



**PD Modification Application: MM 21-0884**

**Zoning Hearing Master Date:** December 13, 2021

**BOCC Land Use Meeting Date:** February 8, 2022

**REVISED REPORT**

**1.0 APPLICATION SUMMARY**

**Applicant:** John B. Grandoff, III, Esq. / Jaime R. Maier, Esq. / Hill Ward Henderson,

**FLU Category:** RES-6

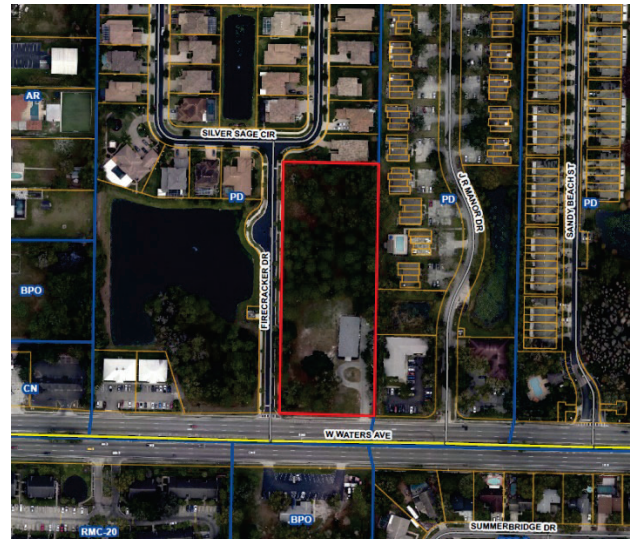
**Service Area:** Urban

**Site Acreage:** 3.08 AC +/-

**Community Plan Area:** Town N' Country

**Overlay:** None

**Request:** Major Modification to PD 04-0404



**Request Summary:**

Modify southeastern parcel containing religious assembly uses to allow 15,000 square feet of Business Professional Office zoning district uses.

**Existing Approvals:**

41 Single-Family homes, 7000 square feet of Business Professional Office Zoning District Uses and 10,000 square feet of religious assembly uses.

**Proposed Modification(s):**

Modify the southeastern parcel containing religious assembly uses to allow 15,000 square feet of Business Professional Office zoning district uses, including 10,000 square feet of religious assembly uses. Interim religious assembly and its accessory uses will be permitted until it is developed with BPO uses conforming to the PD 04-0404 use provisions.

**Additional Information:**

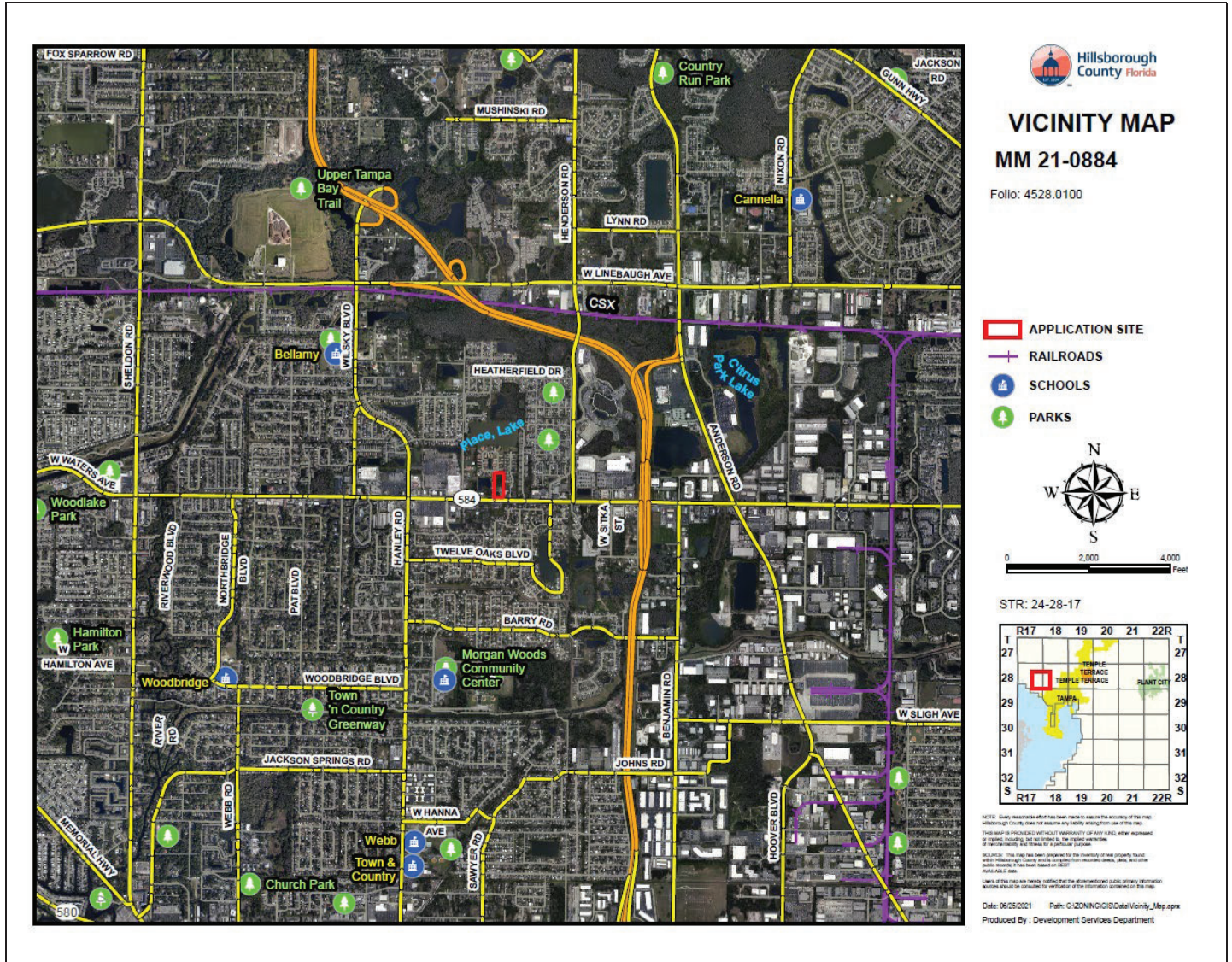
PD Variations	LDC Section 6.06.06 to allow existing vegetation and existing fence in lieu of a Type "A" screening along the northern property line.
Waiver(s) to the Land Development Code	LDC Section 6.01.01 endnote #8 (2 feet of additional setback for each foot of structure height over 20 feet) to allow a 50-foot height building at a setback of 50-feet from the eastern property line where a setback of 60-feet (from non-residential zoning) and 80-feet (from residential zoning) buffer is required.
Planning Commission Recommendation	Consistent

Development Services Department  
Recommendation

- Approvable, subject to conditions of approval.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map

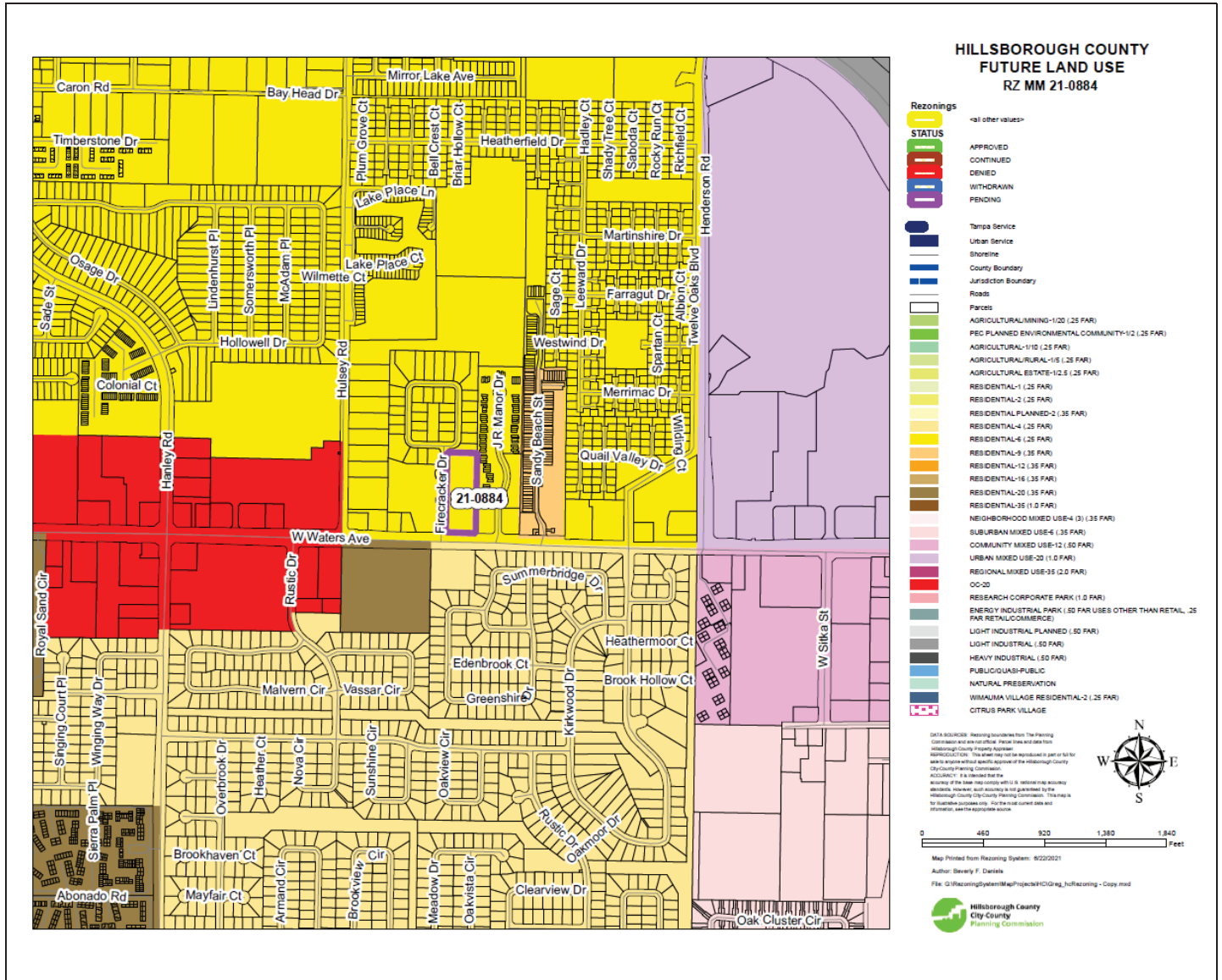


### Context of Surrounding Area:

The area is primarily residential with commercial and office uses developed along W Waters Ave. serving the Town and Country community. To the south of the property, across W Waters avenue is a lot zoned BPO, developed with medical offices. Within the same PD are two properties deems for commercial purposes and developed with medical offices and professional services offices. Adjacent to the east is a commercially zoned property occupied by services and Health practitioner's Offices development. Single family residential development exists within the PD. Adjacent to the north is a single family residential subdivision developed with conventional homes.

2.0 LAND USE MAP SET AND SUMMARY DATA

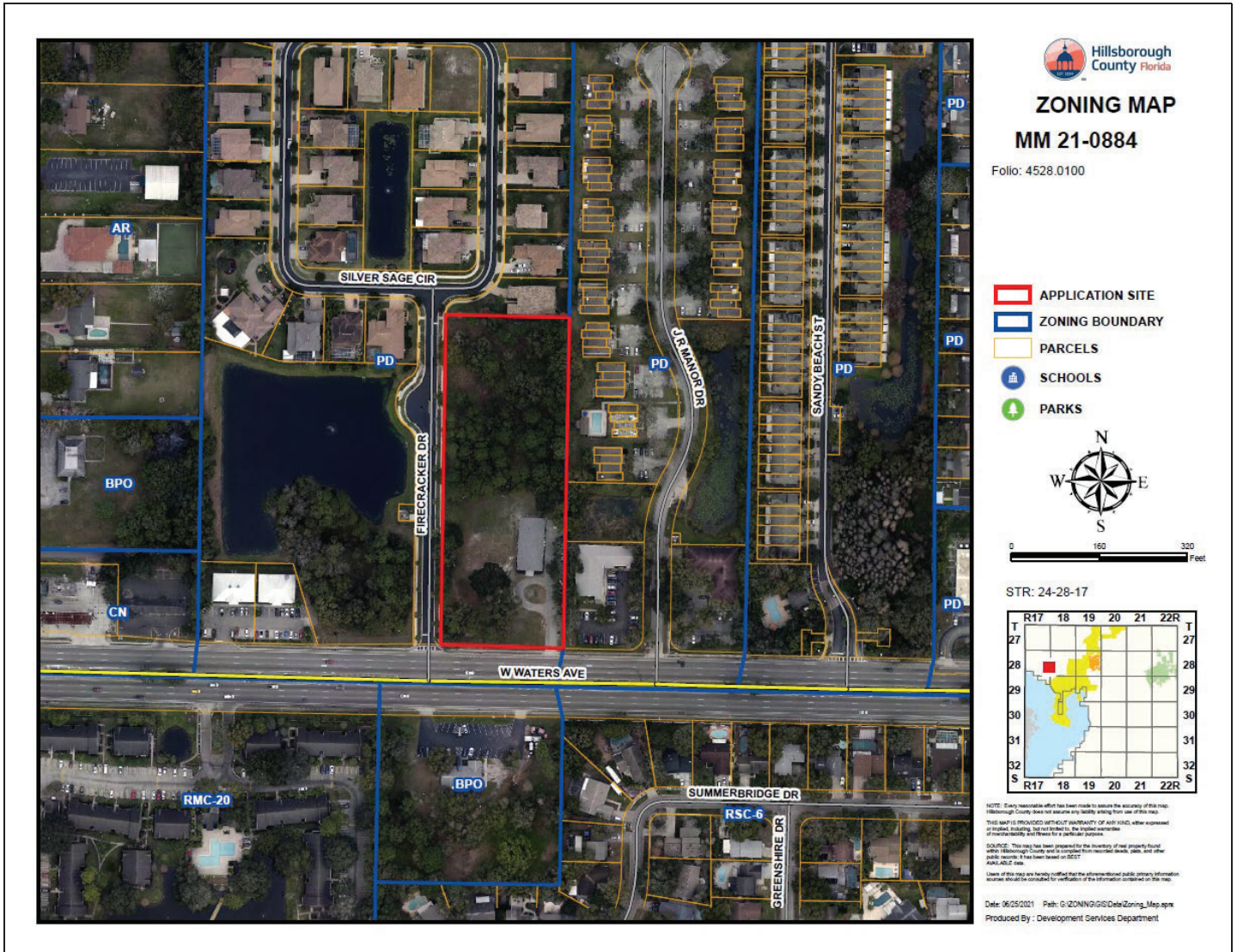
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-6
Maximum Density/F.A.R.:	0.25 FAR
Typical Uses:	Residential, suburban commercial, offices, multi-purpose, mixed-use development

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



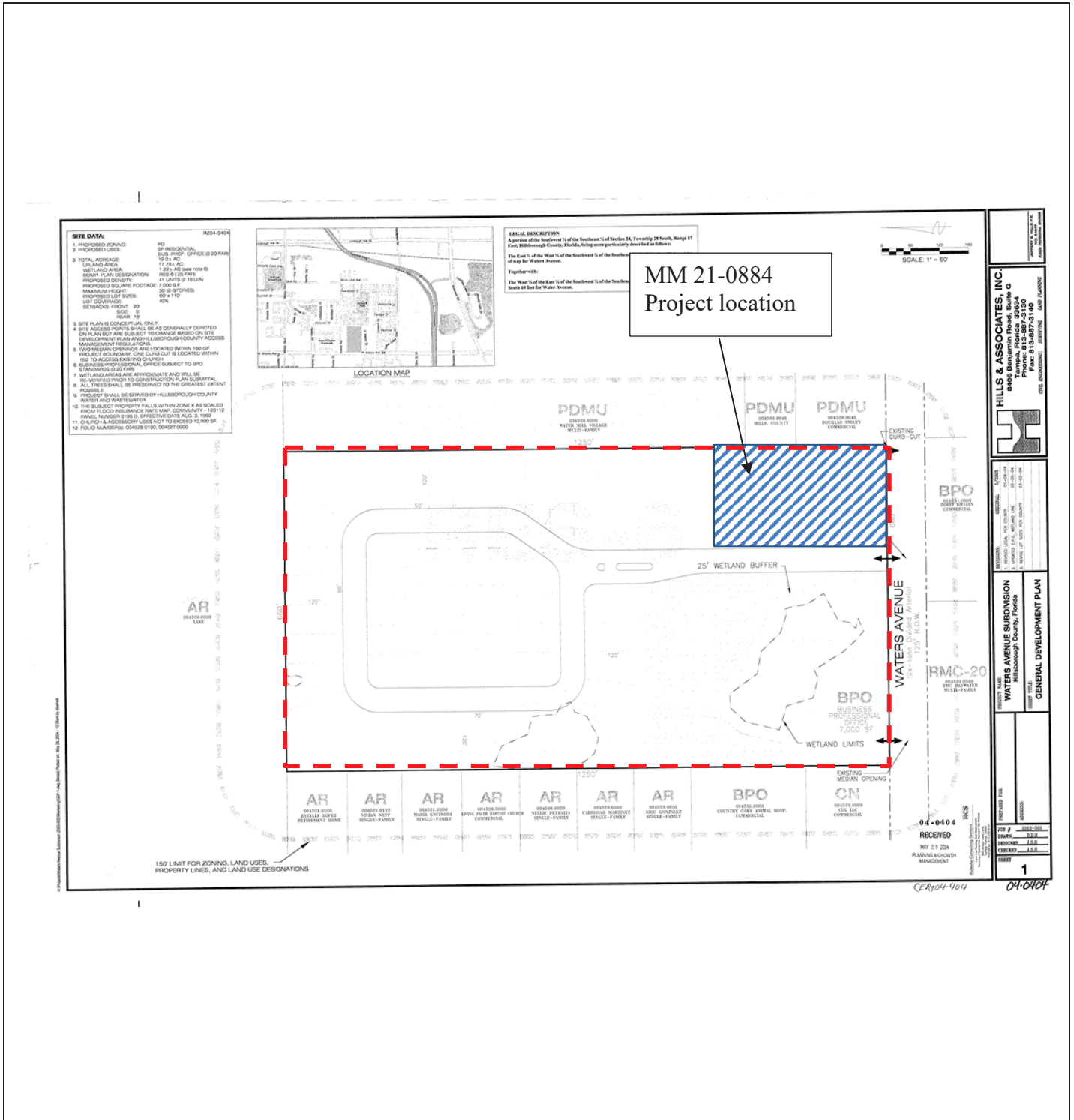
Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD	6 units per acre*	Single-Family	Single-Family
South	BPO	0.20 FAR	Office	Medical Offices
East	PD	7.7 units per acre* 0.20 FAR	Office, Residential	Medical Offices, Residential
West	PD	2.16 unit per acre 0.22 FAR	Office, wetlands	Lift station/wetlands, Residential

\*subject to utilities

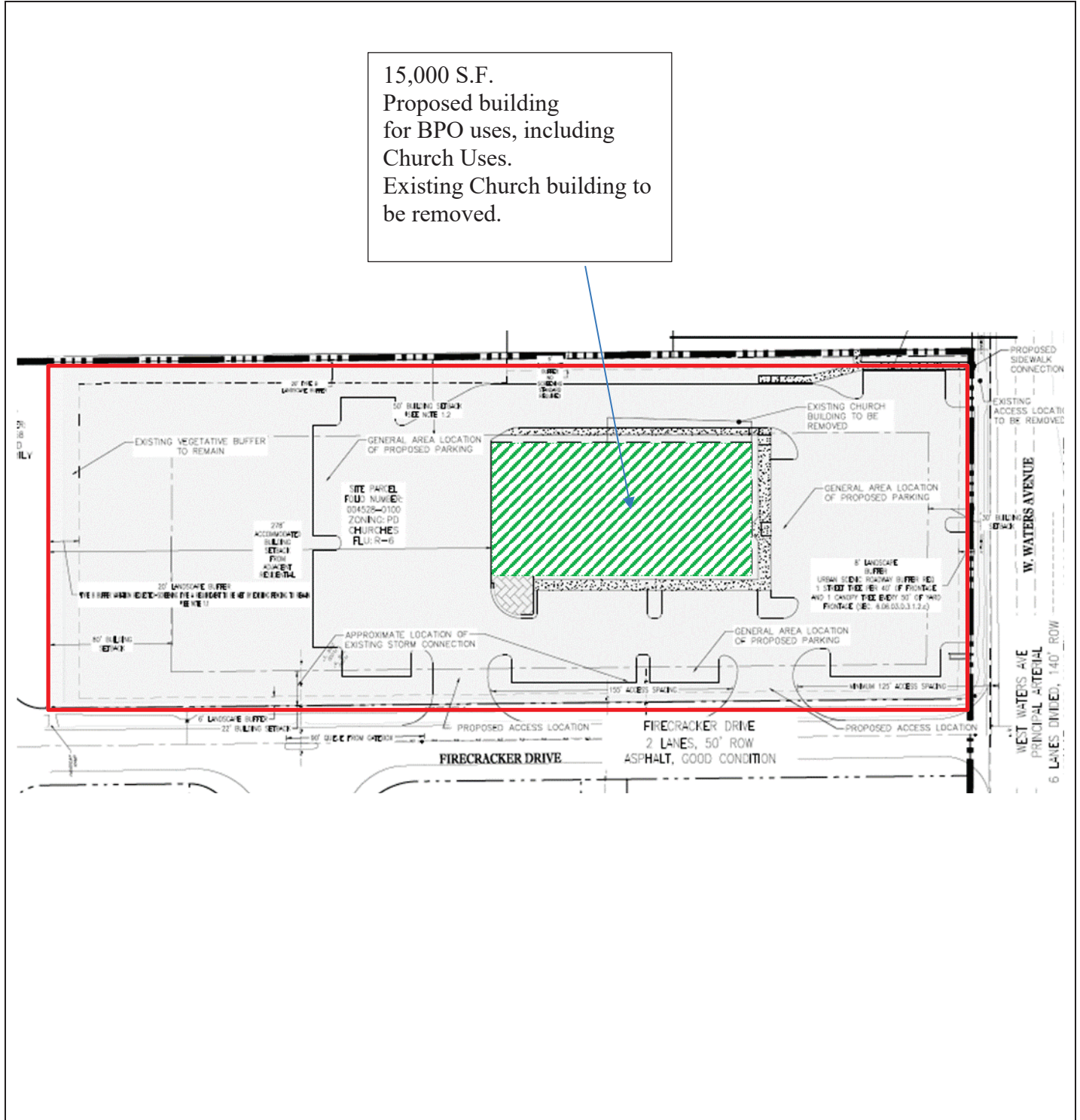
### 2.0 LAND USE MAP SET AND SUMMARY DATA

### 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
Firecracker Dr.	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Waters Ave.	County Arterial - Urban	6 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
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**Project Trip Generation**  Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,707	196	230
Proposed	3,140	233	271
Difference (+/-)	(+) 433	(+) 37	(+) 41

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

**Connectivity and Cross Access**  Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	Vehicular & Pedestrian	None	Meets LDC
East		None	Vehicular & Pedestrian	Does Not Meet LDC
West		None	None	Does Not Meet LDC

Notes: Although cross access along the project's western project boundary is required but not proposed, this represents an existing condition. More importantly, that portion of the project was not included in the modification request and is owned by a separate entity; as such, staff has no ability to request the applicant modify that portion of the PD. Although the presence of vehicular and pedestrian cross access along the eastern boundary meets the intent of the LDC, there are problems with the provision of such cross access which have been outlined in the Transportation Staff Report.

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

Road Name/Nature of Request	Type	Finding
Waters Ave. - Left Turn Lane Length	Design Exception Requested	Approvable
Firecracker Dr. - Substandard Road	Administrative Variance Requested	Approvable

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 checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <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 checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
<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 checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
<b>Impact/Mobility Fees</b> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Office - Single Tenant (Per 1,000 s.f.) Mobility: \$8,004 Fire: \$158</td> <td style="width: 50%;">General Office - Multi Tenant (Per 1,000 s.f.) Mobility: \$6,669 Fire: \$158</td> </tr> <tr> <td>Medical Office 10k s.f. or less (Per 1,000 s.f.) Mobility: \$17,488 Fire: \$158</td> <td>Medical Office greater 10k s.f (Per 1,000 s.f.) Mobility: \$25,167 Fire: \$158</td> </tr> </table> <p>*credit for prior church may provide credit as follows:                      (per 1,000 s.f.) Mobility: \$3,678    Fire: \$95</p>					Office - Single Tenant (Per 1,000 s.f.) Mobility: \$8,004 Fire: \$158	General Office - Multi Tenant (Per 1,000 s.f.) Mobility: \$6,669 Fire: \$158	Medical Office 10k s.f. or less (Per 1,000 s.f.) Mobility: \$17,488 Fire: \$158	Medical Office greater 10k s.f (Per 1,000 s.f.) Mobility: \$25,167 Fire: \$158
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Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

**5.0 IMPLEMENTATION RECOMMENDATIONS**

**5.1 Compatibility**

Commercial/office uses are located to the east and west of the parcel along Waters Avenue. Therefore, introduction of 15,000 square feet of office uses would not be incompatible with the existing development pattern of the area.

The proposed uses to be added are comparable to the BPO (Business Professional Uses) approved by PD 04-0404; and does not create further incompatibilities with the surrounding area. The increase in FAR will have minimal impact on the transportation network.

Given the above, staff finds the proposed modification to be compatible with the surrounding properties and in keeping the general development pattern of the area.

**5.2 Recommendation**

Staff recommends **Approval**, subject to conditions.

6.0 PROPOSED CONDITIONS

Approval - Approval, subject to the conditions listed below, is based on the general site plan submitted ~~March 4, 2004~~ October 26, 2021.

