The applicant was requesting this commercial use that  
4 will not alter the layout or character of the area. The  
5 surrounding areas are replete with commercial uses and PD zoned  
6 projects along the Gunn Highway corridor. The proposed FAR is  
7 0.12, which is well within the FAR maximum allowed in the  
8 category.

9           When we look at the -- the project, you have to  
10 meet -- the PD's going to have to meet the criteria to the  
11 greatest degree practicable as stated in the regulations. When  
12 we look at the compatibility or consistency, we're meting the  
13 maximum setback, the bill to line with this new site plan,  
14 buffer and screening is all consistent with the requirements. I  
15 won't go through every one of these because it's late at night,  
16 but essentially we're meeting all of the criteria, but for one.  
17 And I'll -- I'll tell you which one that is shortly.

18           The elevations are shown here. They meet the  
19 transparency requirements and the architectural fenestration of  
20 the buildings to comply with the design standards of the overlay  
21 regulations. And because of the narrow and regular shape of the  
22 lot, this Citrus Park LDC requirement relative to block patent  
23 cannot be met. Obviously, there is -- there are no other public  
24 streets connecting this. There's a shopping center toward  
25 north, Gunn Highway to our south. So this is the only

1 requirement that cannot be met or is not being met by this  
2 particular proposal.

3           Staff found the justifications for not meeting this  
4 requirement to be reasonable. Staff also evaluated such park  
5 village requirements and ex -- explanations provided by the  
6 applicant to determine that the elevations submitted meet the  
7 designing requirements of the overlay with the exception of the  
8 block pattern. Again, I'm repeating myself a little bit there.

9           Transportation connectivity, there had been  
10 administrative variances previously approved. These have been  
11 reapplied and reinstated carried forward to this approval. And  
12 they've both been previously found approvable by the county  
13 engineer. This development reduces the impacts of the  
14 previously approved project, generates over -- overall less  
15 trips than the car wash. The access points do not change  
16 whatsoever. Existing acc -- point access points to the shopping  
17 center on Gunn Highway east/west, Gunn Highway north/south all  
18 remain the same and our -- we have easement rights, as  
19 previously demonstrated in the original approval, to -- to  
20 utilize that main access point and -- and enter through the  
21 shopping center to our north.

22           In conclusion, the Hillsborough County staff has found  
23 this and recommended approval with conditions.

24 Planning Commission staff found the project consistent with the  
25 Hillsborough County comp plan. And we would request your

Zoning Hearing Master Hearing  
August 19, 2024

1 recommendation of approval to the Board. I'm here to answer any  
2 questions you may have.

3 HEARING MASTER: Okay. Thank you. I have no  
4 questions for you.

5 MR. SMITH: Thank you.

6 MS. PEDDLE: Good evening. Carolanne Peddle,  
7 Development Services. This is Major Modification 24-0784.

8 The applicant is requesting a major modification to  
9 the previously approved planned development 22-0439 to -- to  
10 permit a financial institute -- institution with drive-thru ATM.  
11 PD 22-0439 is approved in '22, or excuse me, 2022, limited to an  
12 automated car wash facility, subject to standards of LDC  
13 Section 6.11.121 for car wash facilities with a maximum building  
14 size of 6,445 square feet. The applicant requests a waiver to  
15 LDC Section 310.06.01 for block pattern in the Citrus Park  
16 Village Overlay District, which was provided through the current  
17 PD.

18 The vacant subject parcel is located on the north side  
19 of the Gunn Highway near the intersection of Sheldon Road and in  
20 the Citrus Park Village overlay area east of Sickles High  
21 School. The immediate surroundings of the property consist of  
22 commercial and retail uses. The site is located adjacent to an  
23 existing shopping center that includes all parcels for financial  
24 institutions, a drugstore and offices. The retail use is  
25 located to the south, across Gunn Highway. Additionally, there



1 are residential uses located to south, east and north in the  
2 vicinity of this parcel.

3           The project would be limited to a financial  
4 institution with drive-thru ATMs at 3,100 square feet in size  
5 with associated parking for our customers. The site process  
6 for -- excuse me, the site proposes access connection from  
7 private driveway in the shopping center's site north with a  
8 one-way entrance for the east side -- excuse me, from the east  
9 side of the site to access the ATMs and two accesses towards the  
10 west side of the site. Pedestrian only access is proposed  
11 connect direct access to Gunn Highway.