Prior to PD site plan certification, the applicant shall revise the PD site plan to:

- Edit the Maximum FAR in order to state, "0.11".
- Edit the proposed building area in order to state, "15,000".
- Label the building footprint drawing with the proposed use, maximum height, and proposed GFA.
- Move (or remove) what appears to be a monument sign, partially located within the required buffer (i.e. the "8' Landscape Buffer Urban Scenic Roadway Buffer...") and just north of Firecracker Dr. The sign does not appear to be setback the minimum 10 feet required by Part 7.03.00 of the LDC. Signage placement which meets minimum standards and does not impede site distance is critical to the safe functioning of the access. Please remove the signage location from the PD site plan and/or revise the sign location to comply with the LDC.;
- Add sufficient detail showing the parking and internal sidewalk layouts of the adjacent parcel (folio 004529.9040);
- Modify the location of proposed pedestrian and vehicular cross access to folio 004529.9040, if necessary to aligning with existing drive-aisles and sidewalks on the adjacent property (in order to facilitate future connection);
- Extend the pavement for the proposed cross access connections to the eastern property boundary; and,
- Add a minimum 5-foot wide sidewalk (accessible route as required per LDC/ADA standards) connecting the primary entrance(s) to the proposed structure and the existing sidewalk along Firecracker Ln. to ensure connection at each site arrival point.

Prior to Design Exception approval, the applicant's EOR shall revise the Design Exception to correctly show the minimum queue/turn lane length requirements per the TTM. For example, in no instance would a 5-foot queue ever be the required queue length. Developer shall reference the TTM for the correct methodology for determining minimum required length.

1. The project shall be permitted a maximum of 41 single-family conventional homes and 7,000 15,000 square feet of Business, Professional-Office uses, ~~and including~~ a maximum of 10,000 square feet for a church and accessory uses as an interim use until the site is developed with BPO uses. Development standards shall be as follows:

1.1. The minimum residential lot size shall be 6,000 square feet and the minimum lot width shall be 50 feet. However, a mixture of 50-foot, 60-foot, and 70-foot or greater lot widths shall be included in the residential development (50-foot lots a maximum of 32 percent; 60-foot lots a maximum of 46 percent; 70-foot lots a minimum of 22 percent).

- Minimum Front Yard Setback: 20 feet

- Minimum Side Yard Setback: 05 feet
- Minimum Rear Yard Setback: 15 feet
- Maximum residential building height shall be: 35 feet
- Maximum residential building coverage shall be: 40 percent

1.2. The Open Space in the center of the residential development shall be used as a stormwater detention/retention pond.

1.3. The business, professional office portion of the development shall be subject to the development standards of the Business, Professional – Office (BP-O) District, unless otherwise indicated herein.

1.3.1. There shall be a maximum of ~~7,000~~ 15,000 square feet of BP-O uses.

1.3.2 A 50 foot setback shall be permitted along the eastern boundary as the project shall not be subject to the 2-to-1 setback for structure height over 20 feet.

1.4. The interim church and related accessory uses portion of the development shall be subject to the requirements of the Hillsborough County Land Development Code (LDC) unless otherwise indicated herein.

1.4.1. There shall be a maximum of 10,000 square feet for the interim church and related accessory uses.

1.5. Billboards and pole signs shall be prohibited. Prior to issuance of any preliminary site development permits, a unified sign plan shall be reviewed and approved by the Master Sign Committee for the development

2. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the EPC approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.

3. A 30-foot setback must be maintained around the Wetland Conservation Areas on the site. Land use within this area is restricted as per the LDC. Exceptions are allowed only with specific recommendation of the Environmental Protection Commission (EPC) staff and with the approval of the Natural Resources Review Team of the Hillsborough County Planning and Growth Management Department, and/or the Land Use Hearing Officer.

3.1. Prior to Construction Site Plan submittal, the site plan shall be revised to avoid the wetland impact for road construction, to label all wetlands on the site, and to correct the wetland setbacks to be shown as 30 feet.

4. Buffering and screening shall be consistent with the LDC unless otherwise specified herein.

- 4.1. Along the eastern boundary adjacent to folio 4529.9002 a 20 foot buffer with Type B screening shall be required as shown on the general site plan. A 50-foot height building shall be permitted with a 50-foot buffer at 50 feet from the east PD boundary, as depicted in the site plan.
- 4.2. A 6-foot fence and an existing 20-foot vegetative area shall be required as screening along the north PD boundary.
- 4.3. A 6-foot landscape buffer will be provided on a portion of parcel folio 4528.0100, along the PD eastern boundary adjacent to folios 4529.9046 and 4529.9040.
5. The general design, number, and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in Section 6.04 of the LDC. The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department and may include, but are not limited to: left turn lane(s), acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.
- 5.1. Prior to any expansion of the church, the Developer shall close the existing church access on Waters Avenue. Access to the church will be via the main access serving the residential development. Notwithstanding the above, access to folio 4528.0100 shall be restricted to the publicly maintained portions of Firecracker Dr.
6. Prior to Construction Site Plan approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of left turn storage needed to serve development traffic. The design and construction of the turn lanes shall be subject to Hillsborough County approval. If required by Hillsborough County and if warranted by the traffic analysis, the Developer shall provide at his expense: Left turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for eastbound to northbound traffic) into the site on Waters Avenue where a left turn is permitted. All roadway construction for said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement. If MM 21-0884 is approved, the County Engineer will approve a Design Exception (dated November 23, 2021), which was found approvable by the County Engineer (on December 7, 2021), for the turn lane length of the eastbound to northbound left turn lane on Waters Ave. onto Firecracker Dr. Approval of this Design Exception will allow the existing substandard turn lane to remain in its existing configuration.
7. Prior to Detail Site Plan approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of left turn storage needed to serve development traffic. The design and construction of the turn lanes shall be subject to Hillsborough County approval. If required by Hillsborough County and if warranted by the traffic analysis, the Developer shall provide at his expense: Additional left turn storage lanes of sufficient length to accommodate anticipated left turning traffic for vehicles making U turns on Waters Avenue at each median cut adjacent (east/west of the site) to the project where a left/U turn is permitted. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.

8. If MM 21-0884 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance from the (dated November 23, 2021), which was found approvable by the County Engineer (on December 7, 2021), for the Firecracker Dr. substandard roadway improvements. Approval of this Administrative Variance will waive the substandard road improvements required by Section 6.04.03.L. of the LDC.

~~8.9.~~ Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.


9.10. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the 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.

~~10.11.~~ 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.

11.12. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the LDC. Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.

11.13. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.

**Zoning Administrator Sign Off:**

  
J. Brian Grady  
Fri Dec 17 2021 14:47:19

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

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

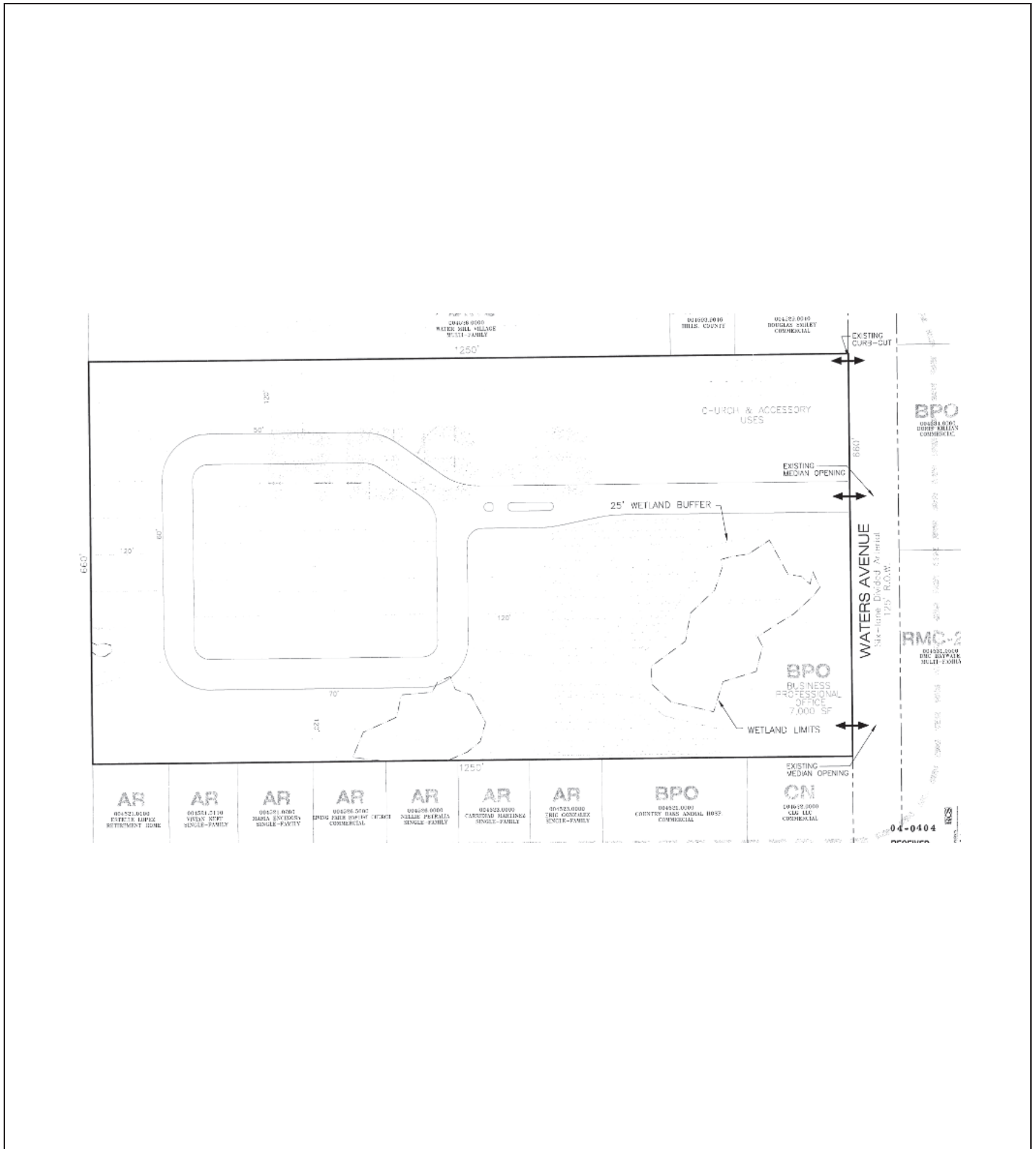


**7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS**

None.

### 8.0 SITE PLANS (FULL)

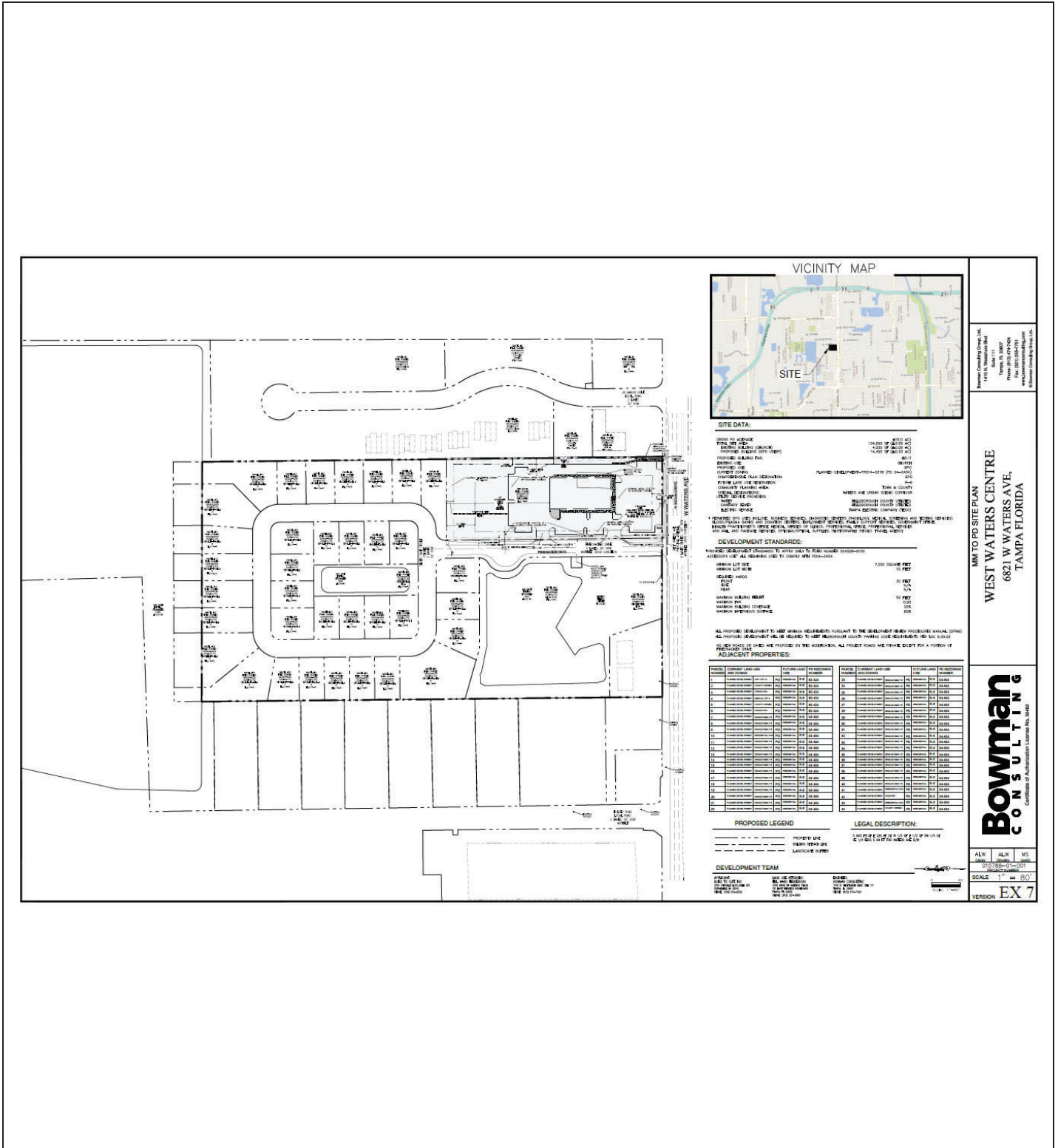
#### 8.1 Approved Site Plan (Full)





8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full) – Sheet 1 of 2



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

**COUNTY OF HILLSBOROUGH**

**RECOMMENDATION OF THE  
LAND USE HEARING OFFICER**

**APPLICATION NUMBER:** MM 21-0884

**DATE OF HEARING:** December 13, 2021

**APPLICANT:** Build to Suit, Inc.

**PETITION REQUEST:** The Major Modification request is to modify PD 04-0404

**LOCATION:** Northeast corner of W. Waters Ave. and Firecracker Dr.

**SIZE OF PROPERTY:** 3.08 acres, m.o.l.

**EXISTING ZONING DISTRICT:** PD 04-0404

**FUTURE LAND USE CATEGORY:** RES-6

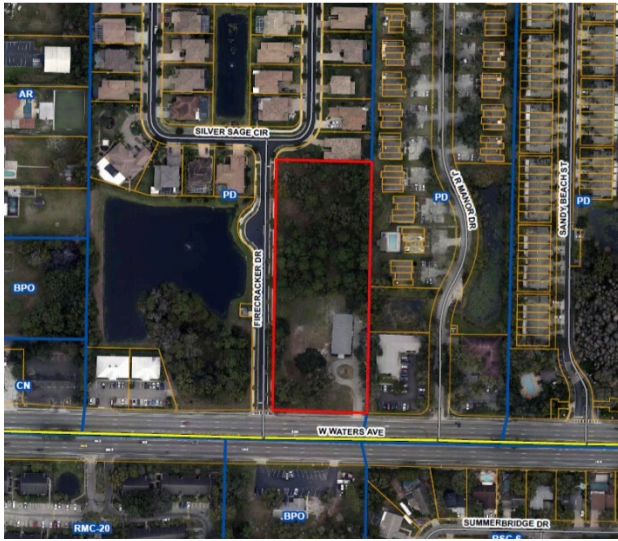
**SERVICE AREA:** Urban

**COMMUNITY PLAN:** Town N Country

## DEVELOPMENT REVIEW STAFF REPORT

\*NOTE: Formatting issues prevented the entire staff report from being included in the Recommendation. Therefore, please refer to the County's website for the complete Development Services Department staff report.

### REVISED REPORT 1.0 APPLICATION SUMMARY



Applicant: John B. Grandoff, III, Esq. / Jaime R. Maier, Esq. / Hill Ward Henderson

FLU Category: RES-6

Service Area: Urban

Site Acreage: 3.08 AC +/-

Community Plan Area: Town N' Country

Overlay: None

Request: Major Modification to PD 04-0404

**Request Summary:**

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**Existing Approvals:**

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**Proposed Modification(s):**

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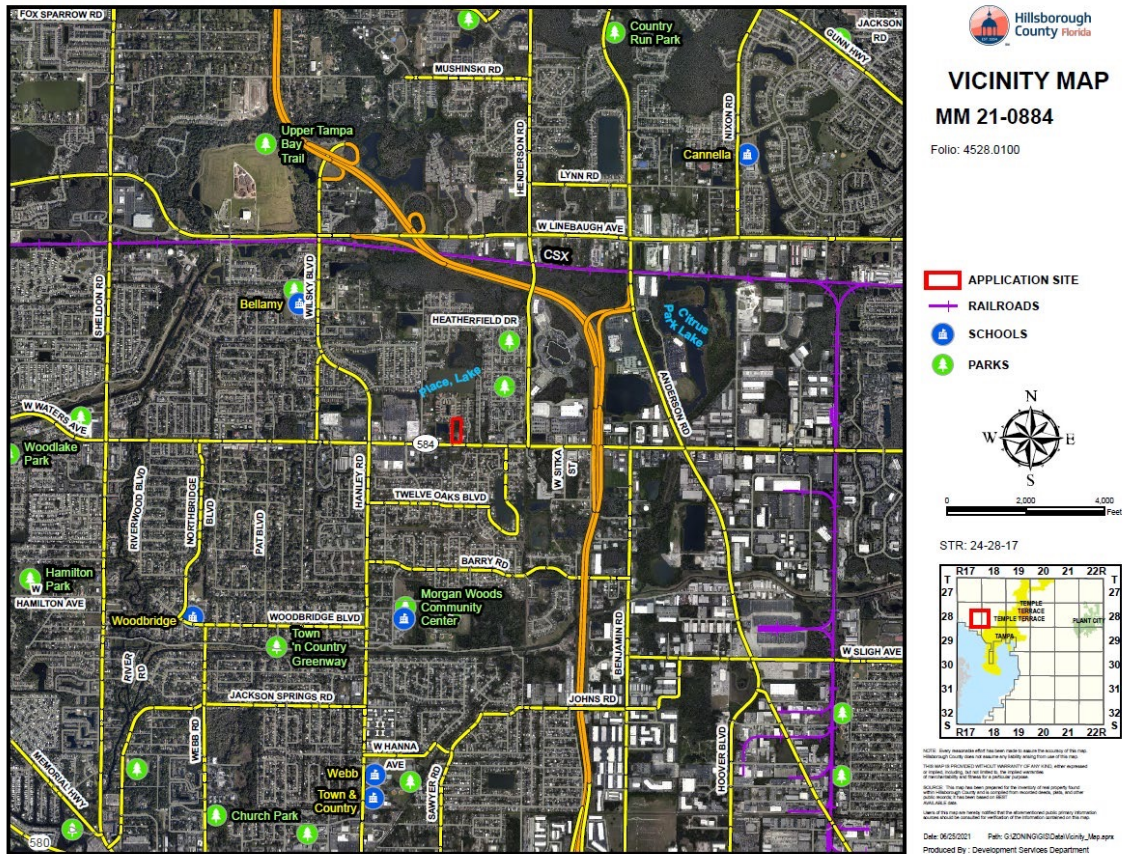
**Additional Information:**

PD Variations	LDC Section 6.06.06 to allow existing vegetation and existing fence in lieu of a Type "A" screening along the northern property line.
Waiver(s) to the Land Development Code	LDC Section 6.01.01 endnote #8 (2 feet of additional setback for each foot of structure height over 20 feet) to allow a 50-foot height building at a setback of 50-feet from the eastern property line where a setback of 60- feet (from non-residential zoning) and 80-feet (from residential zoning) buffer is required.

Planning Commission Recommendation | Consistent

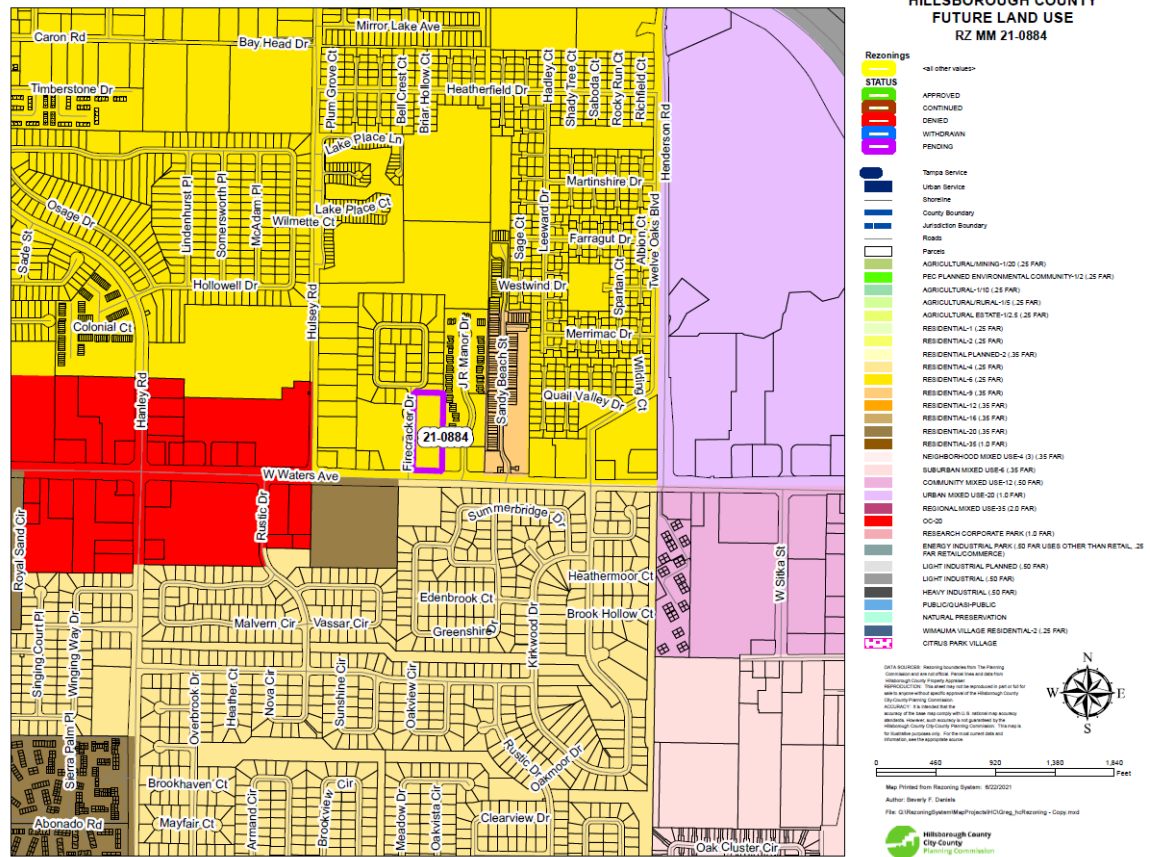
Development Services Department Recommendation	• Approvable, subject to conditions of approval.
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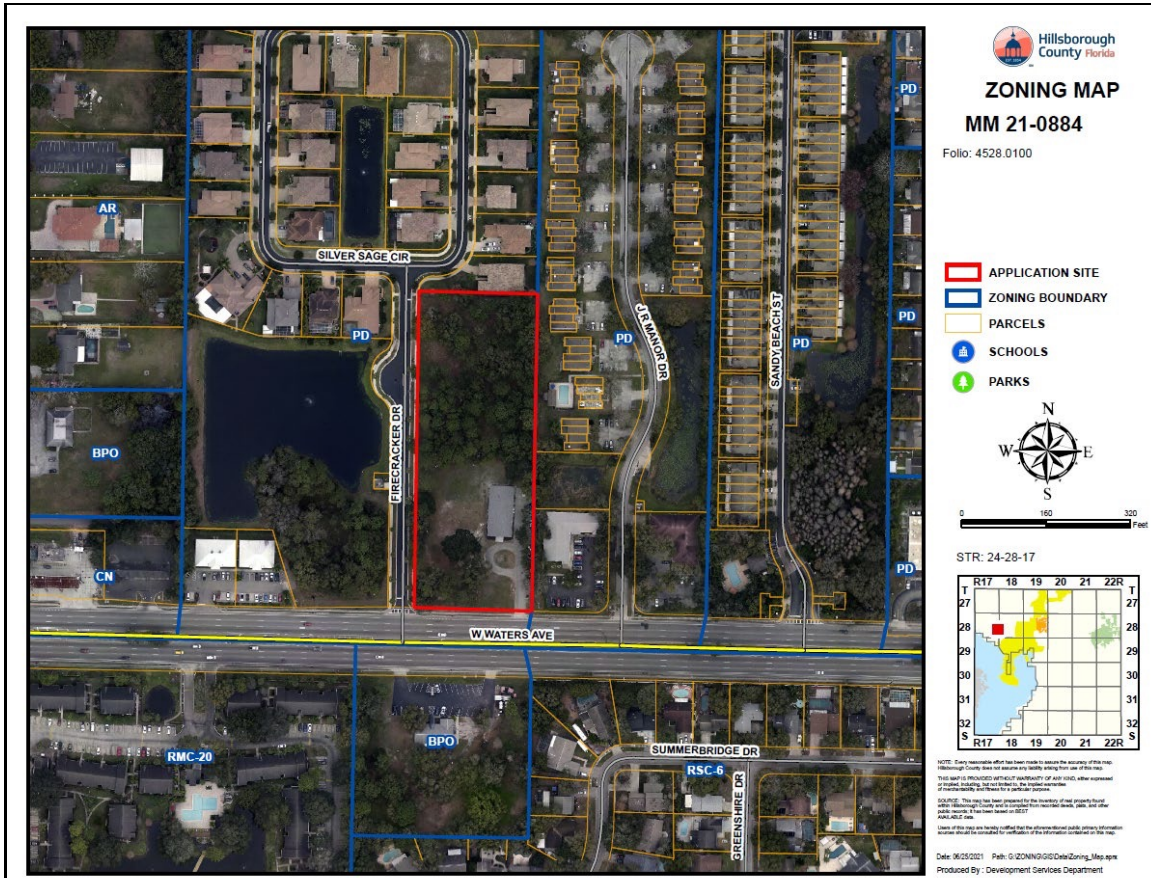
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## 2.0 LAND USE MAP SET AND SUMMARY DATA 2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-6
Maximum Density/F.A.R.:	0.25 FAR
Typical Uses:	Residential, suburban commercial, offices, multi-purpose, mixed-use development

## 2.0 LAND USE MAP SET AND SUMMARY DATA 2.3 Immediate Area Map



### Adjacent Zonings and Uses

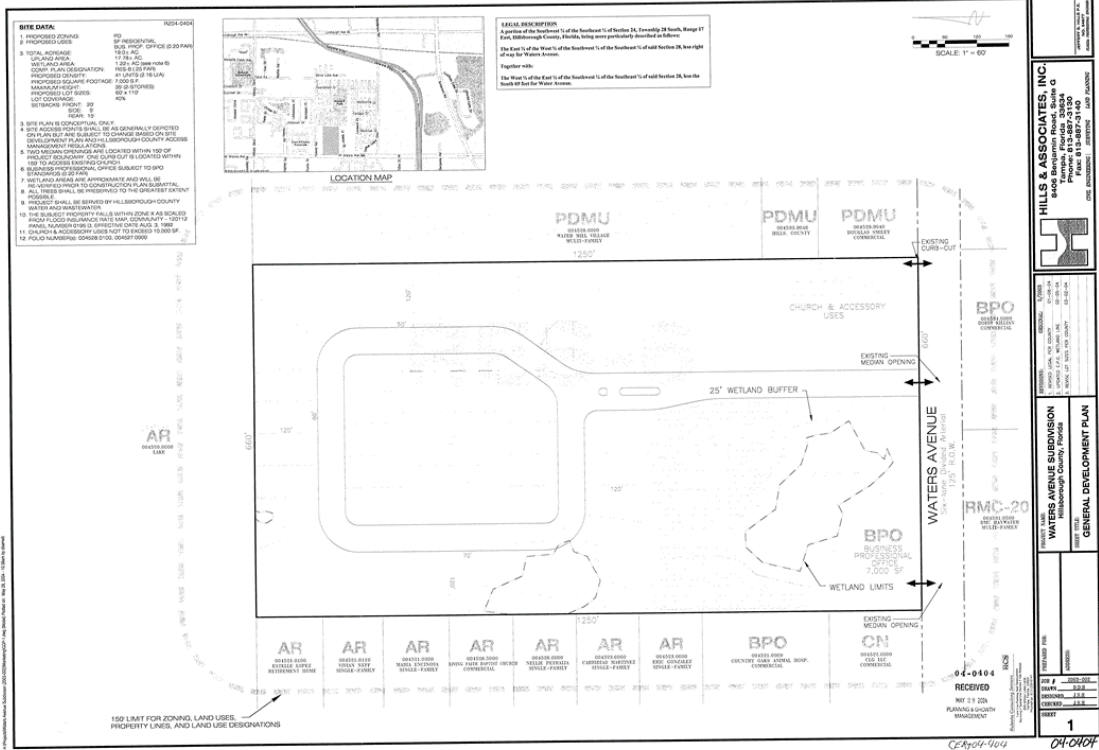
Location	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD	6 units per acre*	Single-Family	Single-Family
South	BPO	0.20 FAR	Office	Medical Offices
East	PD	7.7 units per acre* 0.20 FAR	Office, Residential	Medical Offices, Residential
West	PD	2.16 unit per acre 0.22 FAR	Office, wetlands	Lift station/wetlands, Residential

\*subject to utilities



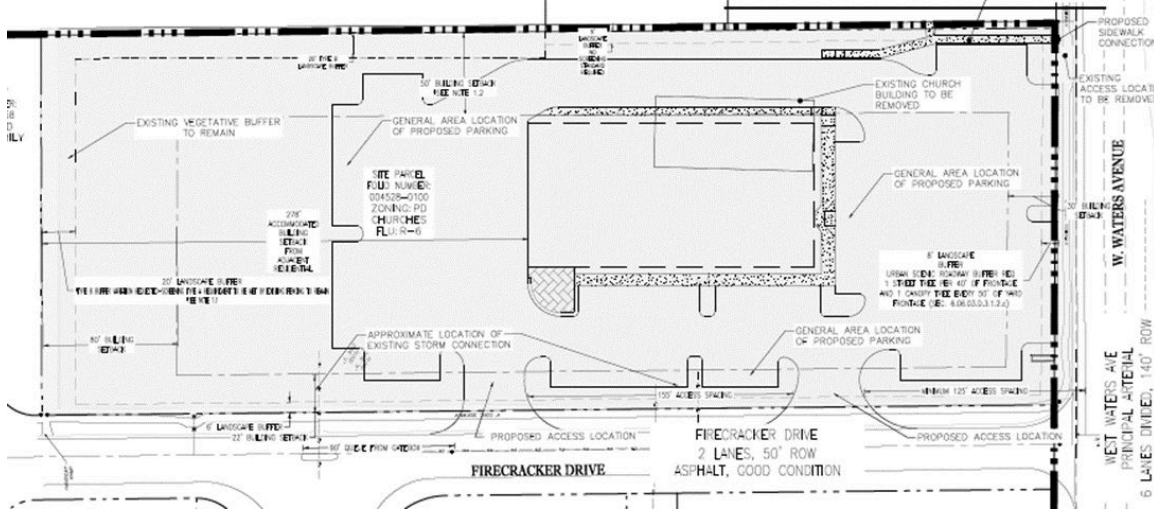
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**2.0 LAND USE MAP SET AND SUMMARY DATA**

**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
Firecracker Dr.	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Waters Ave.	County Arterial - Urban	6 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

<b>Project Trip Generation</b> <input type="checkbox"/> Not applicable for this request			
	<b>Average Annual Daily Trips</b>	<b>A.M. Peak Hour Trips</b>	<b>P.M. Peak Hour Trips</b>
Existing	2,707	196	230
Proposed	3,140	233	271
Difference (+/-)	<b>(+) 433</b>	<b>(+) 37</b>	<b>(+) 41</b>

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

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

Notes: Although cross access along the project's western project boundary is required but not proposed, this represents an existing condition. More importantly, that portion of the project was not included in the modification request and is owned by a separate entity; as such, staff has no ability to request the applicant modify that portion of the PD. Although the presence of vehicular and pedestrian cross access along the eastern boundary meets the intent of the LDC, there are problems with the provision of such cross access which have been outlined in the Transportation Staff Report.

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

Road Name/Nature of Request	Type	Finding
Waters Ave. - Left Turn Lane Length	Design Exception Requested	Approvable
Firecracker Dr. - Substandard Road	Administrative Variance Requested	Approvable
Notes:		

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

Environmental Protection Commission

Yes  No

Yes  No

Natural Resources

Yes  No

Yes  No

Yes  No

Check if Applicable:

Wetlands/Other Surface Waters

Use of Environmentally Sensitive Land Credit

Wellhead Protection Area

Surface Water Resource Protection Area

Potable Water Wellfield Protection Area  Significant Wildlife Habitat

Coastal High Hazard Area

Urban/Suburban/Rural Scenic Corridor  Adjacent to ELAPP property

Other \_\_\_\_\_

Yes  No

Yes  No

Yes  No

Conservation & Environ. Lands Mgmt.

**Transportation**

Design Exc./Adm. Variance Requested  Off-site Improvements Provided

**Objections**

**Service Area/ Water & Wastewater**

Urban  City of Tampa  
 Rural  City of Temple Terrace

**Hillsborough County School Board**

Adequate  K-5  6-8  9-12  N/A Inadequate  K-5  6-8  9-12  N/A

**Impact/Mobility Fees**

Office - Single Tenant (Per 1,000 s.f.) Mobility: \$8,004 Fire: \$158

Medical Office 10k s.f. or less (Per 1,000 s.f.)  
Mobility: \$17,488  
Fire: \$158

General Office - Multi Tenant

(Per 1,000 s.f.) Mobility: \$6,669

Fire: \$158

Medical Office greater 10k s.f (Per 1,000 s.f.)  
Mobility: \$25,167  
Fire: \$158

\*credit for prior church may provide credit as follows: (per 1,000 s.f.) Mobility: \$3,678 Fire: \$95

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b>  <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

Commercial/office uses are located to the east and west of the parcel along Waters Avenue. Therefore, introduction of 15,000 square feet of office uses would not be incompatible with the existing development pattern of the area.

The proposed uses to be added are comparable to the BPO (Business Professional Uses) approved by PD 04-0404; and does not create further incompatibilities with the surrounding area. The increase in FAR will have minimal impact on the transportation network.

Given the above, staff finds the proposed modification to be compatible with the surrounding properties and in keeping the general development pattern of the area.

### 5.2 Recommendation

Staff recommends **Approval**, subject to conditions.

Zoning conditions were presented to the Zoning Hearing Master at the hearing and are hereby incorporated into the Zoning Hearing Master’s recommendation.

## SUMMARY OF HEARING

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on December 13, 2021. Mr. Brian Grady of the Hillsborough County Development Services Department introduced the petition and stated that

the application will be heard at the January 13, 2022 Board of County Commissioners Land Use meeting.

Mr. John Grandoff 3700 Bank of America Plaza testified on behalf of the applicant Build to Suit. Mr. Grandoff introduced his development team and stated that the Major Modification application is intended to allow 15,000 square feet of Business Professional Office with 10,000 square feet of religious assembly uses.

Hearing Master Finch asked Mr. Grandoff if the 15,000 square feet of Business Professional Uses are in addition to the 10,000 square foot church or are they included in the 15,000 square feet. Mr. Grandoff replied that the church would no longer be there and the developer will build the BPO office. He asked which zoning condition was being referred to. Hearing Master Finch replied zoning condition 1 states that a maximum of 41 single-family homes and 15,000 square feet of Business Professional Office including, which is a new word. Mr. Grandoff replied that the square footage is 15,000 plus 10,000 square feet.

Mr. Grandoff concluded his presentation by identifying the location of the property and stating that staff finds the modification to be compatible with the surrounding properties and development pattern.

Ms. Tania Chapela of the Development Services Department, testified regarding the County staff report. Ms. Chapela testified that it was her understanding that the 10,000 square feet from the church was included in the 15,000 square feet.

Mr. Grady of the Development Services Department clarified that he spoke with the applicant and confirmed that the applicant's representative misspoke. The church is there and can encompass 10,000 square feet for a total of 15,000 square feet but that the square footage is not additive. The intent of the condition is to acknowledge the building for the church to remain there until such time as the office develops on the property up to 15,000 square feet.

Hearing Master Finch asked Mr. Grady to confirm that if the church is existing at 10,000 square feet, the BPO use could only be 5,000 square feet. Mr. Grady replied yes.

Hearing Master Finch asked Mr. Grady to confirm that at some point the church use will go away and the BPO uses will be 15,000 square feet. Mr. Grandoff agreed.

Ms. Chapela continued her presentation by stating that she will be submitting a revised staff report to clarify that the 15,000 square feet of BPO uses. She described the surrounding commercial and office land uses and added that there are two other properties within the subject PD that are developed with medical and professional office land uses. A PD Variation is requested to recognize the existing vegetation and fence on the northern PD boundary instead of the

required Type A screening. Additionally, a waiver is requested pertaining to the eastern side of the project to reduce the 2-to-1 setback associated with the 50 foot high building. Access to the property is limited to the publicly maintained portion of Firecracker Drive.

Hearing Master Finch asked about the requested waiver. Mr. Grady replied that the applicant is proposing a 50 foot setback. The requirement is 60 feet based on the building height of 50 feet. A 20-foot buffer is required which equates to a total of 80 feet which is effectively a reduction of 30 feet.

Ms. Yenika Mills of the Planning Commission testified regarding the Planning Commission staff report. Ms. Mills stated that the property is designated RES-6 by the Future Land Use Map and is located within the Urban Service Area and the Town N Country Community Plan. She states that the request meets Policy 1.4 regarding compatibility with the surrounding development pattern. The request meets Policies 16.1, 16.2, 16.3 and 16.5 regarding neighborhood protection. She added that approximately 160 feet will separate the use from the adjacent residential development to the north. An existing wall shielding the gates residential community and heavily vegetated open space in the rear of the site will provide adequate buffering. The Modification meets Policy 22.6 regarding the exception to commercial locational criteria for office uses. The project is consistent with the Town N Country Community Plan as it recognizes the intersection of Hanley and Waters Avenue as a secondary town center. Ms. Mills concluded her presentation by stating that the Planning Commission found the request consistent with the Comprehensive Plan.

Hearing Master Finch asked audience members if there were any proponents of the application. No one replied.

Hearing Master Finch asked audience members if there were any opponents of the application.

Ms. Maria Alvarez, 6920 Silver Sage Circle Tampa testified in opposition. Ms. Alvarez stated that she disagrees with the proposed entrance for the project on to Firecracker which will go through her neighborhood. She submitted a document into the record.

Mr. Hung Pham, 6929 Silver Sage Circle testified in opposition. Mr. Pham stated that he is a resident of the Waters Edge community and his neighbors strongly object to the application for three reasons. First, the Homeowners Association pays for the maintenance of the road. His records show that they have been fixing the asphalt and maintaining the lights. He added that to have another private entity use the road and add wear and tear on it is unfair. Mr. Pham testified that he has lived in the community for almost ten years. As one exits Firecracker and turns left onto Waters Avenue, any more than two vehicles create a stacking problem along the median of Waters heading west. There is a constant traffic hazard and the proposed development will add traffic and be a



burden to the community. The existing church is less than 10,000 square feet. On Sundays, there is quite a bit of congestion and people park along their property. The existing drive which is right-in/right-out, helps control the traffic. Mr. Pham stated that he strongly objects to the waiver for the buffer. Having a 50 foot building will hinder the view which will adversely affect the community. He concluded his remarks by stating that the project is not within the urban fiber of Waters Avenue and that there are no businesses along that area that are two stories or 50 feet high.

Mahendra Patel 6906 Silver Sage Circle testified in opposition and stated that he agrees with the prior testimony in opposition.

Mr. Maulik Patel, 6902 Silver Sage Circle testified in opposition and stated that he agrees with the prior testimony in opposition.

Mr. Bhadresh Patel, 6916 Silver Sage Circle testified in opposition and stated that he agrees with the prior testimony in opposition.

Ms. Hong Pham 6929 Silver Sage Circle testified in opposition and stated that the construction will cause anxiety as the road is very narrow.

Mr. Grady of the Development Services Department testified that adding language to the zoning condition to clarify that the maximum 10,000 square foot church would be an interim use until such time as redevelopment of the site for the office would clarify the intent of the use. The staff report can also be revised to clear up the 2-to-1 setback.

Mr. James Ratliff of the County's Transportation Review section testified that Firecracker Drive is a split authority roadway. A portion is privately owned and maintained which is at and north of the gate area. South of that, it is a public right-of-way. He cited the plat book and page and stated that the County will be maintaining that portion of the roadway in the future. With regard to access on Waters Avenue, the original zoning conditions made it clear that the access was temporary. It was only there to permit the existing church use. If the church were to expand, the access would be closed and it would take shared access. Mr. Ratliff testified that otherwise, the County would have not approved the homes because it cannot create unsafe situations. The access does not meet spacing requirements. Regarding the median opening and the turn lane length, the length is substandard which is why the County asked the applicant to get a design exception which was found to be approvable by the County Engineer.

Mr. Grandoff testified during the rebuttal period that he agreed with Mr. Ratliff's comments regarding transportation. Regarding Mr. Grady's comments pertaining to the clarification of the zoning condition, he would like to add the word interim in paragraph 1 on page 11 of the report which addresses the conditions.

Mr. Grady stated that was the intent to state that the church could remain until

such time of redevelopment.

Mr. Grandoff continued his rebuttal testimony by stating that the project either has to have access onto Waters Avenue or Firecracker. The County found that the safer access is through Firecracker which is shown on the site plan. The Planning Commission found that the site meets locational criteria. He asked to show a copy of the aerial photo of the property. Mr. Grandoff stated that the road becomes private at the gate. There is a significant amount of trees and buffering. He also pointed to the church. The site plan shows that the office building will replace the church in approximately the same area.

Hearing Master Finch asked Mr. Grandoff if the arrow he pointed to with the significant treed area to the north on the subject property will remain untouched as part of the project.

Ms. Maleia Storum 1410 North Westshore Boulevard, testified on behalf of the applicant and replied to the question that yes, the developer will provide approximately 278 feet from the existing property line to the proposed building in addition to the 80 foot building setback. The required landscaped buffer amount is 20 feet but the developer is providing the area in the rear with the trees to remain in place.

Mr. Grandoff stated that his rebuttal testimony was concluded.

Mr. Grady of the Development Services Department testified that the application would be heard by the Board of County Commissioners on January 13, 2022 at 9:00am.

Hearing Master Finch then concluded the hearing.

## **EVIDENCE SUBMITTED**

Ms. Alvarez-Garcia submitted a letter of objection, a list of signatures from residents of the Waters Edge Homeowners Association and Firecracker Lane maintenance cost information into the record.

## **PREFACE**

All matters that precede the Summary of Hearing section of this Decision are hereby incorporated into and shall constitute a part of the ensuing Findings of Fact and Conclusions of Law.

## **FINDINGS OF FACT**

1. The subject site is 3.08 acres in size and is zoned Planned Development (04-0404). The property is designated RES-6 by the Comprehensive Plan

and located in the Urban Service Area and the Town N Country Community Planning Area.

2. The Planned Development (PD) is currently approved for a maximum of 41 single-family dwelling units, 7,000 square feet of Business Professional Office land uses and 10,000 square feet of religious assembly land uses.
3. The Major Modification request proposes to increase the square footage of the Business Professional Office (BPO) land use from 7,000 square feet to 15,000 square feet. The approved 10,000 square foot religious assembly use is permitted as an interim use until such time of redevelopment of the property for the BPO use.
4. A waiver is requested to the required Type A screening to permit instead the existing vegetation and fence to remain in place.

The waiver is justified by the existing heavily treed area that separates the proposed BPO office area from the single-family residential development to the north.

5. A Planned Development variation is requested to the required 2-to-1 additional setback on the east side of the property for buildings over 20 feet in height. The applicant requests to locate the 50-foot high building 50 feet from the eastern property line instead of the required 60-feet from non-residential zoning and 80-feet from residential zoning.

The variation meets Land Development Code Section 5.03.06.C.6(b) as there is an existing church in approximately the same location as the proposed office thereby not substantially interfering with nor injuring the rights of the adjacent property owners to the east of the Planned Development.

6. The Planning Commission found the request meets Policy 1.4 regarding compatibility with the surrounding development pattern and Policies 16.1, 16.2, 16.3 and 16.5 regarding neighborhood protection. Staff stated that there is approximately 160 feet of heavily vegetated open space with an existing wall with gates in the rear of the site that will shield the residential community and provide adequate buffering. The Modification meets Policy 22.6 regarding the exception to commercial locational criteria for office uses. The Planning Commission found the project is consistent with the Town N Country Community Plan as it recognizes the intersection of Hanley and Waters Avenue as a secondary town center and that the request is consistent with the Comprehensive Plan.

7. Testimony in opposition was provided at the Zoning Hearing Master hearing and submitted into the record. The testimony in opposition was from residents of the Waters Edge community located to the north of the modification property and within the subject Planned Development. The concerns pertained to the additional traffic on Firecracker Lane and the possible negative impact on the ability to access Waters Avenue. Waters Edge residents stated that they have been maintaining Firecracker Lane and submitted a document regarding the costs of the road's maintenance for the past ten years. Once resident expressed concerns over the requested setback variation.

The County's transportation review staff member testified that Firecracker Lane is a County owned right-of-way from Waters Avenue up to the gate of the Waters Edge community and privately owned inside the gate and adjacent to the existing homes.

8. The requested Planned Development variation is located to the east of the development and oriented away from the residents of the Waters Edge community to the north.
9. The Planned Development is currently approved for 7,000 square feet of Business Professional Office (BPO) land uses and is currently developed with a church an interim use until such time the site is redeveloped with office land uses. The additional 8,000 square feet of BPO land uses is consistent with the existing commercial and office land uses along Waters Avenue.
10. The proposed modification for the increase in BPO square footage is consistent with the Land Development Code and the Comprehensive Plan as it will have minimal impact based upon the already approved land uses and is consistent with the development pattern in the area.

#### **FINDINGS OF COMPLIANCE/NON-COMPLIANCE WITH THE HILLSBOROUGH COUNTY COMPREHENSIVE PLAN**

The Major Modification request is in compliance with and does further the intent of the Goals, Objectives and the Policies of the Future of Hillsborough Comprehensive Plan.

#### **CONCLUSIONS OF LAW**

Based on the Findings of Fact cited above, there is substantial competent evidence to demonstrate that the requested Major Modification to the Planned Development zoning is in conformance with the applicable requirements of the Land Development Code and with applicable zoning and established principles of zoning law.

## SUMMARY

Planned Development 04-0404 is currently approved for a maximum of 41 single-family dwelling units, 7,000 square feet of Business Professional Office land uses and 10,000 square feet of religious assembly land uses.

The Major Modification proposes to increase the square footage of the Business Professional Office (BPO) land use from 7,000 square feet to 15,000 square feet. The approved 10,000 square foot religious assembly use is permitted as an interim use until such time of redevelopment of the property for the BPO use.

A waiver is requested to the required Type A screening to permit instead the existing vegetation and fence to remain in place. The waiver is justified by the existing heavily treed area that separates the proposed BPO office area from the single-family residential development to the north. A Planned Development variation is requested to the required 2-to-1 additional setback on the east side of the property for buildings over 20 feet in height. The applicant requests to locate the 50-foot high building 50 feet from the eastern property line instead of the required 60-feet from non-residential zoning and 80-feet from residential zoning. The variation meets Land Development Code Section 5.03.06.C.6(b) as there is an existing church in approximately the same location as the proposed office thereby not substantially interfering with nor injuring the rights of the adjacent property owners to the east of the Planned Development.

The Planning Commission found the request meets Policy 1.4 regarding compatibility with the surrounding development pattern and Policies 16.1, 16.2, 16.3 and 16.5 regarding neighborhood protection. Staff stated that there is approximately 160 feet of heavily vegetated open space with an existing wall with gates in the rear of the site that will shield the residential community and provide adequate buffering. The Modification meets Policy 22.6 regarding the exception to commercial locational criteria for office uses. The Planning Commission found the project is consistent with the Town N Country Community Plan as it recognizes the intersection of Hanley and Waters Avenue as a secondary town center and that the request is consistent with the Comprehensive Plan.

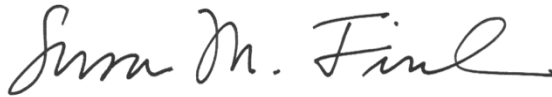
Testimony in opposition was provided at the Zoning Hearing Master hearing and submitted into the record. The testimony in opposition was from residents of the Waters Edge community located to the north of the modification property and within the subject Planned Development. The concerns pertained to the additional traffic on Firecracker Lane and the possible negative impact on the ability to access Waters Avenue. Waters Edge residents stated that they have been maintaining Firecracker Lane and submitted a document regarding the costs of the road's maintenance for the past ten years. Once resident expressed concerns over the requested setback variation. The County's transportation

review staff member testified that Firecracker Lane is a County owned right-of-way from Waters Avenue up to the gate of the Waters Edge community and privately owned inside the gate and adjacent to the existing homes.

The Planned Development is currently approved for 7,000 square feet of Business Professional Office (BPO) land uses and is currently developed with a church an interim use until such time the site is redeveloped with office land uses. The additional 8,000 square feet of BPO land uses is consistent with the existing commercial and office land uses along Waters Avenue. Therefore, the Major Modification is consistent with the Land Development Code and the Comprehensive Plan and results in development that is compatible with the development pattern in the area.

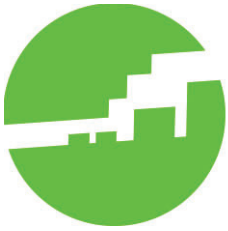
### **RECOMMENDATION**

Based on the foregoing, this recommendation is for **APPROVAL** of the Major Modification to Planned Development 04-0404 as indicated by the Findings of Fact and Conclusions of Law stated above subject to the zoning conditions prepared by the Development Services Department.