12           The proposed elevation was submitted on August 7, 2024  
13 and meets the requirements of Citrus Park Overlay District with  
14 exception to that block pattern requirement. The property has a  
15 Future Land Use designation of Citrus Park Village with a  
16 subarea category G. Based on the Future Lane Use  
17 classification, surrounding zoning and development patterns and  
18 proposed use, staff finds the proposed subject to proposed  
19 conditions.

20           That concludes my report.

21           HEARING MASTER: All right. Thank you.

22           MS. PEDDLE: Thank you.

23           HEARING MASTER: And Planning Commission.

24           MR. HEY: Good evening again. David Hey with your  
25 Planning Commission staff.

1           The subject site is located within the Citrus Park  
2 Village sub area G. It is located within the urban service area  
3 and kind of obvious by the land use category, falls with the  
4 boundaries of Citrus Park Village Community Plan. With that,  
5 under that subarea G, the intent of that subarea is to recognize  
6 existing development within the subarea. The subarea will allow  
7 for commercial, office and residential land uses or a mixture of  
8 these uses. Subarea G allows for a maximum nonresidential  
9 intensity of up to 0.25 FAR. And the rezoning is proposing a  
10 floor area ratio of 0.12. Therefore, consistent with the  
11 intensity requirement.

12           Well, both bank and car wash uses would be allowed  
13 uses within the Citrus Park Village subcategory G. The prior  
14 plan development was drafted and designed very specifically to  
15 not only allow just a drive-thru car wash, but only a branded  
16 particular car wash. So this would remove that requirement.

17           As part of the major modification application, the  
18 applicant remove the gated emergency egress access to  
19 Gunn Highway. There will no longer be any proposed access to  
20 Gunn Highway and will now only be accessible through the  
21 multi-tenant shopping plaza to the north of the subject site.  
22 This will allow fewer access points throughout the county  
23 collector and will encourage safety and efficiency by utilizing  
24 existing access to the subject site.

25           Objective 16 and its accompanying policies in the

1 Future Land Use Element require that new development protect  
2 established neighborhoods and be compatible with the development  
3 patterns of the surrounding area. The proposed site plan shows  
4 the building located at the build to line on the street frontage  
5 and landscape buffers on all four sides of the property.  
6 Therefore, it is compatible with the existing development  
7 pattern and is consistent with the Future Land Use Element  
8 Objective 16.

9           Planning Commission also found the proposal would be  
10 compatible with the existing character of the surrounding area  
11 and therefore is consistent with Goal 12 of the community design  
12 component. The intent of the Citrus Park Village Community Plan  
13 is to ensure the development of a well-balanced vital pedestrian  
14 oriented traditional village that can support a variety of  
15 residential, commercial, office and civic uses. The design  
16 regulations are specific for the Citrus Park Village Committee  
17 to ensure compatibility with the community plan and the  
18 surrounding properties.

19           The proposed commercial use meets many of the design  
20 requirements as is practical and within reason for the site and  
21 therefore meets the intent of the Citrus Park Village Community  
22 Plan.

23           Based on those considerations and the goals,  
24 objectives and policies submitted -- contained within your  
25 submitted planning commission report, the staff does find that

1 the proposed plan development is consistent with the  
2 Unincorporated Hillsborough County Comprehensive Plan. Thank  
3 you.

4 HEARING MASTER: Thank you. All right. Is there  
5 anyone here or online who wishes to speak in support of this  
6 application? All right, I don't hear anyone.

7 Is there anyone here or online who wishes to speak in  
8 opposition to this application? All right, I don't hear anyone.

9 All right. Development Services, anything further?

10 MS. HEINRICH: No, ma'am.

11 HEARING MASTER: Okay. And applicant, anything  
12 further?

13 MR. SMITH: No, ma'am.

14 HEARING MASTER: All right. This closes a hearing on  
15 Re -- well, no, Major Modification 24-0784.

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**EXHIBITS SUBMITTED  
DURING THE ZHM HEARING**

**NONE**





**PARTY OF  
RECORD**

**NONE**