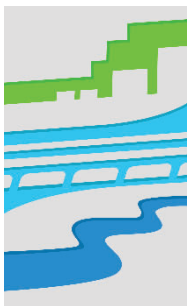
**Susan M. Finch, AICP**  
**Land Use Hearing Officer**

**Date**



**Hillsborough County  
City-County  
Planning Commission**

<b>Unincorporated Hillsborough County Rezoning</b>	
<b>Hearing Date:</b> December 13, 2021  <b>Report Prepared:</b> December 7, 2021	<b>Petition: MM 21-0884</b>  <b>6821 West Waters Avenue</b>  <i>On the east side of Firecracker Drive, north of West Waters Avenue.</i>
<b>Summary Data:</b>	
<b>Comprehensive Plan Finding:</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use:</b>	<b>Residential-6 (0.25 FAR)</b>
<b>Service Area</b>	<b>Urban</b>
<b>Community Plan:</b>	<b>Town and Country Community Plan</b>
<b>Requested Zoning:</b>	Major Modification to an existing Planned Development to remove all uses including Commercial and Church uses and permit only 15 000 square feet of Business Professional Office Uses.
<b>Parcel Size (Approx.):</b>	3.08 acres +/- (134,164.8 square feet)
<b>Street Functional Classification:</b>	Firecracker Drive – <b>Local</b> West Waters Avenue - <b>Arterial</b>
<b>Locational Criteria</b>	Meets the FLUE Policy 22.6 Exceptions for Office Uses to Commercial Locational Criteria
<b>Evacuation Zone</b>	The subject property is in Evacuation Zone D



## **Context**

- The approximately 3.08 +/- acre subject site is located on the east side of Firecracker drive on the side of West Waters Avenue. The subject site is located within the Urban Service Area and is within the limits of the Town and Country Community Plan.
- The subject site's Future Land Use classification is Residential – 6 (RES-6) on the Future Land Use Map. Typical uses of RES-6 include residential, suburban scale neighborhood commercial, office uses, multi-purpose projects and mixed use development. Non-residential uses shall meet established locational criteria for specific land use. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- RES-6 surrounds the subject site on all sides. Residential-4 (RES-4) is located to the south across West Waters Road. Residential-20 (R-20) is located to the southwest of the subject site.
- There is a church currently located on the subject site. There are various light commercial uses along West Waters Avenue including dental offices, local pharmacies, and food service businesses. There are also significant single-family and multi-family residential developments located to the north and south of the subject site.
- The subject site is currently zoned as a Planned Development (PD) with entitlements for Public Institutional Uses and Commercial Neighborhood uses.
- The applicant is requesting a Major Modification to the subject site that will remove all Commercial Neighborhood uses and Public Institutional uses (including the existing Church) and replace them with 15,000 square feet of Business Professional Office Uses.

### **Compliance with Comprehensive Plan:**

The following Goals, Objectives, and Policies apply to this rezoning request and are used as a basis for a consistency finding.

#### ***Future Land Use Element***

##### ***Urban Service Area (USA)***

***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.



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

## **Commercial Locational Criteria**

**Objective 22:** To avoid strip commercial development, locational criteria for neighborhood serving commercial uses shall be implemented to scale new commercial development consistent with the character of the areas and to the availability of public facilities and the market.

**Policy 22.1:** The locational criteria for neighborhood serving non-residential uses in specified land uses categories will:

- provide a means of ensuring appropriate neighborhood serving commercial development without requiring that all neighborhood commercial sites be designated on the Future Land Use Map;
- establish a maximum square footage for each proposed neighborhood serving commercial intersection node to ensure that the scale of neighborhood serving commercial development defined as convenience, neighborhood, and general types of commercial uses, is generally consistent with surrounding residential character; and
- establish maximum frontages for neighborhood serving commercial uses at intersections ensuring that adequate access exists or can be provided.

**Policy 22.2:** The maximum amount of neighborhood-serving commercial uses permitted in an area shall be consistent with the locational criteria outlined in the table and diagram below. The table identifies the intersection nodes that may be considered for non-residential uses. The locational criteria is based on the land use category of the property and the classification of the intersection of roadways as shown on the adopted Highway Cost Affordable Long Range Transportation Plan. The maximums stated in the table/diagram may not always be achieved, subject to FAR limitations and short range roadway improvements as well as other factors such as land use compatibility and environmental features of the site.

In the review of development applications consideration shall also be given to the present and short-range configuration of the roadways involved. The five year transportation Capital Improvement Program, MPO Transportation Improvement Program or Long Range Transportation Needs Plan shall be used as a guide to phase the development to coincide with the ultimate roadway size as shown on the adopted Long Range Transportation Plan.

Roadways listed in the table as 2 or 4 lane roadways must be shown on the Highway Cost Affordable Long Range Transportation Plan; major local roadways are defined in the definitions section of this element.

At least 75% of the subject property must fall within the specified distance from the intersection. All measurements should begin at the edge of the road right-of-way.

**Policy 22.6: Exceptions for Office Uses:** Office development may be considered outside of the locational criteria under Policy 22.2 when:

- a) proposed as a buffer between existing commercial and residential uses or adjacent to existing commercial uses other than offices;
- b) proposed on a parcel that is unsuitable or undevelopable for residential development. The rezoning must be to a site plan-controlled district or to a zoning district restricting uses to residential scale office.

Sites which may be unsuitable or undevelopable may include but are not limited to: parcels altered due to the acquisition of adjacent land for public purposes or natural features (rivers, lakes or preservation areas) either of which may isolate a parcel, or if existing development has isolated

a parcel along a roadway shown on the adopted Long Range Transportation Plan. Parcels must be five usable acres or less. However, all parcels under five usable acres may not qualify for consideration of this provision.

**Policy 22.7:** *Neighborhood commercial activities that serve the daily needs of residents in areas designated for residential development in the Future Land Use Element shall be considered provided that these activities are compatible with surrounding existing and planned residential development and are developed in accordance with applicable development regulations, including phasing to coincide with long range transportation improvements.*

*The locational criteria outlined in Policy 22.2 are not the only factors to be considered for approval of a neighborhood commercial or office use in a proposed activity center. Considerations involving land use compatibility, adequacy and availability of public services, environmental impacts, adopted service levels of effected roadways and other policies of the Comprehensive Plan and zoning regulations would carry more weight than the locational criteria in the approval of the potential neighborhood commercial use in an activity center. The locational criteria would only designate locations that could be considered, and they in no way guarantee the approval of a particular neighborhood commercial or office use in a possible activity center.*

## **Livable Communities Element – Town and Country Community Plan**

### **V. Strategies**

*The citizens of Town ‘N Country have outlined the following strategies to accomplish their goals:*

1. *Develop A Town Center*
  - *Develop the Hillsborough Avenue/Ambassador Drive area as the primary Town Center*
  - *Develop new public facilities and town square within the West Gate Park site along Paula Drive*
  - *Recognize Hanley Road, at Waters Avenue, as a secondary Town Center*
  - *Encourage redevelopment of existing commercial sites within the designated town centers*

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

**The 3.08 acre subject site is located on the eastside of Firecracker Drive, on the north side of West Waters Avenue. It is located within the Urban Service Area and is within the limits of the Town and Country Community Plan. The applicant is requesting a Major Modification to an existing Planned Development to remove all Commercial Neighborhood uses on site and replace them with 15,000 square feet of Business Professional Office (BPO) uses and retain the 10 000 square feet of church assembly uses.**

**The subject site is located in the Urban Service Area where according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the county’s growth is to be directed. Policy 1.4 requires all new developments to be compatible with the surrounding area, noting that “Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” The subject site is proposing to place BPO uses south of residential areas and directly adjacent to existing light commercial uses. The proposed BPO uses are compatible with the existing uses that already exists along this portion of West Waters Avenue.**

The subject site is located in the Residential-6 (RES-6) Future Land Use Category. Business Professional Offices uses are a permitted use in this category. The 10 000 square feet of religious assembly uses are a residential support use and are permitted in all residential future land use categories. The proposed Major Modification therefore meets the intent of Objective 9 and Policy 9.1 and 9.2 which require all development proposals to be consistent with the zoning and future land use classifications and meet all applicable local, state and federal land development regulations.

The proposed rezoning meets the intent of the Neighborhood Protection Policies of Objective 16 and policies 16.1, 16.2, 16.3, 16.5 and 17.7. In this case, there is a concentration of more intense uses located along West Waters Avenue and transition to lower density residential uses further north. The proposed major modification will also provide full access via Firecracker Drive. The site is designed so that there is no encroachment on residential areas. The applicant has requested a waiver from LDC Sec. 6.06.06 Buffer Screening Matrix and 6.06.06 C4 Screening Requirements. The applicant contends that the proposed parking is sited such that a significant amount of space (approximately 160') will separate it from the residential uses adjacent to the northern property boundary. The existing wall shielding the gated residential community and heavily vegetated open space provided in the rear of the site will provide adequate buffering, as intended by the code requirements for screening. This request satisfies the variation criteria of the Land Development Code according to Development Services Staff and thus meets the intent of the neighborhood protection policies under Objective 16.

The subject site meets the FLUE Policy 22.6 exception to Commercial Locational Criteria for Office Uses. Policy 22.6 a) notes that an exception for Office uses may be made for commercial locational criteria when the subject site is proposed as a buffer between existing commercial and residential uses. The subject site meets the exception as it provides a transition of office uses between the commercial uses located along West Waters Avenue and residential uses located to the north.

The proposed major modification meets the intent of the Town and Country Community Plan. The Town and County Community Plan recognizes the intersection of Hanley and West Waters Avenue as a secondary town center. The subject site is just east of the secondary town center and offers a transition of land uses along West Waters Avenue to lesser intense uses such as office uses as the development pattern changes into residential areas.

Overall, the proposed Planned Development 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 is compatible with the existing and planned development pattern found in the surrounding area.

### **Recommendation**

Based upon the above considerations, the Planning Commission staff finds the proposed rezoning **CONSISTENT** with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*, subject to the conditions proposed by the Development Services Department of Hillsborough County.

# HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 21-0884

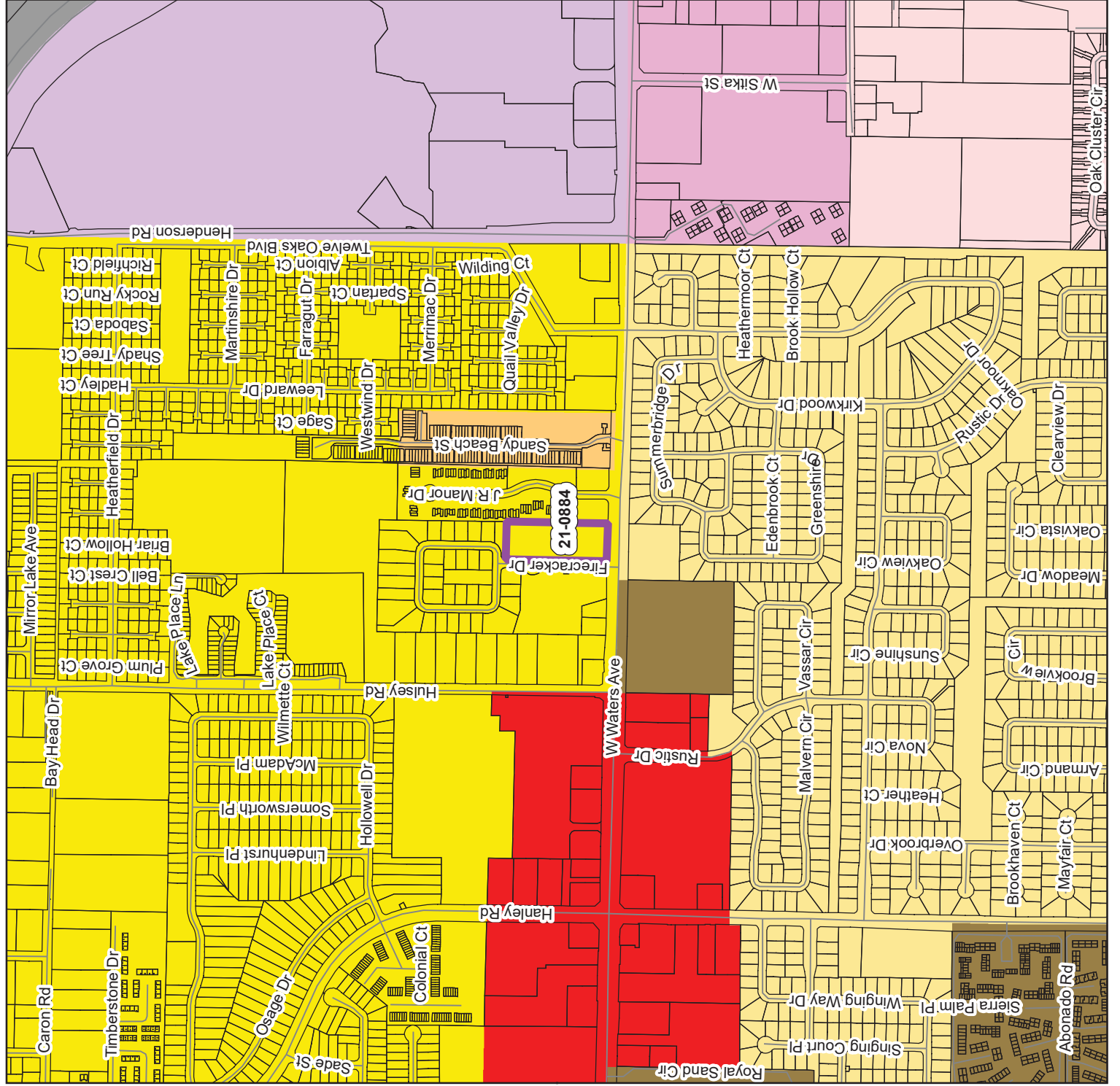
- Rezonings
- STATUS
- APPROVED
  - CONTINUED
  - DENIED
  - WITHDRAWN
  - PENDING

- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels
- AGRICULTURAL/MINING-1/20 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL/ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- OC-20
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.50 FAR)
- LIGHT INDUSTRIAL (.50 FAR)
- HEAVY INDUSTRIAL (.50 FAR)
- PUBLIC/QUASIPUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The information on this map is for informational purposes only. It is intended that the user seek to approve without specific approval of the Hillsborough County City/County Planning Commission. ACCURACY: It is intended that the information on this map is for informational purposes only. It is intended that the user seek to approve without specific approval of the Hillsborough County City/County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate website.



Map Printed from Rezoning System: 6/22/2021  
 Author: Beverly F. Daniels  
 File: G:\Rezoning\System\MapProjects\HC\Gres\_h\Rezoning - Copy.mxd





**GENERAL  
SITE PLAN  
FOR  
CERTIFICATION**



**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**

Harry Cohen  
Ken Hagan  
Pat Kemp

Gwendolyn "Gwen" Myers  
Kimberly Overman  
Mariella Smith  
Stacy R. White

**COUNTY ADMINISTRATOR**

Bonnie M. Wise

**COUNTY ATTORNEY**

Christine M. Beck

**INTERNAL AUDITOR**

Peggy Caskey

**DEPUTY COUNTY ADMINISTRATOR**

Gregory S. Horwedel

Project Name: MM 21-0884

Zoning File: None Modification: MM (21-0884)

Atlas Page: None Submitted: 01/04/21

To Planner for Review: 01/04/21 Date Due: ASAP

Contact Person: Bowman Consulting Phone: 813-642-4924/ mstorum@bowman.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: Tania C Chapela Date: 01/04/22

Date Agent/Owner notified of Disapproval: \_\_\_\_\_

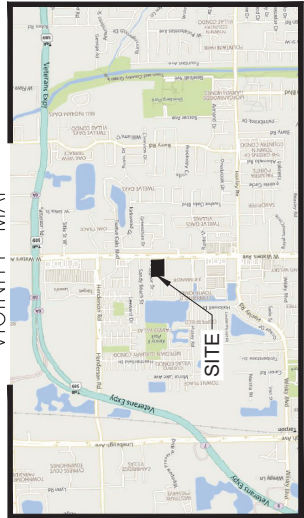
Bowman Consulting Group, Ltd.  
1410 N. Westshore Blvd.  
Suite 111  
Tampa, FL 33607  
Phone: (813) 474-7424  
Fax: (813) 252-7751  
www.bowmanconsulting.com

MM TO PD SITE PLAN  
WEST WATERS CENTRE  
6821 W WATERS AVE,  
TAMPA FLORIDA

**Bowman**  
CONSULTING  
Certificate of Authorization License No. 30462

ALW MS  
LOCAL COUNTY  
010765-01-001  
SCALE 1" = 80'  
VERSION EX 8

VICINITY MAP



SITE DATA:

**SITE DATA:**  
 TOTAL SITE AREA: 134,555 SF (3,130 AC)  
 PROPOSED BUILDING AREA: 100,000 SF (2,296 AC)  
 PROPOSED BUILDING (BPO USES): 4,511  
 CHANGES: 880  
 PLANNED DEVELOPMENT-FRM-4378 (PD 04-0604)  
 CURRENT ZONING: R-6  
 FUTURE LAND USE DESIGNATION: R-6  
 COMMUNITY PLANNING AREA: HILLSBOROUGH COUNTY UTILITIES  
 UTILITY SERVICE PROVIDERS: TAMPA ELECTRIC COMPANY (TECO)  
 SANITARY SEWER: TAMPA ELECTRIC COMPANY (TECO)  
 ELECTRIC SERVICE: TAMPA ELECTRIC COMPANY (TECO)  
 \* ALL UTILITIES ARE TO BE INSTALLED IN ACCORDANCE WITH THE HILLSBOROUGH COUNTY UTILITIES DEPARTMENT'S STANDARD SPECIFICATIONS FOR PROFESSIONAL SERVICES, GOVERNMENT OFFICE AND THE HILLSBOROUGH COUNTY STANDARD SPECIFICATIONS FOR PROFESSIONAL SERVICES, UTILITIES DEPARTMENT.

**DEVELOPMENT STANDARDS:**  
 APPROVED DEVELOPMENT STANDARDS TO APPLY ONLY TO TOWN NUMBER 040528-0100  
 ACCESSORY USE: ALL REMAINING USES TO COMPLY WITH PD04-0604  
 7,000 SQUARE FEET  
 70 FEET  
 30 FEET  
 N/A  
 50 FEET  
 200  
 600

**DEVELOPMENT STANDARDS:**  
 MINIMUM BUILDING HEIGHT  
 MAXIMUM BUILDING COVERAGE  
 MAXIMUM IMPERVIOUS SURFACE

ALL PROPOSED DEVELOPMENT TO MEET MINIMUM REQUIREMENTS PURSUANT TO THE DEVELOPMENT REVIEW PROCEDURES MANUAL (DRPM)  
 NO NEW SIGNS OR GATES ARE PROPOSED BY THIS MODIFICATION. ALL PROJECT SIGNS ARE PRIVATE EXCEPT FOR A PORTION OF  
 ADJACENT PROPERTIES:

PARCEL #	CURRENT LAND USE	FUTURE LAND USE	NO NEW SIGNING	FUTURE LAND USE	NO NEW SIGNING
1	COMMERCIAL OFFICE	COMMERCIAL OFFICE	NO SIGNING	COMMERCIAL OFFICE	NO SIGNING
2	COMMERCIAL OFFICE	COMMERCIAL OFFICE	NO SIGNING	COMMERCIAL OFFICE	NO SIGNING
3	COMMERCIAL OFFICE	COMMERCIAL OFFICE	NO SIGNING	COMMERCIAL OFFICE	NO SIGNING
4	COMMERCIAL OFFICE	COMMERCIAL OFFICE	NO SIGNING	COMMERCIAL OFFICE	NO SIGNING
5	COMMERCIAL OFFICE	COMMERCIAL OFFICE	NO SIGNING	COMMERCIAL OFFICE	NO SIGNING
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43	COMMERCIAL OFFICE	COMMERCIAL OFFICE	NO SIGNING	COMMERCIAL OFFICE	NO SIGNING
44	COMMERCIAL OFFICE	COMMERCIAL OFFICE	NO SIGNING	COMMERCIAL OFFICE	NO SIGNING

LEGAL DESCRIPTION:

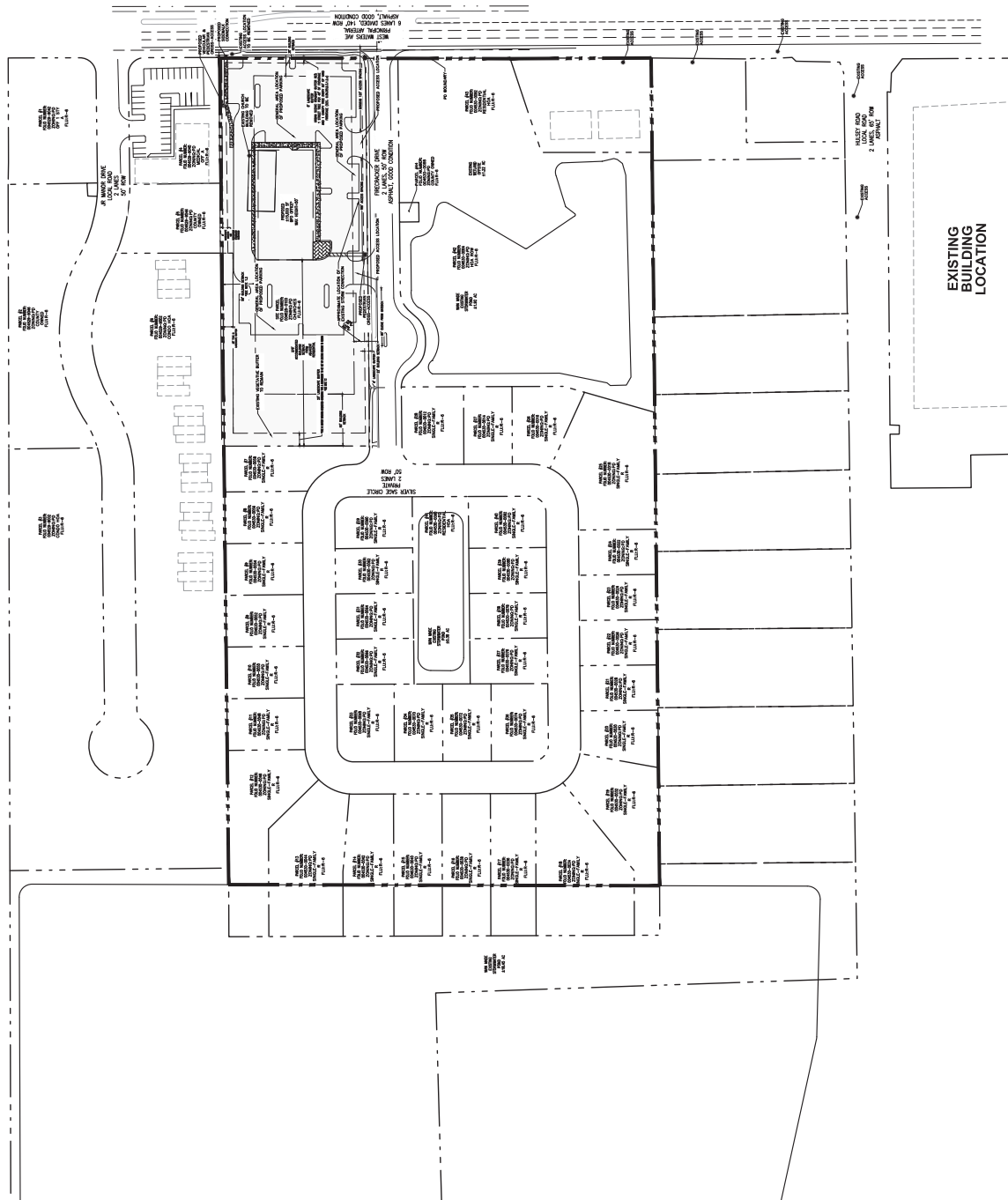
5.00 FT OF E. 225 FT OF W 1/2 OF E 1/2 OF SW 1/4 OF  
 SE 1/4 LESS 5.00 FT FOR BARRIERS ARE 678'

PROPOSED LEGEND:

PROPERTY LINE  
 BUILDING SETBACK LINE  
 LANDSCAPE BUFFER

DEVELOPMENT TEAM

DATE OF PREPARED: 11/15/21  
 DRAWN BY: J. BOWMAN  
 CHECKED BY: J. BOWMAN  
 SCALE: 1" = 80'  
 PROJECT NO: 21-08864



EXISTING BUILDING LOCATION







# **AGENCY COMMENTS**

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 9/07/2021

Revised: 10/6/2021

Revised: 12/7/2021

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: TNC/ Northwest

PETITION NO: MM 21-0884

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

### NEW AND REVISED CONDITIONS OF APPROVAL

#### *Revised Conditions*

- 5.1 ~~Prior to any expansion of the church, the Developer shall close the existing church access on Waters Avenue. Access to the church will be via the main access serving the residential development.~~ Notwithstanding the above, access to folio 4528.0100 shall be restricted to the publicly maintained portions of Firecracker Dr.

*[Transportation Review Section staff is proposing to modify the condition to reflect the access plan supported by County staff but without the restrictions/references to access for church uses, since the allowable uses are proposed to be expanded via this zoning modification request.]*

6. ~~Prior to Construction Site Plan approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of left turn storage needed to serve development traffic. The design and construction of the turn lanes shall be subject to Hillsborough County approval. If required by Hillsborough County and if warranted by the traffic analysis, the Developer shall provide at his expense: Left turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for eastbound to northbound traffic) into the site on Waters Avenue where a left turn is permitted. All roadway construction for said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement.~~ If MM 21-0884 is approved, the County Engineer will approve a Design Exception (dated November 23, 2021), which was found approvable by the County Engineer (on December 7, 2021), for the turn lane length of the eastbound to northbound left turn lane on Waters Ave. onto Firecracker Dr. Approval of this Design Exception will allow the existing substandard turn lane to remain in its existing configuration.

*[Transportation Review Section staff is proposing to modify the condition to reflect fact that the study was performed concurrent with the zoning action, and the County Engineer has found the Design Exception approvable which will allow the turn lane to remain in its existing configuration.]*

7. ~~Prior to Detail Site Plan approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of left turn storage needed to serve development traffic. The design and construction of the turn lanes shall be subject to Hillsborough County~~

~~approval. If required by Hillsborough County and if warranted by the traffic analysis, the Developer shall provide at his expense: Additional left turn storage lanes of sufficient length to accommodate anticipated left turning traffic for vehicles making U turns on Waters Avenue at each median cut adjacent (east/west of the site) to the project where a left/U turn is permitted.~~

*[Transportation Review Section staff is proposing to delete the condition to comport with current practice and for the reasons detailed above/below. This condition was almost identical to existing condition 6, which was modified to reflect fact that the study was performed concurrent with the zoning action, and the County Engineer has found the Design Exception approvable which will allow the existing substandard left turn lane on Waters Ave. onto Firecracker Dr. to remain in its existing configuration.]*

#### New Conditions

- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- If MM 21-0884 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance form the (dated November 23, 2021), which was found approvable by the County Engineer (on December 7, 2021), for the Firecracker Dr. substandard roadway improvements. Approval of this Administrative Variance will waive the substandard road improvements required by Section 6.04.03.L. of the LDC.

#### Other Conditions

- Prior to PD site plan certification, the developer shall revise the PD site plan to:
  - Move (or remove) what appears to be a monument sign, partially located within the required buffer (i.e. the “8’ Landscape Buffer Urban Scenic Roadway Buffer...”) and just north of Firecracker Dr. The sign does not appear to be setback the minimum 10 feet required by Part 7.03.00 of the LDC. Signage placement which meets minimum standards and does not impede site distance is critical to the safe functioning of the access. Please remove the signage location from the PD site plan and/or revise the sign location to comply with the LDC.;
  - Add sufficient detail showing the parking and internal sidewalk layouts of the adjacent parcel (folio 004529.9040);
  - Modify the location of proposed pedestrian and vehicular cross access to folio 004529.9040, if necessary to aligning with existing drive-aisles and sidewalks on the adjacent property (in order to facilitate future connection);
  - Extend the pavement for the proposed cross access connections to the eastern property boundary; and,
  - Add a minimum 5-foot wide sidewalk (accessible route as required per LDC/ADA standards) connecting the primary entrance(s) to the proposed structure and the existing sidewalk along Firecracker Ln. to ensure connection at each site arrival point.
- Prior to Design Exception approval, the applicant’s EOR shall revise the Design Exception to correctly show the minimum queue/turn lane length requirements per the TTM. For example, in no instance would a 5-foot queue ever be the required queue length. Developer shall reference the TTM for the correct methodology for determining minimum required length.

**PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a Major Modification (MM) an existing Planned Development (PD) which consists of multiple parcels, totaling +/- 19 ac. The existing PD #04-0404, was most recently modified via Minor Modification/Personal Appearance (PRS) #14-0378. PRS 14-0378 was approved for up to 41 single-family detached dwelling units, 6,500 s.f. of Neighborhood Commercial (with Restrictions), and a maximum of 10,000 s.f. for a church and accessory uses. The property which is the subject of this major modification (folio 4528.0100) was the portion of the PD approved for church uses. The applicant is proposing a variety of changes including:

- Removal of the church use entitlements and replacing them with up to 14,450 s.f. of Business Professional Office (BPO) uses;
- Remove the access to Waters Ave. to the church parcel, consistent with existing condition (5.1); and,
- The addition of a cross access stubout to the eastern property boundary.

As required by Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the potential trips generated by development, under the existing and proposed zoning designations utilizing a generalized worst-case scenario. Data presented below is based upon the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition,

**Existing Zoning:**

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 41 single-family detached dwelling units (ITE LUC 220)	387	30	41
PD, 6,500 s.f. fast food without drive-through (ITE LUC 933)	2,250	163	184
PD, 10,000 s.f. church uses (ITE LUC 560)	70	3	5
Subtotal:	2,707	196	230
<i>Less Pass-By Trips:</i>	<i>Not Applicable</i>	-0	-0
<i>Less Internal Capture:</i>	<i>Not Applicable</i>	-0	-0
<b>Net New External Trips:</b>	<b>2,707</b>	<b>196</b>	<b>230</b>

**Proposed Zoning:**

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 41 single-family detached dwelling units (ITE LUC 220)	387	30	41
PD, 6,500 s.f. fast food without drive-through (ITE LUC 933)	2,250	163	184
PD, 14,450 s.f. medical office uses (ITE LUC 720)	503	40	50
Subtotal:	3,140	233	275
<i>Less Pass-By Trips:</i>	<i>Not Applicable</i>	-0	-0
<i>Less Internal Capture:</i>	<i>Not Applicable</i>	-0	-4
<b>Net New External Trips:</b>	<b>3,140</b>	<b>233</b>	<b>271</b>

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(+) 433</b>	<b>(+) 37</b>	<b>(+) 41</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

Waters Ave. is a publicly maintained, 6-lane, divided, arterial roadway characterized by +/- 11-foot wide travel lanes in average condition. Adjacent to the project site, Waters Ave. lies within a +/- 125-foot wide right-of-way. There are +/- 4-foot wide bike lanes on both sides of Waters Ave. in the vicinity of the proposed project. There are +/- 4 to 5-foot wide sidewalks along both sides of Waters Ave. in the vicinity of the proposed project.

Firecracker Dr. is a 2-lane, undivided, substandard, local roadway characterized by +/- 10-foot wide travel lanes lying within a +/- 50-foot wide right-of-way. There are no bicycle facilities along Firecracker Dr. in the vicinity of the proposed project. There are +/- 5-foot wide sidewalks along both sides of Firecracker Dr. in the vicinity of the proposed project. The first +/- 350 feet of Firecracker Dr. is a publicly maintained roadway, after which it transitions to a privately maintained roadway.

**SITE ACCESS AND CONNECTIVITY**

The existing PD has approval for three access connections to Waters Ave. One full access (1) connection to Waters Ave. aligns with a median opening at Firecracker Dr. There is also one (1) right-in/right-out connection to Waters Ave. which serves the existing church. The existing zoning condition (5.1) states, "Prior to any expansion of the church, the Developer shall close the existing church access on Waters Avenue. Access to the church will be via the main access serving the residential development." This "main access" is Firecracker Dr. There is one (1) additional full access connection serving the isolated portion of the project currently approved for 6,500 s.f. of Neighborhood Commercial (with Restrictions).

The applicant is proposing to remove the access to Waters Ave. to the church parcel, consistent with existing condition (5.1). Although cross access to the western project boundary is not being proposed but is required, this represents an existing condition. More importantly, that portion of the project was not included in the modification request; as such, staff has no ability to modify that portion of the PD.

Vehicular and pedestrian cross access along the eastern project boundary was proposed; however, the pavement was not extended to the adjacent property boundary and other details on the adjacent parcel are now shown (as required by the DRPM) which would allow staff to evaluate the appropriateness of the placement of these features. The applicant has failed to resubmit plans which would allow staff to address this issue prior to hearing. As such, staff has required these items be dealt with through the zoning certification process as outlined in the conditions proposed hereinabove.

**DESIGN EXCEPTION REQUEST – TURN LANE LENGTH**

The applicant's Engineer of Record (EOR) submitted a Design Exception Request (dated November 23, 2021) in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County Transportation Technical Manual (TTM) from the Section 5.6 TTM requirement, whereby a turn lane is required to meet certain minimum length standards. The developer is seeking a reduction in required length for the eastbound to northbound left turn lane on Waters Ave. onto Firecracker Ln. Specifically, the developer is required to provide a 235-foot-long turn lane, and the developer wishes to utilize the existing 168-foot-long turn lane in its existing configuration. Based on factors presented in the Design Exception Request, the County Engineer found the request approvable (on December 7, 2021). If the rezoning is approved, the County Engineer will approve the above referenced Design Exception, upon which the developer will be permitted to leave the existing turn lane in its current configuration.

**SECTION 6.04.02.B. ADMINISTRATIVE VARIANCE REQUEST –  
SUBSTANDARD ROAD**

The applicant’s Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated November 23, 2021) from the Section 6.04.03.L. LDC requirement, whereby the developer is required to improve Firecracker Dr. (between the entrance to the zoning modification parcel and Waters Ave.) to current County standards for a TS-3 local roadway (non-residential subtype). Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable (on December 7, 2021). If MM 21-0884 is approved, the County Engineer will approve the above referenced Administrative Variance Request, upon which the developer will not be required to make improvements to the roadway.

**ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>LOS Standard</b>	<b>Peak Hour Directional LOS</b>
Waters Ave.	Sheldon Rd.	Veterans Expy.	E	C

Source: Hillsborough County 2020 Level of Service Report.

## Ratliff, James

---

**From:** Williams, Michael  
**Sent:** Tuesday, December 7, 2021 2:20 PM  
**To:** mstorum@bowman.com; tjohnson@bowman.com  
**Cc:** john.grandoff@hwhlaw.com; Tirado, Sheida; Grady, Brian; Ratliff, James; Chapela, Tania  
**Subject:** FW: MM 21-0884 - DE & AV Resubmittal  
**Attachments:** 21-0884 AVReq 11-24-21.pdf; 21-0884 DReq 11-24-21.pdf

**Importance:** High

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 21-0884 APPROVABLE.

Please note that there is a note below my signature block on the Design Exception that is only applicable to an Administrative Variance.

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

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to [PW-CEIntake@hillsboroughcounty.org](mailto:PW-CEIntake@hillsboroughcounty.org)

Mike

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

---

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

---

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

---



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---

**From:** Tirado, Sheida <TiradoS@hillsboroughcounty.org>  
**Sent:** Tuesday, December 7, 2021 11:30 AM  
**To:** Williams, Michael <WilliamsM@HillsboroughCounty.ORG>  
**Subject:** MM 21-0884 - DE & AV Resubmittal  
**Importance:** High

Hello Mike,

The attached AV and DE are approvable to me, please email the following people in your email:

[mstorum@bowman.com](mailto:mstorum@bowman.com)  
[tjohnson@bowman.com](mailto:tjohnson@bowman.com)  
[john.grandoff@hwlaw.com](mailto:john.grandoff@hwlaw.com)  
[GradyB@HillsboroughCounty.ORG](mailto:GradyB@HillsboroughCounty.ORG)  
[ChapelaT@hillsboroughcounty.org](mailto:ChapelaT@hillsboroughcounty.org)  
[RatliffJa@hillsboroughcounty.org](mailto:RatliffJa@hillsboroughcounty.org)

Best Regards,

Best Regards,

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

---

**P:** (813) 276-8364  
**E:** [tirados@HCFLGov.net](mailto:tirados@HCFLGov.net)  
**W:** [HCFLGov.net](http://HCFLGov.net)

---

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

---

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

---

**From:** Zoning Intake-DSD <[ZoningIntake-DSD@hillsboroughcounty.org](mailto:ZoningIntake-DSD@hillsboroughcounty.org)>  
**Sent:** Wednesday, November 24, 2021 8:14 AM  
**To:** Timoteo, Rosalina <[TimoteoR@HillsboroughCounty.ORG](mailto:TimoteoR@HillsboroughCounty.ORG)>  
**Cc:** Rome, Ashley <[RomeA@hillsboroughcounty.org](mailto:RomeA@hillsboroughcounty.org)>; Tirado, Sheida <[TiradoS@hillsboroughcounty.org](mailto:TiradoS@hillsboroughcounty.org)>; Padron, Ingrid <[PadronI@hillsboroughcounty.org](mailto:PadronI@hillsboroughcounty.org)>; Williams, Michael <[WilliamsM@HillsboroughCounty.ORG](mailto:WilliamsM@HillsboroughCounty.ORG)>; Chapela, Tania <[ChapelaT@hillsboroughcounty.org](mailto:ChapelaT@hillsboroughcounty.org)>  
**Subject:** FW: MM 21-0884 - DE & AV resubmittal

**Clare Odell**

**Planning & Zoning Technician**

Development Services Department (DSD)

---

P: (813) 276-8680 | VoIP: 39680

M: (813) 272-5600

E: [odellcl@hillsboroughcounty.org](mailto:odellcl@hillsboroughcounty.org)

W: [HillsboroughCounty.Org](http://HillsboroughCounty.Org)

---

**Hillsborough County**

601 E. Kennedy Blvd., Tampa, FL 33602

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---

**From:** Maleia Storum <[mstorum@bowman.com](mailto:mstorum@bowman.com)>

**Sent:** Tuesday, November 23, 2021 8:23 PM

**To:** Zoning Intake-DSD <[ZoningIntake-DSD@hillsboroughcounty.org](mailto:ZoningIntake-DSD@hillsboroughcounty.org)>

**Cc:** Tirado, Sheida <[TiradoS@hillsboroughcounty.org](mailto:TiradoS@hillsboroughcounty.org)>

**Subject:** MM 21-0884 - DE & AV resubmittal

**External email:** Use caution when clicking on links and attachments from outside sources.

Good evening,

Please see the attached DE & AV for resubmittal, as revised per comments from Sheida Tirados.


Thank you,

**Maleia Storum, E.I. | Project Engineer**  
**Bowman Consulting Group**

1410 N. Westshore Blvd, Suite 111, Tampa, FL 33607

phone: 813-642-4924 |

[mstorum@bowman.com](mailto:mstorum@bowman.com) | [bowmanconsulting.com](http://bowmanconsulting.com)

 — Go Green! Please consider the environment before printing this email.



November 23, 2021

Michael Williams  
Development Review Director  
County Engineer  
Development Services Department  
601 East Kennedy Boulevard, 20th Floor  
Tampa, Florida 33602

**Project: 6821 W. Waters Ave- Administrative Variance Request – LDC Section 6.04.03**

Mr. Williams:

The purpose of this letter is to request a Section 6.04.02.B administrative variance to Section 6.04.03.L of the Hillsborough County Land Development Code, which requires improvements & upgrading of the existing roadways to conform with current County Standards. The applicant is proposing the development of a 14,450 S.F. Business Professional/Medical Office at 6821 W. Waters Ave to include any stormwater, utility, access, and site improvements as necessary. The site is currently developed with a 4,060 S.F. church building.

The applicant is requesting to waive the requirement to improve the existing Firecracker Dr. to current Transportation Technical Manual (TTM ), Typical Section TS-3 which requires a wider section with total ROW width of 54' for commercial uses versus 50' for residential uses.

The justification for the variance is as follows:

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

1. Per the existing PD conditions, the commercial outparcel in question was required to solely provide access to Firecracker Ave if redeveloped. Staff promoted/required the access connection to Firecracker to improve safety concerns on the initially proposed access connection along W. Waters Ave. AT this time, the applicant is complying with the anticipated/required access onto Firecracker.
2. A traffic study evaluating the impact of the proposed development in the surrounding roadway network has been provided; the study found that minimal increases in the overall delay and queues are anticipated at the intersection of Firecracker Drive and W Waters Avenue with the inclusion of the proposed development site trips.
3. Extending the ROW would cause significant impacts to the current site designed under the assumption that the current ROW cross-section is to remain. The ROW needed would also impact the adjacent pond area, and major improvements would be needed to regrade the pond slopes on the western edge of the roadway.

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

- As mentioned before, the traffic impact analysis for the proposed site found that minimal increases in the overall delay and queues are anticipated at the intersection of Firecracker Drive and W Waters Avenue with the inclusion of the proposed development site trips. The study found the 95th percentile queue lengths at the southbound approach of the intersection of W Waters and Firecracker Drive are not expected to exceed 38', therefore it is not anticipated that the vehicles exiting the site would block vehicles attempting to access Firecracker Drive spilling over and creating hazardous patterns on W Waters Avenue.
- Per FDOT Minimum Travel & Auxiliary Lane Widths (FDM 210,2018), the current lane width provided (11') is larger than the required 10' lanes recommended to accommodate the traffic on this roadway at the current speed limit of 25-35 MPH.

**Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths**

Context Classification	Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
	Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
	25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1 Natural	11	11	12	11	11	12	N/A	
C2 Rural	11	11	12	11	11	12		
C2T Rural Town	11	11	12	11	11	12		
C3 Suburban	10	11	12	10	11	12	11	12
C4 Urban General	10	11	12	10	11	12	11	12
C5 Urban Center	10	11	12	10	11	12	11	12
C6 Urban Core	10	11	12	10	11	12	11	12

**Travel Lanes:**

- Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% with design speed 25-35 mph (regardless of context).
- Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- 10-foot travel lanes are typically provided on very low speed roadways, but should consider wider lanes when transit is present or truck volume exceeds 10%.
- Travel lanes should not exceed 14 feet in width.

**Auxiliary Lanes:**

- Auxiliary lanes are typically the same width as the adjacent travel lane.
- Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- Median turn lanes should not exceed 15 feet in width.
- For high speed curbed roadways, 11-foot minimum lane widths for dual left turn lanes are allowed.
- For RRR Projects, 9-foot right turn lanes on very low speed roadways are allowed.

**Two-way Left Turn Lanes:**

- Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- For RRR Projects, the values in the table may be reduced by 1-foot.

**(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, polices, and local traffic circulation/operation of the site and adjacent areas.**

- As previously stated, access to W. Waters Ave was denied by staff for safety concerns & the existing PD conditions in place requiring the commercial outparcel to provide sole access to Firecracker in redevelopment. Compliance with the existing PD conditions is being met.

Based on the above it is our opinion the existing roadway conditions and ROW along Firecracker Dr. are substantial to meet the largest & best use as allowable through the proposed PD amendment.

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

Thank you,

Andrew J. Petersen, P.E.  
State of Florida, License # 75493

Digitally signed by Andrew Petersen  
Reason: This item has been digitally  
signed & sealed by Andrew J.  
Petersen, P.E. on the date indicated  
here. Printed copies of this  
document are not considered signed  
& sealed and the signature must be  
verified on any electronic copies.  
Contact Info:  
apetersen@bowman.com  
Date: 2021.11.23 16:57:31-05'00'

11/23/2021

**Andrew Petersen**

Chief Engineer

Bowman Consulting Group, LTD.

[apetersen@bowman.com](mailto:apetersen@bowman.com)

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

\_\_\_\_\_ APPROVED WITH CONDITIONS

\_\_\_\_\_ APPROVED

\_\_\_\_\_ DISAPPROVED

\_\_\_\_\_  
Michael J. Williams, P.E.

Hillsborough County Engineer on \_\_\_\_\_

Notice: Consistent with Section 6.04.02B.8. of the LDC, the result of this variance application may be appealed, as further described in Section 10.05.01. of the LDC, to the Land Use Hearing Officer within 30 calendar days of the date of the above action.

**SITE DATA TABLE**

SITE NAME: MEDICAL OFFICE, 6821 W WATERS AVE, TAMPA, FL  
 PARCEL ID: U-24-28-17-2Z-000000-36740.0  
 JURISDICTION: HILLSBOROUGH COUNTY

PLANNED DEVELOPMENT (PD)

OVERLAY DISTRICT: U-24-28-17-2Z-000000-36740.0  
 PARCEL SIZE: 134,854 SQFT (3.09 ACRES)

ZONING DESIGNATION: PD  
 CURRENT: PD

SETBACKS:  
 FRONT: 30'  
 REAR: 22'  
 SIDE: 5', 6'

ZEBRINGS:  
 REQUIRED: HEALTH OFFICE: 5 PER 1000 GROSS SQUARE FEET  
 14,450/1000=14.45 X 5 = 73  
 REQUIRED = 73 SPACES

PROPOSED:  
 STANDARD: 97/15'  
 SIDE SPACE: 12/15'  
 TOTAL: 150 + 126 = 276

**CONCEPTUAL PLAN NOTES:**

CONDITIONS MAY EXIST THAT COULD RESTRICT THE DEVELOPMENT OF THIS SITE. THIS DRAWING IS INTENDED TO BE CONSIDERED AN ADVISORY TOOL. THE CLIENT WILL BE REQUIRED TO OBTAIN ALL NECESSARY PERMITS THAT MEETS LOCAL JURISDICTIONAL CODES.

BCG DOES NOT PURPORT THAT THIS SITE CAN BE DEVELOPED AS SHOWN. THE PURCHASE OF THIS SITE SHALL BE AT THE OWNER/DEVELOPER'S SOLE EXPENSE.

STORMWATER MANAGEMENT FACILITY SHOWN ON THIS PLAN ARE INTENDED TO BE CONSIDERED AN ADVISORY TOOL. THE CLIENT WILL BE REQUIRED TO OBTAIN ALL NECESSARY PERMITS THAT MEETS LOCAL JURISDICTIONAL REQUIREMENTS.

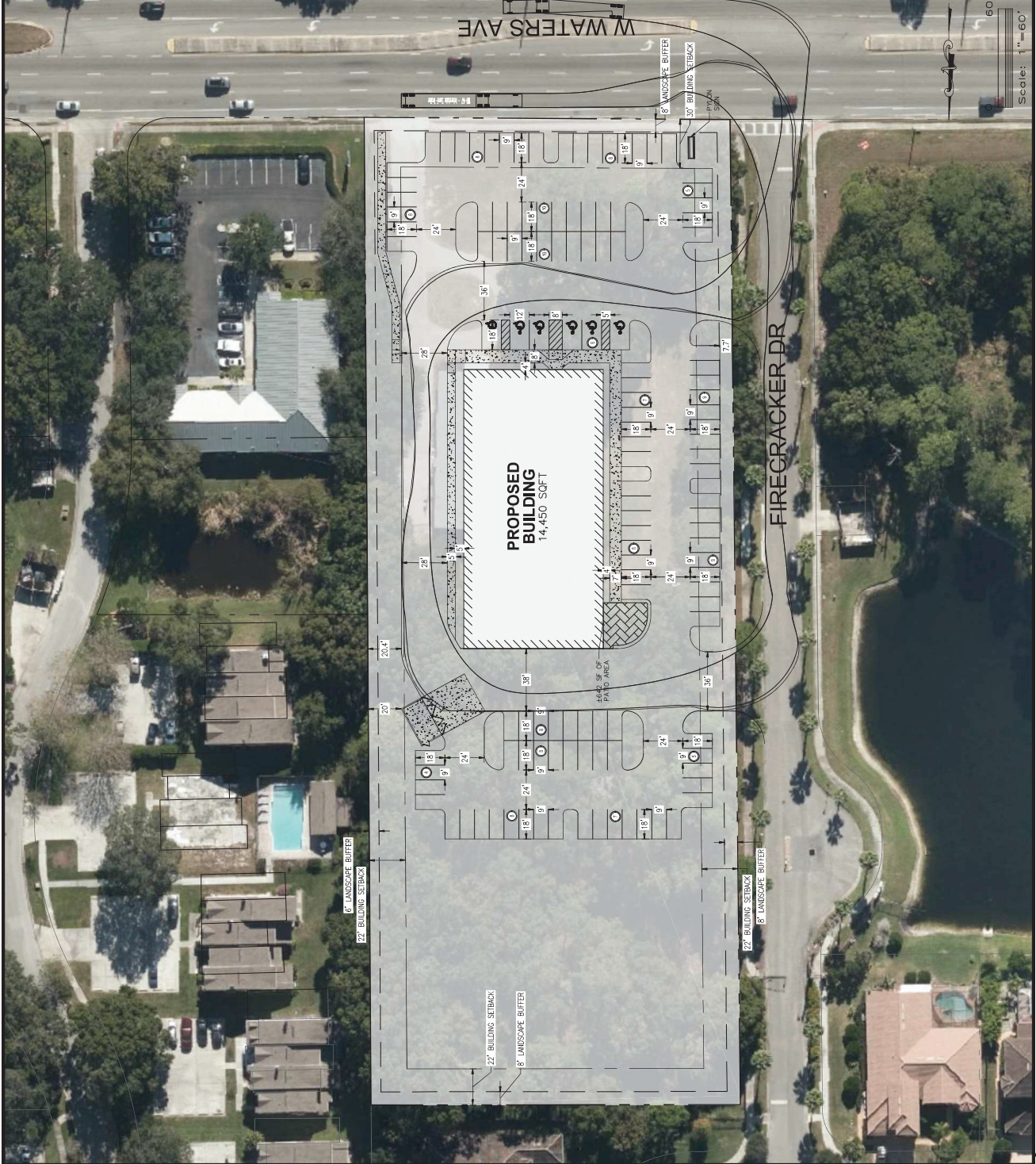
NO SITE VISITS HAVE BEEN PERFORMED TO ENSURE THE ACCURACY OF THE AERIAL IMAGE SHOWN HEREON.

THIS EXHIBIT IS NOT INTENDED TO BE USED AS A CONSTRUCTION DOCUMENT, AND SHOULD NOT BE CONSTRUED IN ANYWAY TO BE USED FOR CONSTRUCTION PURPOSES.

**PROPOSED LEGEND**

- PROPERTY LINE
- - - BUILDING SETBACK LINE
- - - LANDSCAPE BUFFER
- ⊙ PARKING COUNT
- ▨ PROPOSED BUILDING
- ▤ STANDARD DUTY CONCRETE (SIDEWALK)
- ▧ PATIO AREA (± SF)

**CONCEPTUAL EXHIBIT**



# TRAFFIC IMPACT STUDY

Office Development Tampa  
6821 W Waters Avenue  
Tampa, Hillsborough County - FL

September 28, 2021

Prepared for:  
***Build to Suit, Inc.***

**Bowman**

# Traffic Impact Study

## Office Development Tampa

6821 W Waters Avenue  
Tampa, Florida

Prepared September 28, 2021

Prepared for:  
Build to Suit, Inc.  
1805 State Street, Suite 101  
Bettendorf, IA 52722  
Phone: 563.355.2022

Prepared by:

# Bowman

Bowman Consulting Group  
Certificate of Authorization License No. 30462  
4450 W. Eau Gallie Blvd., Suite 144  
Melbourne, FL 32934  
Phone: (321) 255-5434  
Fax: (321) 255-7751

Analyst: Daniela Jurado  
Project Manager: Andrew Petersen, PE

Bowman Job # 010788-01-001



## PROFESIONAL ENGINEERING CERTIFICATE

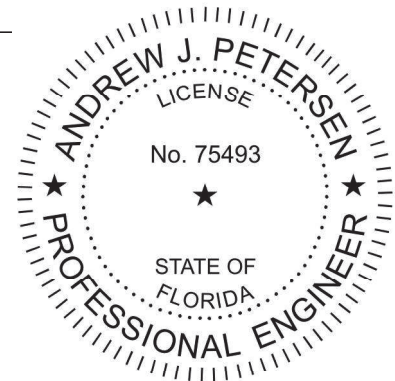
I hereby Certify that I am a registered professional engineer in the State of Florida, practicing with Bowman Consulting Group, Ltd., authorized to operate as an engineering business with Certificate of Authorization License No. 30462, by the state of Florida Department of Professional Regulation, Board of Professional Engineers, and I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice herby reported for:

Project: Office Development W Waters Avenue Tampa  
Prepared for: Build to Suit, Inc.  
Location: 6821 W Waters Avenue Tampa, Florida  
Report date: 09/27/2021

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

Name: Andrew J. Petersen  
P.E. No.: 75493  
Date: 10/26/2021  
Signature: \_\_\_\_\_

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





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- Appendix A: Site Plan
- Appendix B: Backup Documentation (LOS Reports, Turning Movement Counts, Trend Analysis)
- Appendix C: Traffic Volume and Traffic Distribution Exhibits
- Appendix D: Capacity Analysis Reports
- Appendix E: Crash Data

## Executive Summary

- This report summarizes the findings of the Traffic Impact Study performed by Bowman Consulting Group (Bowman) for the proposed Office Building development, to be built on an approximately 3-Acre lot located at 6821 W Waters Avenue in the city of Tampa, Florida.
- The applicant is proposing to develop of an approximately 3-Acre lot, by demolishing an existing church building which currently lies in the property and to construct a 14,600 square-foot business/professional office building, associated parking and landscaping
- Access to the site will be provided via two full access driveways along Firecracker Drive.
- The following intersections were analyzed in this report:
  - W Waters Avenue and Firecracker Drive
- The turning movement counts were completed on a weekday while schools were in session. The counts were completed on Wednesday, October 28th, 2020, for the morning peak period (7:00 AM – 9:00 AM) and the evening peak period (4:00 PM – 6:00 PM).
- Considering the traffic count data was collected in October 2020, to develop the 2020 Existing Peak Hour Traffic Volumes the traffic count data was adjusted with an adjustment factor to account for the atypical conditions in traffic conditions due to the COVID-19 Pandemic.
- The background growth rate applicable for the study area was determined using Trend analysis on the 2015-2019 AADT information provided by the Hillsborough County and City of Tampa Level of Service Reports.
- Trip generation calculations for the proposed development were developed using the rates from comparable land uses (LU-630, LU-712 and LU-720) from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10<sup>th</sup> Edition*.
- The proposed development is expected to generate a total of 54 trips during the morning peak hour (42 entering and 12 exiting) and 49 trips during the evening peak hour (14 entering and 35 exiting trips).
- For the purposes of this analysis, it is anticipated that the proposed development will be constructed and fully operational by the year 2023. The following scenarios were evaluated as part of this study:
  - Future Conditions (2023) without the proposed development (No Build)
  - Future Conditions (2023) with the proposed development (Build)

- The trips were distributed based on a review of the Traffic Count Data. The review indicated that 50% of the site traffic would travel to/from the west and 50% would travel to/from the east.
- To evaluate the traffic operations, capacity analyses comparison was completed for the No Build and Build Conditions. The results indicate the following:

During the morning peak hour:

- The intersection of W Waters Avenue and the Firecracker Drive is projected to operate at acceptable overall Level of Service LOS A during the No Build and Build Conditions, with a minimal increase in the overall delay of less than one second. Firecracker Drive (Southbound Approach) is expected to maintain LOS D under both No Build and Build conditions. The eastbound and westbound left-turn lanes are expected to operate at acceptable LOS B.
- The queue results do not appear to exceed the available storage for the auxiliary lanes in either the No Build or Build Conditions. The queue results also show, under build conditions, 32.5' queue on the southbound approach (Firecracker Drive).

During the evening peak hour:

- The intersection of W Waters Avenue and the Firecracker Drive is projected to operate at acceptable overall Level of Service LOS A during the No Build and Build Conditions, with a minimal increase in the overall delay of less than one second. Firecracker Drive (Southbound Approach) is expected to maintain LOS D under both No Build and Build conditions. The eastbound and westbound left-turn lanes are expected to operate at acceptable LOS B during the morning peak hour and LOS C during the evening peak hour, under both, No Build and Build conditions.
  - The queue results do not appear to exceed the available storage for the auxiliary lanes in either the No Build or Build Conditions. The queue results also show, under build conditions, 27.5' queue on the southbound approach (Firecracker Drive).
- A right-turn lane warrant analyses was conducted to evaluate the need of installation of right-tun lanes on the westbound approach of the intersection of W Waters Avenue and Firecracker Drive. The results of the turn lane warrant analyses indicate that Firecracker Drive does not meet the criteria for the installation of a right turn lanes.
  - A safety evaluation was done for the intersection of W Waters Avenue and Firecracker Drive. The Crash data was obtained from the Florida Department of Transportation's (FDOT) Crash Open Data portal. Crash database for the most recent 5 years (January 2015 to December 2019) of available data. The review from the crash data shows no specific hazardous patterns on this intersection.
  - Based on the results of the capacity analyses and safety evaluation, the proposed development is not expected to adversely impact the surrounding roadway network.

## 1. Introduction

This report summarizes the findings of the Traffic Impact Study performed by Bowman Consulting Group (Bowman) for the proposed Office Building development, to be built on an approximately 3-Acre lot located at 6821 W Waters Avenue in the city of Tampa, Florida.

The purpose of this analysis is as follows: (i) to determine the number expected trips generated by the proposed site; (ii) to determine the potential impact, if any, of the proposed development on the roadway network; (iii) to perform a safety evaluation of the access points and median openings; and (iv) to propose improvements, if required.

## 2. Background Information

The applicant is proposing to develop of an approximately 3-Acre lot with a 14,600 square-foot Office building, associated parking and landscaping, the lot is currently occupied with an existing church building. The parcel is located along W Waters Avenue at the NEC of the intersection with Firecracker Drive in the city of Tampa, Florida.

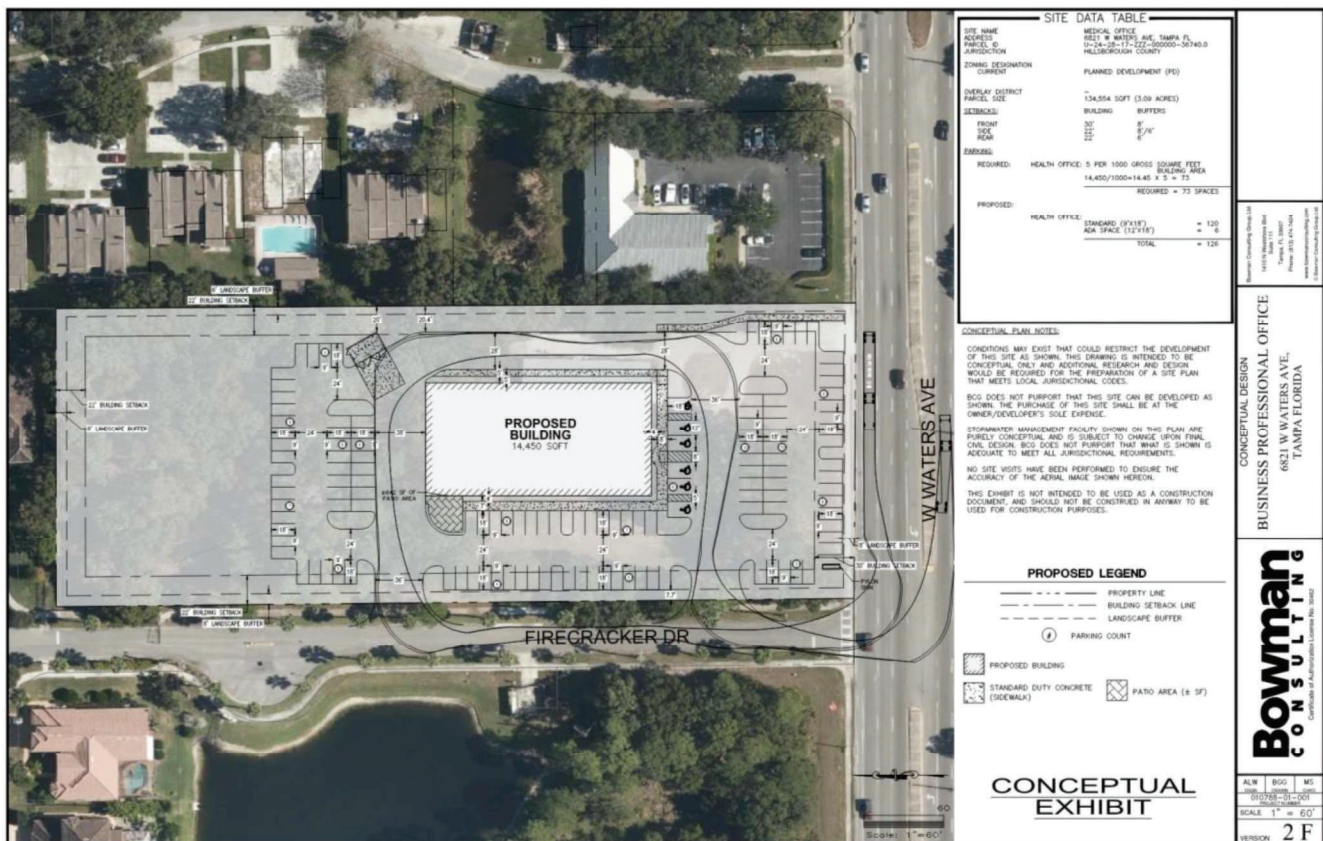


Figure 1 Site Location

Access to the site will be provided via two full access driveways along Firecracker Drive. The latest Site Plan for the proposed development is provided on **Figure 1** and **Appendix A**.

## Traffic Impact Analysis Methodology

Based on the comments received by the County Review Staff on February 16, 2021, and the meeting held on September 14, 2021. The following items are to be analyzed in this report:

- Trip generation calculations for proposed site, based on the most intensive land use.
- Traffic assignment (trip distribution).
- Capacity and queuing analyses.
- Right turn lane warrants at Firecracker Drive.
- Safety evaluation for driveway at W Waters Avenue and Median openings.

## 3. Roadway Network

### W. Waters Avenue:

Within the identified study area W Waters Avenue is a six-lane divided County-Maintained Arterial according to the Hillsborough County Public Works Functional Classification Map. W Waters Avenue has an east-west alignment and a posted speed limit of 45 miles per hour.

### Firecracker Drive:

Within the identified study area Firecracker Drive is a two-lane local roadway according to *FDOT 2010 Urban Area Boundaries and Federal Functional Classification Hillsborough County Map*. Firecracker Drive is located north of W Waters Avenue, has a north-south alignment and a posted speed limit of 25 miles per hour.

## Intersection Characteristics

### Intersection of W Waters Avenue and Firecracker Drive

This intersection is currently a four-legged unsignalized intersection where W Waters Avenue has an east-west alignment and Firecracker Drive has a north-south alignment.

The Eastbound approach consists of one exclusive 100 feet left-turn lane, two through lanes and one shared through/right-turn lane. The Westbound approach consists of one exclusive 90 feet left-turn lane, two through lanes and one shared through/ right-turn lane. The northbound approach consists of one shared left/ right-turn lane. The southbound approach consists of one single lane approach with left and right turning movements allowed.

## 4. Data Collection

For the purposes of this study the following data was collected:

- Inspections were conducted to obtain an inventory of existing roadway geometry, traffic control devices, and location of existing and proposed driveways.
- Published AADT, roadway maintenance and functional classification, see **Appendix B-1**.



Turning movement counts were collected at the intersection of W Waters Ave. and Firecracker Dr. The turning movement counts were completed on an average. The counts were completed on Wednesday, October 28, 2020, during the morning peak period (7:00 AM – 9:00 AM) and the evening peak period (4:00 PM – 6:00 PM). Turning Movement Count data can be found on (see **Appendix B-2**).

## 5. Traffic Forecast and Background Traffic

For the purposes of this analysis, it is anticipated that the proposed development will be constructed and fully operational by the year 2023. The following scenarios were evaluated as part of this study:

- Future Conditions (2023) without the proposed development (No Build)
- Future Conditions (2023) with the proposed development (Build)

The background growth rate applicable for the study area was determined using Trend analysis on the 2015-2019 AADT information provided by the Hillsborough County and City of Tampa *Level of Service Reports*, (see **Appendix B-1**). The Trend Analysis Reports are presented in **Appendix B-3**. **Table 1** presents the calculated average study area growth rate.

**Table 1** Growth Rate

Roadway	From	to	2015	2016	2017	2018	2019	Trend Growth rate
<b>W Walters Ave</b>	Sheldon Rd	SR 600	34,000	-	38,300	-	38,300	2.68%

Source: AADT extracted from the Hillsborough County and City of Tampa *Level of Service Reports*

Considering the traffic count data was collected in October 2020, to develop the 2020 Existing Peak Hour Traffic Volumes the traffic count data was adjusted with an adjustment factor to account for the atypical conditions in traffic conditions due to the COVID-19 Pandemic.

The Atypical Conditions Adjustment Factor was calculated by comparing the 2019 Peak Hour Peak Direction volume extracted from the Hillsborough County *Level of Service Report*, and the peak hour volume extracted from the Traffic Count Data. **Table 1** presents the atypical adjustment factor.

**Table 2** Atypical Conditions Adjustment Factor

Roadway Segment <sup>(1)</sup>			FDOT ID #	Growth Rate	Years	Pk Hr Pk Dir Volume			Atypical Traffic Adjustment Factor
Roadway	From	to				HC 2019 <sup>(1)</sup>	Projected 2020 <sup>(2)</sup>	Traffic Counts	
W Walters Ave	Sheldon Rd	SR 600	0045	2.7%	1	1,479	1,519	1,542	0.99

(1) Extracted from the Hillsborough County 2019 LOS Report

(2) 2020 AADT calculated based on Linear Trend Growth

Based on the results presented in **Table 1** the atypical adjustment factor is less than 1 therefore for a conservative approach, an atypical conditions adjustment factor of 1.10 was considered.

The 2020 Existing Peak Hour Traffic Volumes are depicted in **Exhibit 1, Appendix C**.

The 2023 No Build Traffic Volumes were calculated using the 2020 Existing Peak Hour Traffic Volumes and the study area growth rate. The 2023 No Build Traffic Volumes are depicted on **Exhibit 2 in Appendix C**.

## 6. Trip Generation

The applicant is proposing to redevelop the site with a 14,600 SF business/professional (Medical) office building.

The number of trips generated the proposed development was determined based land use with the highest trip generation of all the possible allowed comparable land uses from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10<sup>th</sup> Edition*. The comparable land uses are listed below:

- Small Office Building (LU-712)
- Medical-Dental Office Building (LU-720)
- Clinic (LU-630)
- Nursing Home (LU-620)
- Free Standing Emergency Room (LU-650)
- General Office Building (LU-710)
- Single Tenant Office Building (LU-715)
- Government Office Building (LU-730)
- Research and Development Center (LU-760)

Note that Daycare is not considered as one of the possible uses of the proposed site, therefore this use was not considered on this study.

**Table 3** displays the trip generation for the proposed development.

**Table 3.** Site Trip Generation

Description <sup>(1)</sup>		Time	Total Trips <sup>(1)</sup>		
			In	Out	Total
Clinic	<i>(LU-630) 14600 SQ. FT.</i>	Daily	278	279	557
		AM	42	12	54
		PM	14	35	49
Small Office Building	<i>(LU-712) 14600 SQ. FT.</i>	Daily	118	118	236
		AM	23	5	28
		PM	11	25	36
Nursing Home	<i>(LU-620) 14600 SQ. FT.</i>	Daily	57	57	114
		AM	6	2	8
		PM	4	5	9
Free Standing Emergency Room	<i>(LU-650) 14600 SQ. FT.</i>	Daily	182	182	364
		AM	8	8	16
		PM	10	12	22
General Office Building	<i>(LU-710) 14600 SQ. FT.</i>	Daily	82	82	164
		AM	34	6	40
		PM	3	15	18
Single Tenant Office Building	<i>(LU-715) 14600 SQ. FT.</i>	Daily	82	82	164
		AM	37	5	42
		PM	7	43	50
Government office Building	<i>(LU-730) 14600 SQ. FT.</i>	Daily	165	165	330
		AM	37	12	49
		PM	6	19	25
Research and Development Center	<i>(LU-760) 14600 SQ. FT.</i>	Daily	177	177	354
		AM	4	2	6
		PM	4	23	27
Medical-Dental Office Building	<i>(LU-720) 14600 SQ. FT.</i>	Daily	236	237	473
		AM	31	9	40
		PM	14	38	52

*(1) Institute of Transportation Engineers Trip Generation (ITE), 10<sup>th</sup> Edition*

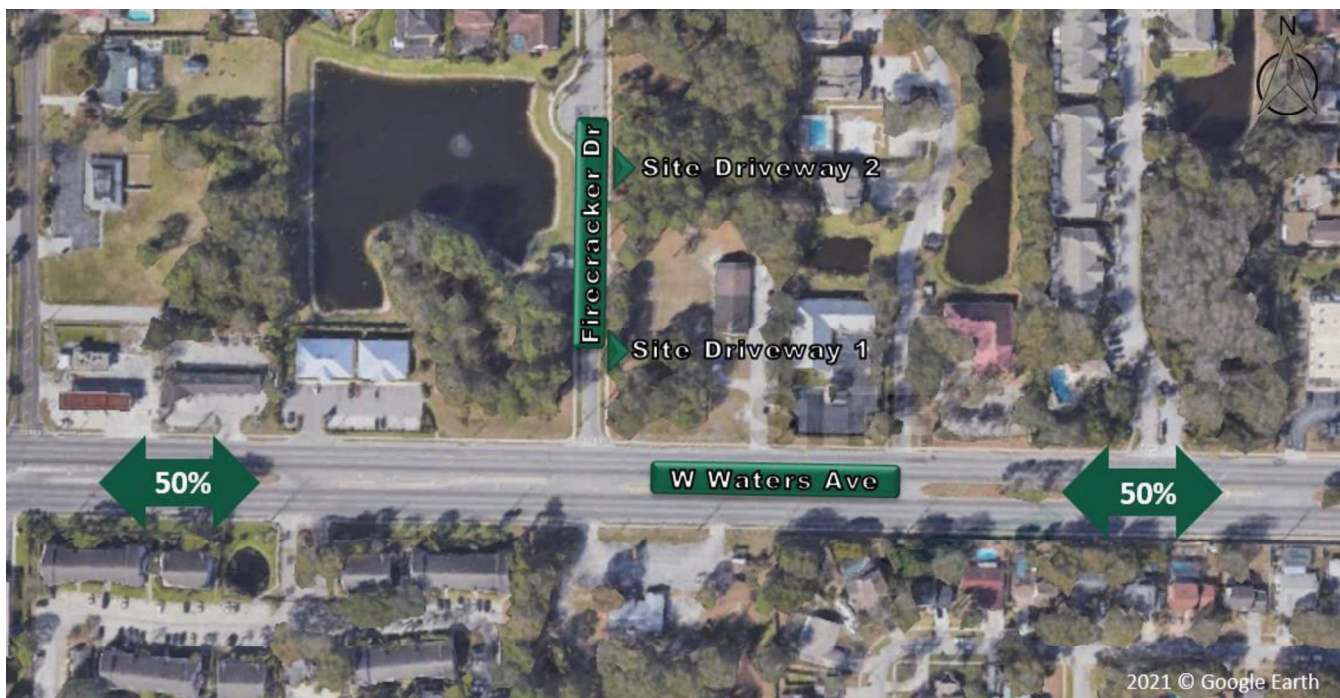


The Land Use Code for Clinic (L.U. 630) was selected for considerations and analysis in this project as it provided the higher number of Peak Hour trips.

The proposed development is expected to generate a total of 54 trips during the morning peak hour (42 entering and 12 exiting) and 49 trips during the evening peak hour (14 entering and 35 exiting trips).

## 7. Trip Distribution

The trips were distributed based on a review of the Traffic Count Data. The review indicated that 50% of the site traffic would travel to/from the west and 50% would travel to/from the east as seen on Figure 3 below.



**Figure 2** Proposed Trip Distribution

The proposed development site trips were developed using the distribution presented in **Figure 2**, the Proposed Development Site Trips are depicted on **Exhibit 3** in **Appendix C**.

The Proposed Development Site Trips were added to the 2023 No Build Traffic Volumes to develop the 2023 Build Traffic Volumes depicted on **Exhibit 4** in **Appendix C**.

## 8. Capacity Analysis

The study intersections were analyzed for each scenario following the Highway Capacity Manual (HCM 6<sup>th</sup> edition) methodologies using the computer software package Synchro 10 with SimTraffic. The analysis uses capacity, Level of Service, and control delay as the criteria for the performance of the driveways.



Capacity, as defined by the HCM, is a measure of the maximum number of vehicles in an hour that can travel through an intersection or section of roadway under typical conditions. Level of Service (LOS) is a marker of the driving conditions and perception of drivers while traveling during the given time period. LOS ranges from LOS "A" which represents free flow conditions, to LOS "F" which represents breakdown conditions. **Table 4** shows the LOS for unsignalized intersections as defined by the HCM.

**Table 4** HCM Level of Service Criteria

Unsignalized Intersections	
Level of Service	Average Control Delay (sec/veh)
A	≤10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	≥50

Control delay is a measure of the total amount of delay experienced by an individual vehicle and includes delay related to deceleration, queue delay, stopped delay, and acceleration. **Table 4** displays the amount of control delay (in seconds per vehicle) that corresponds to the LOS for unsignalized intersections.

### Capacity Analysis Comparison – No Build vs Build Conditions (Year 2022)

Capacity Analyses were conducted for the No Build and Build conditions (year 2023). The primary purpose for this approach was to compare the results in order to identify areas impacted by the proposed development. The capacity results are included in **Appendix D**.

The capacity analysis results for the morning peak hour are summarized in **Table 5**.

**Table 5** 2023 AM Peak Hour Capacity Analysis

2023 CONDITIONS - (AM)				No Build			No Build		
	Approach	Control Type	Movement	Delay (s)	LOS	95 <sup>th</sup> % Queue (ft)*	Delay (s)	LOS	95 <sup>th</sup> % Queue (ft)*
W Waters Avenue and Firecracker Drive	EB	Stop	L	10.8	B	2.5	11.1	B	5
			T	0.0	A	-	0.0	A	-
			TR	0.0	A	-	0.0	A	-
			Approach	0.0	A	-	0.1	A	-
	WB	Stop	L	13.7	B	0	13.7	B	0
			T	0.0	A	-	0.0	A	-
			TR	0.0	A	-	0.0	A	-
			Approach	0.0	A	-	0.0	A	-
	NB	Stop	Approach	18.8	C	2.5	19.0	C	2.5
	SB	Stop	Approach	29.1	D	25	30.7	D	32.5
		Intersection	0.4	A	--	0.5	A	--	

Based on the results of the capacity analysis during the morning peak hour, the intersection of W Waters Avenue and the Firecracker Drive is projected to operate at acceptable overall Level of Service LOS A during the No Build and Build Conditions, with a minimal increase in the overall delay



of less than one second. Firecracker Drive (Southbound Approach) is expected to maintain LOS D under both No Build and Build conditions. The eastbound and westbound left-turn lanes are expected to operate at acceptable LOS B.

The queue results do not appear to exceed the available storage for the auxiliary lanes in either the No Build or Build Conditions. The queue results also show, under build conditions, 32.5' queue on the southbound approach (Firecracker Drive).

The capacity analysis results for the evening peak hour are summarized in **Table 6**.

**Table 6 2023 PM Peak Hour Capacity Analysis**

2023 CONDITIONS - (PM)				No Build			No Build		
Approach	Control Type	Movement	Delay (s)	LOS	95 <sup>th</sup> % Queue (ft)*	Delay (s)	LOS	95 <sup>th</sup> % Queue (ft)*	
									<b>W Waters Avenue and Firecracker Drive</b>
EB	Stop	L	15.9	C	0	16.1	C	2.5	
		T	0.0	A	-	0.0	A	-	
		TR	0.0	A	-	0.0	A	-	
		Approach	0.0	A	-	0.1	A	-	
WB	Stop	L	12.6	B	0	12.6	B	0	
		T	0.0	A	-	0.0	A	-	
		TR	0.0	A	-	0.0	A	-	
		Approach	0.0	A	-	0.0	A	-	
NB	Stop	Approach	12.8	B	2.5	12.9	B	2.5	
SB	Stop	Approach	27.1	D	7.5	30.4	D	27.5	
Intersection			0.1	A	--	0.4	A	--	

Based on the results of the capacity analysis during the evening peak hour, the intersection of W Waters Avenue and the Firecracker Drive is projected to operate at acceptable overall Level of Service LOS A during the No Build and Build Conditions, with a minimal increase in the overall delay of less than one second. Firecracker Drive (Southbound Approach) is expected to maintain LOS D under both No Build and Build conditions. The eastbound and westbound left-turn lanes are expected to operate at acceptable LOS B during the morning peak hour and LOS C during the evening peak hour, under both, No Build and Build conditions.

The queue results do not appear to exceed the available storage for the auxiliary lanes in either the No Build or Build Conditions. The queue results also show, under build conditions, 27.5' queue on the southbound approach (Firecracker Drive).

## 9. Turn Lane Warrant Analysis

Right turn lane warrant analyses were conducted for the westbound right turn of the intersection of W Waters Avenue and Firecracker Drive to determine the need for the installation of auxiliary turning lanes. The analysis was completed per the criteria set forth in the 2019 Florida Department of Transportation (FDOT) Access Management Guidebook.

The 2023 Build traffic volumes on Firecracker Drive are as follows:

- o AM Peak Hour - 37
- o PM Peak Hour - 53

**Table 7** outlines the criteria required to meet the installation of an auxiliary right turning lane presented in the 2019 Florida Department of Transportation (FDOT) Access Management Guidebook.

**Table 7** Right Turn Lane Warrant Criteria Results at Firecracker Drive

Criteria	Right-in Driveway
	Criteria Met?
45 MPH or Less - more than 80 -125 turns per hour	No
Over 45 MPH More than 35-55 right turns per Hour	N/A
Facilities havin a high volume of buses, trucks or trailers (2 or 3 per hour)	No
Poor internal design of a driveway facility causing potential backups in the through lanes	No
Heavier than normal peak flows on the main roadway.	No
Very high operating speeds (such as 55 MPH or above) and in rural areas where turn are not expected by through drivers .	No
Highways with curves or hills where sight distance is impacted	No
Gated entrances.	No
Crash experience, especially rear end collisions.	No
Intersections or driveways just after signalized intersections where acceleration or driver expectancy would make a separate right turn lane desirable, (this would also be the case downstream soon after a dual left turn lane onto a four-lane road)	No
Sever skewed angle of intersection requiring right turn vehicle to stop greatly.	No

(1) FDOT Driveway Information Guide

A right turn is not warranted at the Westbound Approach of the intersection of Firecracker Drive and W Waters Avenue.

## 10. Safety Analysis

Crash data was obtained from the Florida Department of Transportation’s (FDOT) Crash Open Data portal. Crash database for the most recent 5 years (January 2015 to December 2019) of available data. Detailed crash data can be found in **Appendix E**.

Crash data and crash rates for the intersection of W Waters Avenue and Firecracker are summarized in **Table 8**.

Table 8. Crash Data severity classification

Year	None	Possible Injuries	Non Incapacitating	Incapacitating Injury	Fatal	Injured	Deaths	Serious injuries	Pedestrians	Vehicles	Crashes per Year	AADT	CMEV (1)
2015	0	1	0	0	0	1	0	0	0	2	1	34,000	0.08
2016	0	1	0	0	0	2	0	0	0	2	1	36,200	0.08
2017	1	0	1	0	0	0	0	0	0	4	2	38,300	0.14
2018	0	0	0	1	0	1	0	1	0	2	1	38,300	0.07
2019	0	0	0	0	0	0	0	0	0	0	0	38,300	0

(CMEV) crashes per million entering vehicles

Source: <https://gis-fdot.opendata.arcgis.com/datasets/all-crashes/>

The collision type summary for the intersection of W Waters Avenue and Firecracker presented in **Table 9**.

**Table 9.** Collision Type

Year	Front to Rear	Front to Front	Angle	Sideswipe, Same Direction	Sideswipe, Opposite Direction	Other	Crashes Per Year
2015	1	0	0	0	0	0	1
2016	0	0	1	0	0	0	1
2017	2	0	0	0	0	0	2
2018	0	0	1	0	0	0	1
2019	0	0	0	0	0	0	0

Source: <https://gis-fdot.opendata.arcgis.com/datasets/all-crashes/>

The review from the crash data shows a low severity of the crashes, with primarily non injury cases, only one case of serious injuries, and no deaths or accidents involving pedestrians. Data also shows a progressive decrease on the number of crashes from 2015 to 2019. The review of the collision type shows a predominance of the Front to Rear collision followed by the Angle Collision. No specific patterns were identified. Other specific aspects such as light condition, weather conditions and road surface conditions were results show no specific or relevant conditions or patterns.

## 11. Conclusions and Recommendations

The proposed development is expected to generate a total of 54 trips during the morning peak hour (42 entering and 12 exiting) and 49 trips during the evening peak hour (14 entering and 35 exiting trips).

The results of the capacity analyses comparison No Build and Build Conditions 2023 indicate the following:

### During the morning peak hour:

- The intersection of W Waters Avenue and the Firecracker Drive is projected to operate at acceptable overall Level of Service LOS A during the No Build and Build Conditions, with a minimal increase in the overall delay of less than one second. Firecracker Drive (Southbound Approach) is expected to maintain LOS D under both No Build and Build conditions. The eastbound and westbound left-turn lanes are expected to operate at acceptable LOS B.
- The queue results do not appear to exceed the available storage for the auxiliary lanes in either the No Build or Build Conditions. The queue results also show, under build conditions, 32.5' queue on the southbound approach (Firecracker Drive).

### During the evening peak hour:

- The intersection of W Waters Avenue and the Firecracker Drive is projected to operate at acceptable overall Level of Service LOS A during the No Build and Build Conditions, with a minimal increase in the overall delay of less than one second. Firecracker Drive (Southbound Approach) is expected to maintain LOS D under both No Build and Build conditions. The eastbound and westbound left-turn lanes are expected to operate at acceptable LOS B during the morning peak hour and LOS C during the evening peak hour, under both, No Build and Build conditions.
- The queue results do not appear to exceed the available storage for the auxiliary lanes in either the No Build or Build Conditions. The queue results also show, under build conditions, 27.5' queue on the southbound approach (Firecracker Drive).

The results of the right-turn lane warrant analyses indicate that a right-turn lane is not warranted at Firecracker Drive.

The review from the crash data shows no specific hazardous patterns on the intersection of W Waters Avenue and Firecracker Drive.

Based on the results of the capacity analyses and safety evaluation, the proposed development is not expected to adversely impact the surrounding roadway network.

# **APPENDIX A**

**SITE DATA TABLE**

SITE NAME: MEDICAL OFFICE, 6821 W WATERS AVE, TAMPA, FL  
PARCEL ID: 17-02-28-17-27-000000-36740.0  
JURISDICTION: HILLSBOROUGH COUNTY

PLANNED DEVELOPMENT (PD)

OVERLAY DISTRICT: M-14  
PARCEL SIZE: 134,854 SQFT (3.09 ACRES)

ZONING DESIGNATION: PD  
CURRENT: PD

SETRBACKS:  
FRONT: 30'  
REAR: 22'  
SIDE: 8', 8', 6'

ZEBRINGS:  
REQUIRED: HEALTH OFFICE: 5 PER 1000 GROSS SQUARE FEET  
14,450/1000=14.45 X 5 = 73  
REQUIRED = 73 SPACES

PROPOSED:  
STANDARD: 9' X 18' = 162 SQ FT  
SUN SPACE: 12' X 18' = 216 SQ FT  
TOTAL = 126

**CONCEPTUAL PLAN NOTES:**

CONDITIONS MAY EXIST THAT COULD RESTRICT THE DEVELOPMENT OF THIS SITE. THIS DRAWING IS INTENDED TO BE CONSIDERED AS A CONCEPTUAL DESIGN AND WOULD BE REQUIRED FOR THE PREPARATION OF A SITE PLAN THAT MEETS LOCAL JURISDICTIONAL CODES.

BCG DOES NOT PURPORT THAT THIS SITE CAN BE DEVELOPED AS SHOWN. THE PURCHASE OF THIS SITE SHALL BE AT THE OWNER/DEVELOPER'S SOLE EXPENSE.

STORMWATER MANAGEMENT FACILITY SHOWN ON THIS PLAN ARE INTENDED TO BE CONSIDERED AS A CONCEPTUAL DESIGN. CIVIL DESIGN BCG DOES NOT PURPORT THAT WHAT IS SHOWN IS ADEQUATE TO MEET ALL JURISDICTIONAL REQUIREMENTS.

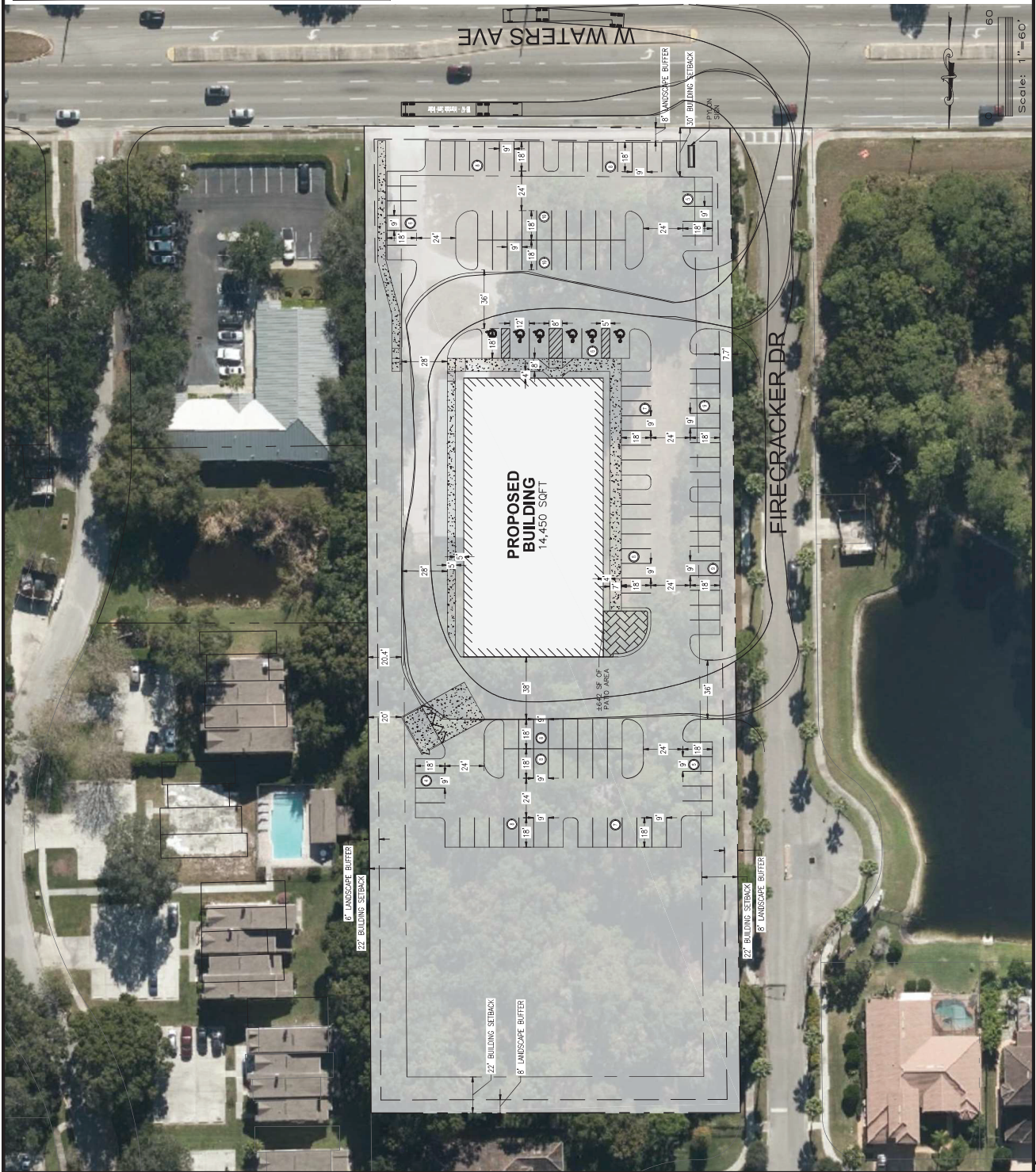
NO SITE VISITS HAVE BEEN PERFORMED TO ENSURE THE ACCURACY OF THE AERIAL IMAGE SHOWN HEREON.

THIS EXHIBIT IS NOT INTENDED TO BE USED AS A CONSTRUCTION DOCUMENT, AND SHOULD NOT BE CONSTRUED IN ANYWAY TO BE USED FOR CONSTRUCTION PURPOSES.

**PROPOSED LEGEND**

- PROPERTY LINE
- BUILDING SETBACK LINE
- LANDSCAPE SETBACK LINE
- PARKING COUNT
- ▨ PROPOSED BUILDING
- ▤ STANDARD DUTY CONCRETE (SIDEWALK)
- ▧ PATIO AREA (± SF)

**CONCEPTUAL EXHIBIT**



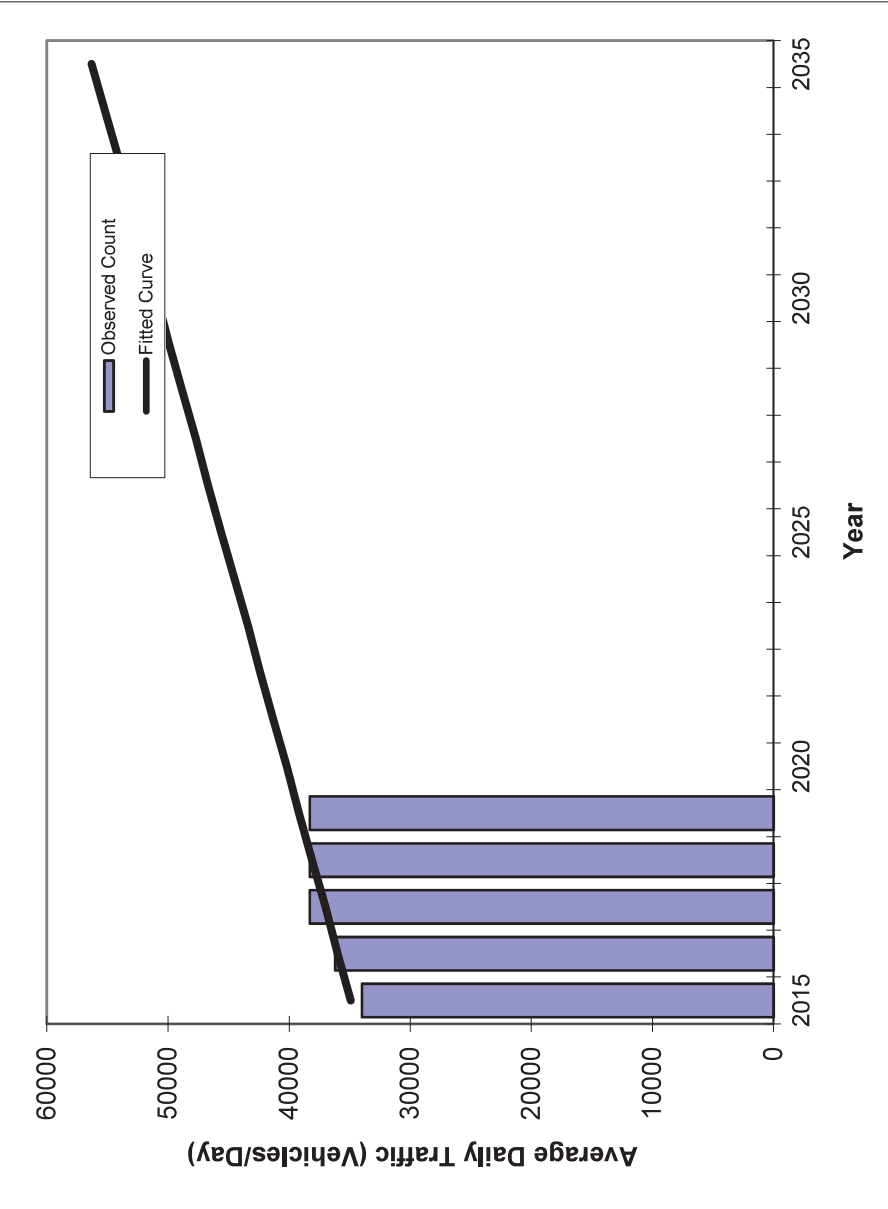
# **APPENDIX B**



### Traffic Trends - V03.a WATERS AVE -- 10770000

FIN#	1234
Location	1

County: Hillsborough (10)  
Station #: 5739  
Highway: WATERS AVE

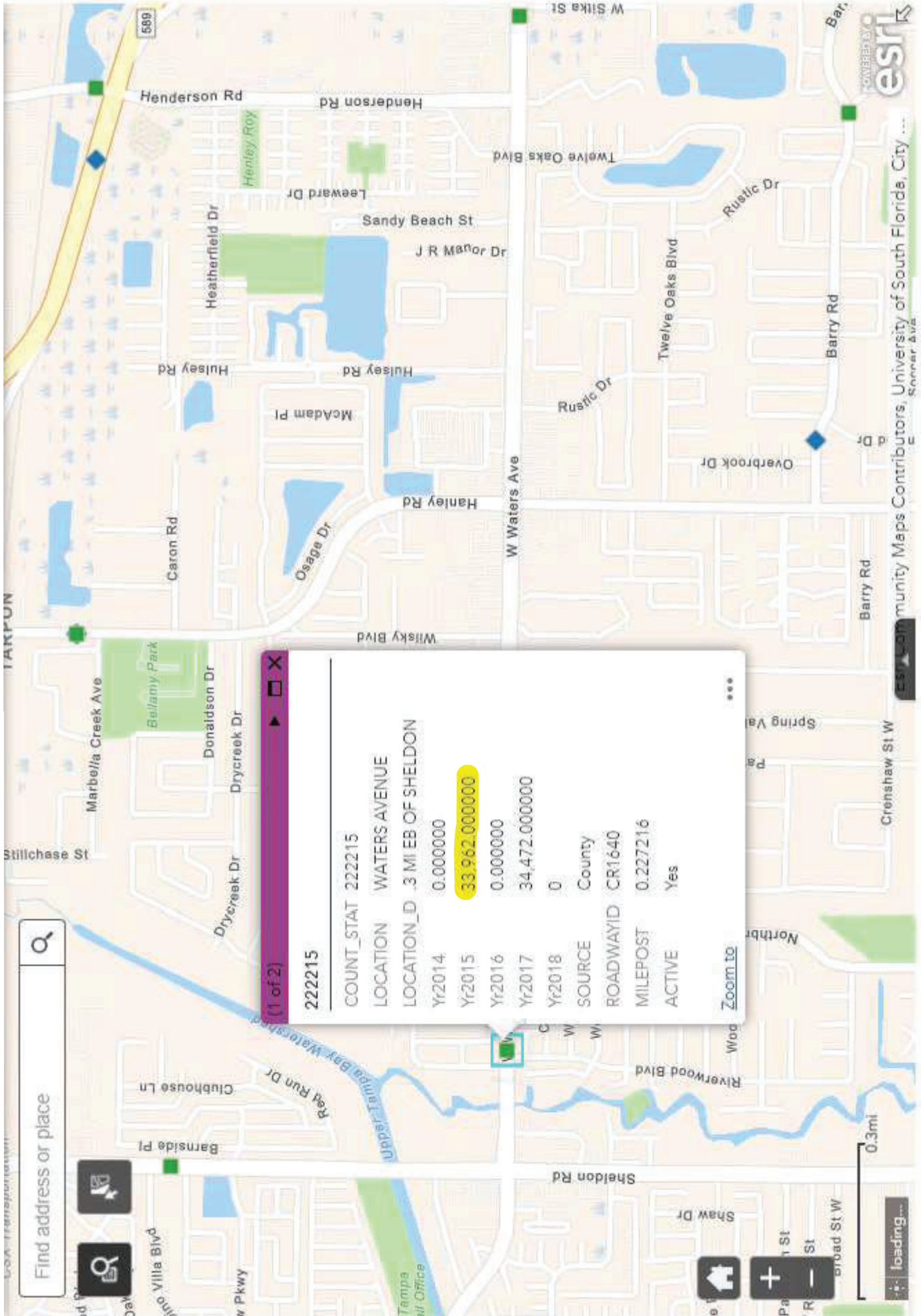


Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	34000	34900
2016	36200	36000
2017	38300	37000
2018	38300	38100
2019	38300	39200
2021 Opening Year Trend		
2021	N/A	41300
2022 Mid-Year Trend		
2022	N/A	42400
2023 Design Year Trend		
2023	N/A	43400
TRANPLAN Forecasts/Trends		

**\*\* Annual Trend Increase:** 1,070  
**Trend R-squared:** 77.84%  
**Trend Annual Historic Growth Rate:** 3.08%  
**Trend Growth Rate (2019 to Design Year):** 2.68%  
**Printed:** 26-Sep-21

**Straight Line Growth Option**

\*Axle-Adjusted





Hillsborough MPO  
Metropolitan Planning  
For Transportation

# Hillsborough County

## 2017 Level of Service Report



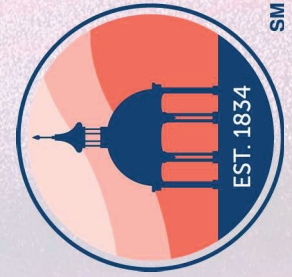
*Prepared by: Hillsborough MPO*

# Hillsborough County

## 2017 Level of Service Report - County Roadways

Section Description	Jurisdiction	SIS	Lanes	Length (mi.)	Posted Speed	Std LOS	Local Func Class	AAIT	PkHrDir Vol	MSV	PkHrDir MSV	V/C	LOS
SHELDON RD: (CITRUS PARK DR -> GUNN HWY)	Hillsborough County	N	4/D	1.06	45	D	A	28,000	1,511	37,810	1,900	0.8	C
SHELL POINT RD: (DEAD END -> US HWY 41)	Hillsborough County	N	2/U	3.15	45	D	C	4,828	262	16,815	836	0.31	C
SHELL POINT RD: (US HWY 41 -> 24TH ST SE)	Hillsborough County	N	2/U	1.94	40	D	C	8,902	430	16,815	836	0.51	C
SHELL POINT RD: (24TH ST SE - to - 30TH ST SE) (REMOVED THIS SECTION)	Hillsborough County	N	2/U	0.50	40	D	C	8,902	399	22,990	1,130	0.35	C
SIMMONS RD: (CRENSHAW LAKE RD -> CRYSTAL LAKE RD)	Hillsborough County	N	2/U	1.12	30	C	C	4,308	225	16,150	798	0.28	B
SKIPPER RD: (NEBRASKA AVE -> BEARSS AVE / 16TH ST)	Hillsborough County	N	2/U	0.55	30	E	C	6,862	344	14,820	760	0.45	C
SKIPPER RD: (BRUCE B DOWNS BLVD -> 46TH ST)	Hillsborough County	N	2/U	0.40	35	D	C	11,677	666	14,060	712	0.84	D
SLIGH AVE: (BENJAMIN RD -> MANHATTAN AVE)	Hillsborough County	N	2/D	1.51	40	D	C	9,050	442	14,060	712	0.62	D
SLIGH AVE: (43RD ST -> 56TH ST)	Hillsborough County	N	2/U	1.00	35	E	C	10,000	534	14,820	760	0.7	D
SLIGH AVE: (66TH ST -> US HWY 301)	Hillsborough County	N	2/U	2.37	45	D	C	11,985	650	14,060	712	0.91	D
SLIGH AVE / EUREKA SPRINGS RD: (US HWY 301 -> EUREKA SPRINGS RD)	Hillsborough County	N	2/U	1.21	30	D	C	1,127	79	14,060	712	0.11	C
SLIGH AVE: (BLACK DAIRY RD -> CR 579)	Hillsborough County	N	2/U	1.66	45	C	C	1,090	62	16,150	798	0.08	B
SMITH-RYALS RD: (SR 60 -> TRAPNELL RD)	Hillsborough County	N	2/U	2.10	40	C	C	2,339	150	23,180	1,140	0.13	B
STACY RD: (FT KING RD -> US HWY 301)	Hillsborough County	N	2/U	0.23	40	D	C	9,571	550	14,060	712	0.77	D
SUMMERFIELD BLVD: (BIG BEND RD -> DIXON DR)	Hillsborough County	N	2/U	0.90	35	D	C	10,355	606	30,780	1,548	0.39	C
SUNLAKE BLVD: (DALE MABRY -> LUTZ LAKE FERN RD)	Hillsborough County	N	4/D	0.32	35	D	C	10,355	606	14,060	712	0.85	D
SUNLAKE BLVD: (LUTZ LAKE FERN RD -> PASCO COUNTY)	Hillsborough County	N	2/U	1.38	25	D	C	11,400	608	15,960	788	0.77	C
SUNSET LANE: (US HWY 41 -> LIVINGSTON AVE)	Hillsborough County	N	2/U	1.95	40	C	C	1,882	107	16,435	808	0.13	B
SYDNEY DOVER RD: (SYDNEY WASHER RD -> SR 574)	Hillsborough County	N	2/U	2.10	40	C	C	4,896	293	14,060	712	0.41	C
SYDNEY RD: (PARSONS RD -> VALRICO RD)	Hillsborough County	N	2/U	2.02	35	D	C	5,558	294	16,150	798	0.37	B
SYDNEY RD: (VALRICO RD -> FORBES RD)	Hillsborough County	N	2/U	4.22	45	D	C	5,073	277	16,815	836	0.33	C
SYDNEY RD: (FORBES RD -> TURKEY CREEK RD)	Hillsborough County	N	2/U	1.22	45	D	C	12,855	768	16,815	836	0.92	C
SYDNEY RD: (US HWY 41 -> US HWY 301)	Hillsborough County	N	2/U	3.24	45	D	C	11,866	702	16,815	836	0.84	C
SYMMES RD EXT: (US 301 -> BALM RIVERVIEW)	Hillsborough County	N	2/U	1.49	40	D	C	2,500	149	16,815	836	0.18	C
TAMPA EAST BLVD: (US 301 -> BROADVIEW AVE)	Hillsborough County	N	2/U	0.59	45	D	C	8,250	419	16,815	836	0.5	C
TARPOON SPRINGS RD: (PINELLAS COUNTY -> BOY SCOUT RD)	Hillsborough County	N	2/U	1.22	45	D	C	8,250	410	21,945	1,140	0.36	B
TARPOON SPRINGS RD: (BOY SCOUT RD -> GUNN HWY)	Hillsborough County	N	2/U	3.33	45	D	C	4,296	228	16,150	798	0.29	B
TAYLOR RD: (THONOTOSASSA RD -> MAIN ST)	Hillsborough County	N	2/U	0.38	40	C	C	3,489	223	16,150	798	0.28	B
THONOTOSASSA RD: (TAYLOR RD -> MCINTOSH RD)	Hillsborough County	N	2/U	2.81	45	C	C	3,304	203	16,150	798	0.25	B
THONOTOSASSA RD: (MCINTOSH RD -> BRANCH-FORBES RD)	Hillsborough County	N	2/U	3.79	45	C	C	8,800	460	23,100	1,200	0.38	C
THONOTOSASSA RD: (BRANCH-FORBES RD -> I-4)	Hillsborough County	N	2/U	2.31	45	D	C	650	34	16,150	798	0.04	B
THONOTOSASSA RD: (HUTCHINSON RD -> VAN DYKE RD)	Hillsborough County	N	2/U	1.55	30	C	C	8,422	537	32,110	1,615	0.33	C
TOWIN CENTER BLVD: (BRANDON TOWIN CENTER DR -> PROVIDENCE RD)	Hillsborough County	N	4/D	0.59	25	E	C	6,104	372	14,060	712	0.52	D
TOWIN N COUNTRY BLVD: (MEMORIAL HWY -> JACKSON SPRINGS RD)	Hillsborough County	N	2/U	1.57	30	D	C	6,827	372	15,960	788	0.47	C
TRAPNELL RD: (FORBES RD -> SR 39)	Hillsborough County	N	2/U	3.99	45	C	C	4,959	256	16,150	798	0.32	B
TRAPNELL RD: (SR 39 -> OLD MULBERRY RD)	Hillsborough County	N	2/U	3.53	45	C	C	4,783	264	13,680	674	0.39	C
TURKEY CREEK RD: (KEYSVILLE RD -> SR 60)	Hillsborough County	N	2/U	3.52	45	C	C	7,734	387	6,935	352	1.1	D
TURKEY CREEK RD: (SR 60 -> TRAPNELL RD)	Hillsborough County	N	2/U	2.03	35	C	A	10,626	552	16,815	836	0.66	C
VALRICO RD: (LITHIA PINECREST RD -> SR 60)	Hillsborough County	N	2/U	2.35	45	D	C	14,815	801	16,815	836	0.96	D
VALRICO RD: (SR 60 -> M L KING BLVD)	Hillsborough County	N	2/U	3.46	45	D	C	17,734	951	16,815	836	1.14	F
VAN DYKE RD: (GUNN HWY -> OLD TOBACCO RD)	Hillsborough County	N	2/U	2.10	45	D	A	24,788	1,346	16,815	836	1.61	F
VAN DYKE RD: (OLD TOBACCO RD -> DALE MABRY HWY)	Hillsborough County	N	2/U	2.34	45	D	A	10,705	558	6,935	352	1.59	D
VAN DYKE RD: (DALE MABRY HWY -> SIMMONS RD)	Hillsborough County	N	2/U	1.34	35	C	C	1,891	87	16,150	798	0.11	B
VANDERVOORT RD: (HANNA RD -> LIVINGSTON AVE)	Hillsborough County	N	2/U	0.75	35	C	C	6,017	433	14,060	712	0.61	D
VICTORIA ST / LIMONA RD: (LAKEWOOD DR -> PARSONS AVE)	Hillsborough County	N	2/U	1.99	35	D	C	3,116	190	14,060	712	0.27	C
W VILLAGE DR: (EHRlich RD -> S VILLAGE DR)	Hillsborough County	N	2/U	1.53	35	D	C	10,000	534	37,810	1,900	0.28	C
WATERS AVE: (COUNTRYWAY BLVD -> SHELDON RD)	Hillsborough County	N	4/D	2.45	40	D	A	50,500	2,694	56,905	2,869	0.94	C
WATERS AVE: (SHELDON RD -> VETERANS EXPY)	Hillsborough County	N	6/D	2.36	45	E	A	32,788	1,732	37,810	1,900	0.91	C
WATERS AVE: (VETERANS EXPY -> DALE MABRY HWY)	Hillsborough County	N	6/D	2.41	45	D	A	50,500	2,694	56,905	2,869	0.94	C
WATERS AVE: (DALE MABRY HWY -> ARMENIA AVE)	Hillsborough County	N	4/D	1.27	45	D	A	32,788	1,732	37,810	1,900	0.91	C

# 2019 LEVEL OF SERVICE REPORT



Hillsborough  
County Florida



# 2020 LEVEL OF SERVICE REPORT



Hillsborough  
County Florida





# DE TRAFFIC

386-341-4186  
 Firecracker Dr at W Waters Ave  
 Hillsborough County, FL

File Name : Firecracker at W Waters  
 Site Code : 00000011  
 Start Date : 10/28/2020  
 Page No : 1

## Groups Printed- Automobiles - Commercial

Start Time	Firecracker Dr Southbound						W Waters Ave Westbound						W Waters Ave Eastbound						
	Left		Right		App. Total		Left		Right		App. Total		Left		Right		App. Total		
	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	Thru	Int.	
07:00 AM	1	0	1	0	2	0	351	0	0	0	0	0	0	0	344	0	344	0	697
07:15 AM	2	0	2	0	4	1	299	3	303	0	1	1	1	0	483	0	483	0	791
07:30 AM	3	0	2	0	5	0	332	1	333	0	0	0	0	2	508	0	510	0	848
07:45 AM	8	0	1	0	9	0	362	4	366	1	0	2	3	3	585	1	589	1	967
Total	14	0	6	0	20	1	1344	8	1353	1	0	3	4	5	1920	1	1926	1	3303
08:00 AM	15	0	2	0	17	1	419	0	420	0	0	1	1	2	573	2	577	2	1015
08:15 AM	12	0	0	0	12	0	408	5	413	1	0	0	1	3	585	1	589	1	1015
08:30 AM	7	0	2	0	9	1	378	5	384	0	0	2	2	2	539	0	541	0	936
08:45 AM	9	0	3	0	12	0	347	4	351	0	0	0	0	0	492	0	492	0	855
Total	43	0	7	0	50	2	1552	14	1568	1	0	3	4	7	2189	3	2199	3	3821
04:00 PM	1	0	0	0	1	1	517	1	519	0	0	2	2	1	365	1	367	1	889
04:15 PM	1	0	1	0	2	5	587	0	592	0	0	0	0	1	314	2	317	2	911
04:30 PM	5	0	2	0	7	0	501	1	502	0	0	1	1	0	363	0	363	0	873
04:45 PM	3	0	0	0	3	2	572	3	577	0	0	0	0	0	368	0	368	0	948
Total	10	0	3	0	13	8	2177	5	2190	0	0	3	3	2	1410	3	1415	3	3621
05:00 PM	4	0	1	0	5	0	669	17	686	1	0	10	11	0	407	0	407	0	1109
05:15 PM	2	0	1	0	3	0	596	11	607	0	0	3	3	2	386	1	389	1	1002
05:30 PM	1	0	0	0	1	0	548	9	557	0	0	5	5	0	378	0	378	0	941
05:45 PM	2	0	2	0	4	0	499	8	507	0	0	2	2	0	347	1	348	1	861
Total	9	0	4	0	13	0	2312	45	2357	1	0	20	21	2	1518	2	1522	2	3913
Grand Total	76	0	20	0	96	11	7385	72	7468	3	0	29	32	16	7037	9	7062	9	14658
Approch %	79.2	0	20.8	0	100	0.1	98.9	1	99.0	9.4	0	90.6	0.1	0.2	99.6	0.1	99.7	0.1	100.0
Total %	0.5	0	0.1	0	0.7	0.1	50.4	0.5	50.9	0	0	0.2	0.2	0.1	48	0.1	48.2	0.1	48.2
% Automobiles	76	0	20	0	96	10	7250	71	7331	3	0	29	32	16	6911	9	6936	9	14396
% Commercial	100	0	100	0	100	90.9	98.2	98.6	98.2	100	0	100	100	100	98.2	100	98.2	100	98.2
% Commercial	0	0	0	0	0	1	1.35	1	1.37	0	0	0	0	0	1.26	0	1.26	0	1.26
% Commercial	0	0	0	0	0	9.1	1.8	1.4	1.8	0	0	0	0	0	1.8	0	1.8	0	1.8

# DE TRAFFIC

386-341-4186  
 Firecracker Dr at W Waters Ave  
 Hillsborough County, FL

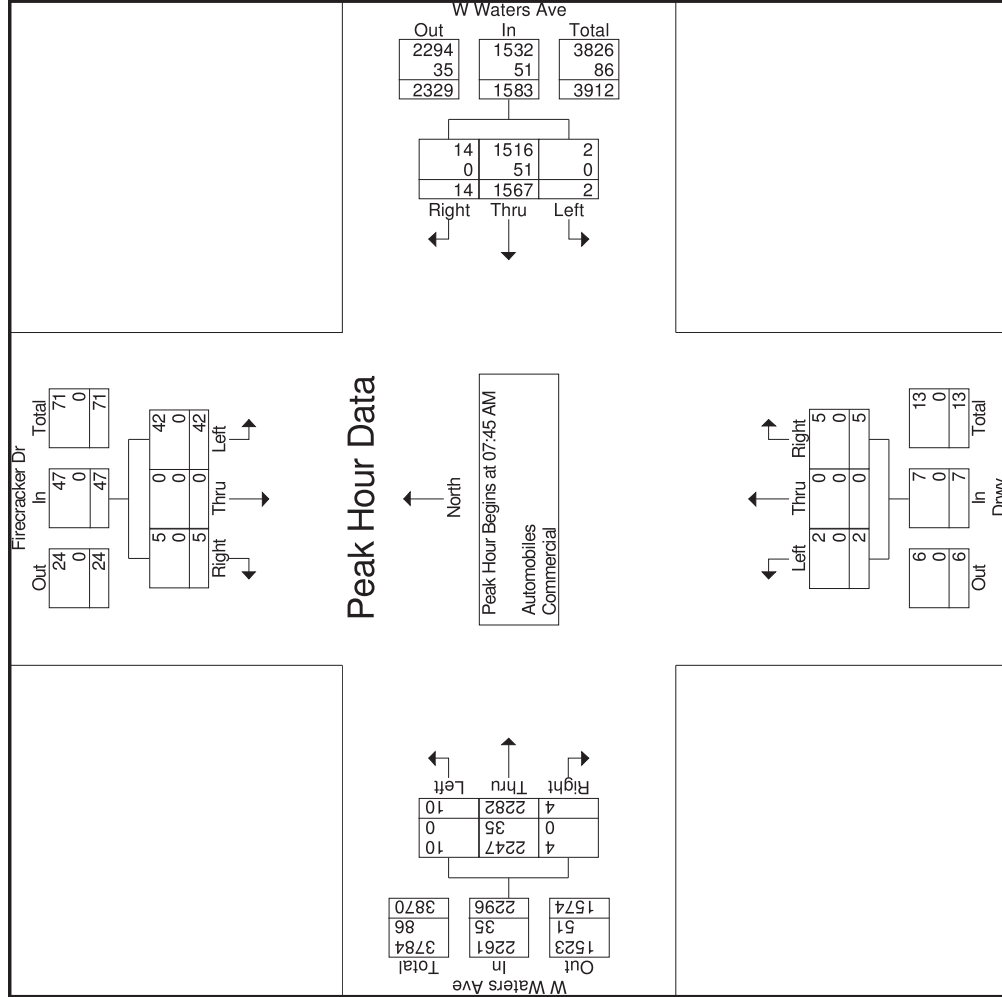
File Name : Firecracker at W Waters  
 Site Code : 00000011  
 Start Date : 10/28/2020  
 Page No : 2

Start Time	Firecracker Dr Southbound			W Waters Ave Westbound			Drwy Northbound			W Waters Ave Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:45 AM														
07:45 AM	8	0	1	0	362	4	366	1	0	2	3	585	1	589
08:00 AM	15	0	2	1	419	0	420	0	0	1	1	573	2	577
08:15 AM	12	0	0	0	408	5	413	1	0	0	1	585	1	589
08:30 AM	7	0	2	1	378	5	384	0	0	2	2	539	0	541
Total Volume	42	0	5	2	1567	14	1583	2	0	5	7	2282	4	2296
% App. Total	89.4	0	10.6	0.1	99	0.9	99.2	28.6	0	71.4	0.4	99.4	0.2	99.3
PHF	.700	.000	.625	.500	.935	.700	.942	.500	.000	.625	.583	.975	.500	.975
Automobiles	42	0	5	2	1516	14	1532	2	0	5	7	2247	4	2261
% Automobiles	100	0	100	100	96.7	100	96.8	100	0	100	100	98.5	100	98.5
Commercial	0	0	0	0	51	0	51	0	0	0	0	35	0	35
% Commercial	0	0	0	0	3.3	0	3.2	0	0	0	0	1.5	0	1.5

# DE TRAFFIC

386-341-4186  
 Firecracker Dr at W Waters Ave  
 Hillsborough County, FL

File Name : Firecracker at W Waters  
 Site Code : 00000011  
 Start Date : 10/28/2020  
 Page No : 3



# DE TRAFFIC

386-341-4186

Firecracker Dr at W Waters Ave  
Hillsborough County, FL

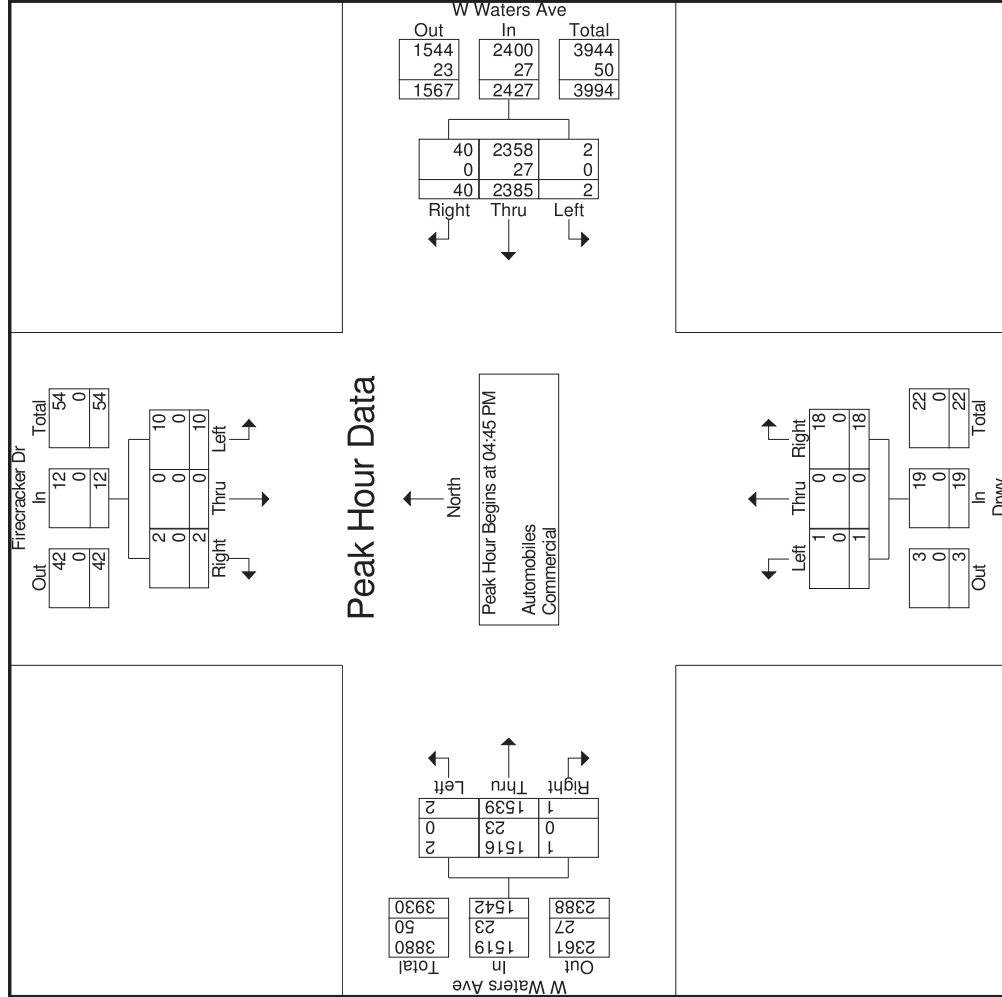
File Name : Firecracker at W Waters  
Site Code : 00000011  
Start Date : 10/28/2020  
Page No : 4

Start Time	Firecracker Dr Southbound				W Waters Ave Westbound				Dnwy Northbound				W Waters Ave Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	0	0	3	2	572	3	577	0	0	0	0	0	0	368	0	368
05:00 PM	4	0	1	5	0	669	17	686	1	0	10	11	0	0	407	0	407
05:15 PM	2	0	1	3	0	596	11	607	0	0	3	3	2	386	1	389	
05:30 PM	1	0	0	1	0	548	9	557	0	0	5	5	0	378	0	378	
Total Volume	10	0	2	12	2	2385	40	2427	1	0	18	19	2	1539	1	1542	4000
% App. Total	83.3	0	16.7	.600	0.1	98.3	1.6	.884	5.3	0	94.7	.432	0.1	99.8	0.1	.947	.902
PHF	.625	.000	.500	.600	.250	.891	.588	.884	.250	.000	.450	.432	.250	.945	.250	.947	.902
Automobiles	10	0	2	12	2	2358	40	2400	1	0	18	19	2	1516	1	1519	3950
% Automobiles	100	0	100	100	100	98.9	100	98.9	100	0	100	100	100	98.5	100	98.5	98.8
Commercial	0	0	0	0	0	27	0	27	0	0	0	0	0	23	0	23	50
% Commercial	0	0	0	0	0	1.1	0	1.1	0	0	0	0	0	1.5	0	1.5	1.3

# DE TRAFFIC

386-341-4186  
 Firecracker Dr at W Waters Ave  
 Hillsborough County, FL

File Name : Firecracker at W Waters  
 Site Code : 00000011  
 Start Date : 10/28/2020  
 Page No : 5



# DE TRAFFIC

386-341-4186  
 Firecracker Dr at W Waters Ave  
 Hillsborough County, FL

File Name : Firecracker at W Waters  
 Site Code : 00000011  
 Start Date : 10/28/2020  
 Page No : 6

## Groups Printed- Peds

Start Time	Firecracker Dr Southbound			W Waters Ave Westbound			Drwy Northbound			W Waters Ave Eastbound						
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
Approch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55



NB Approach



SB Approach



EB Approach



WB Approach



Firecracker Dr  
at W Waters Ave

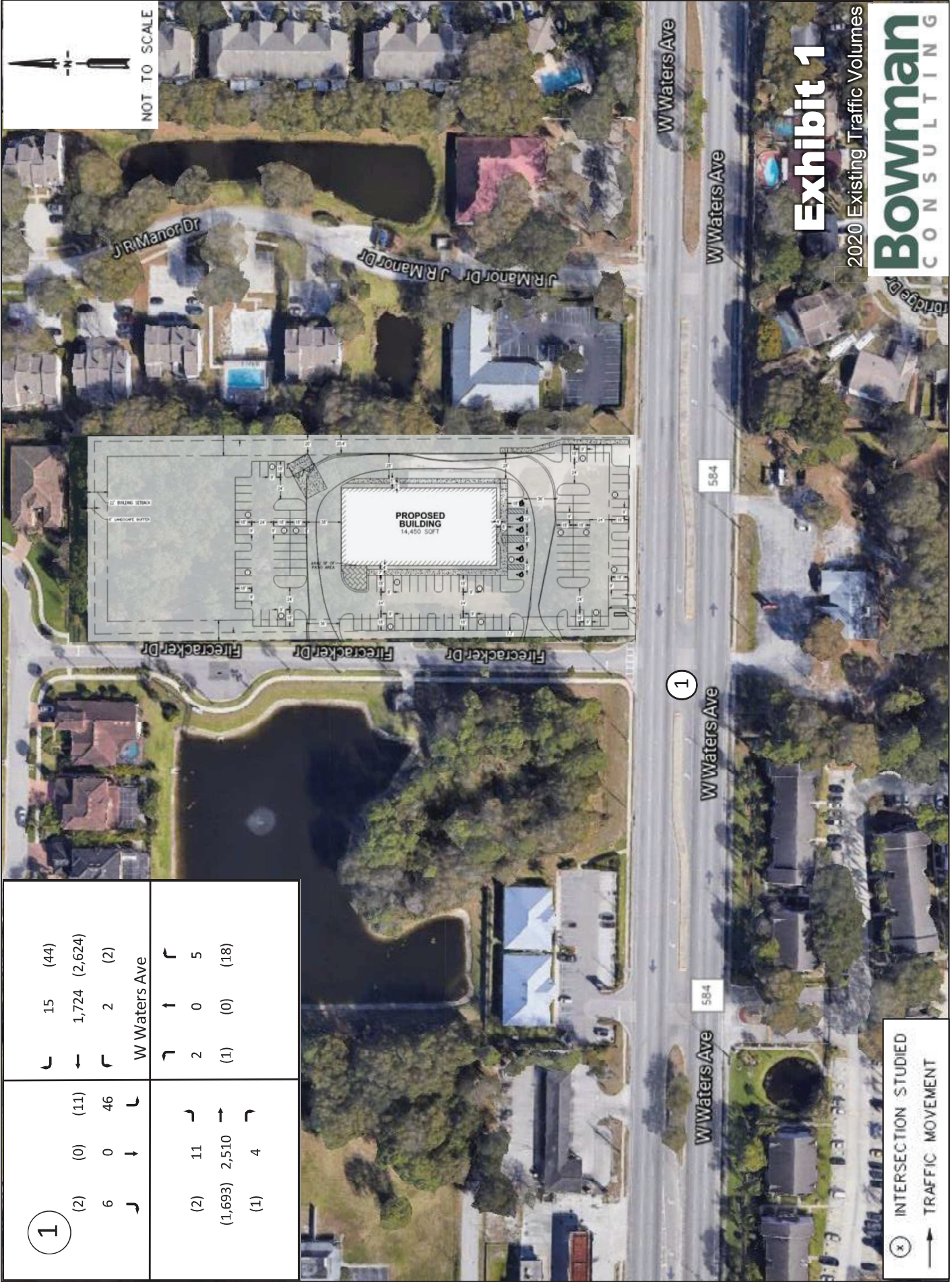
[www.de-traffic.com](http://www.de-traffic.com)  
299 McGregor Rd. Deland Fl. 32720

Osceola County

Project Number: B20-01  
Sheet Number: 1

# APPENDIX C





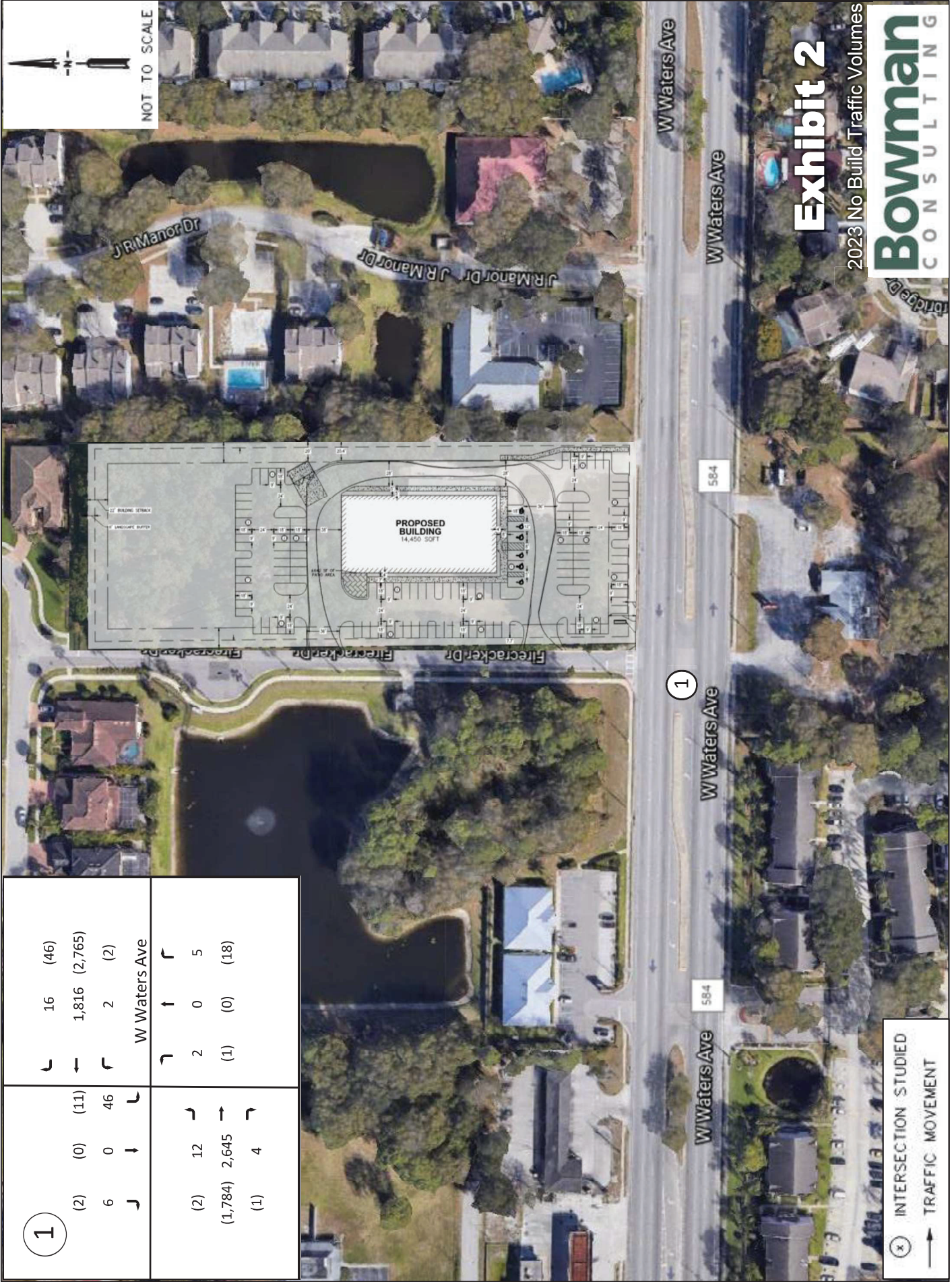
<span style="border: 1px solid black; border-radius: 50%; padding: 5px;">1</span>	↖	15 (44)
	←	1,724 (2,624)
	↗	2 (2)
	↘	2 (2)
W Waters Ave		
↖	2 (1)	↗
↘	11 (2)	↙
↔	2,510 (1,693)	↔
↖	4 (1)	↗

# Exhibit 1

2020 Existing Traffic Volumes



1 INTERSECTION STUDIED  
 ↗ TRAFFIC MOVEMENT



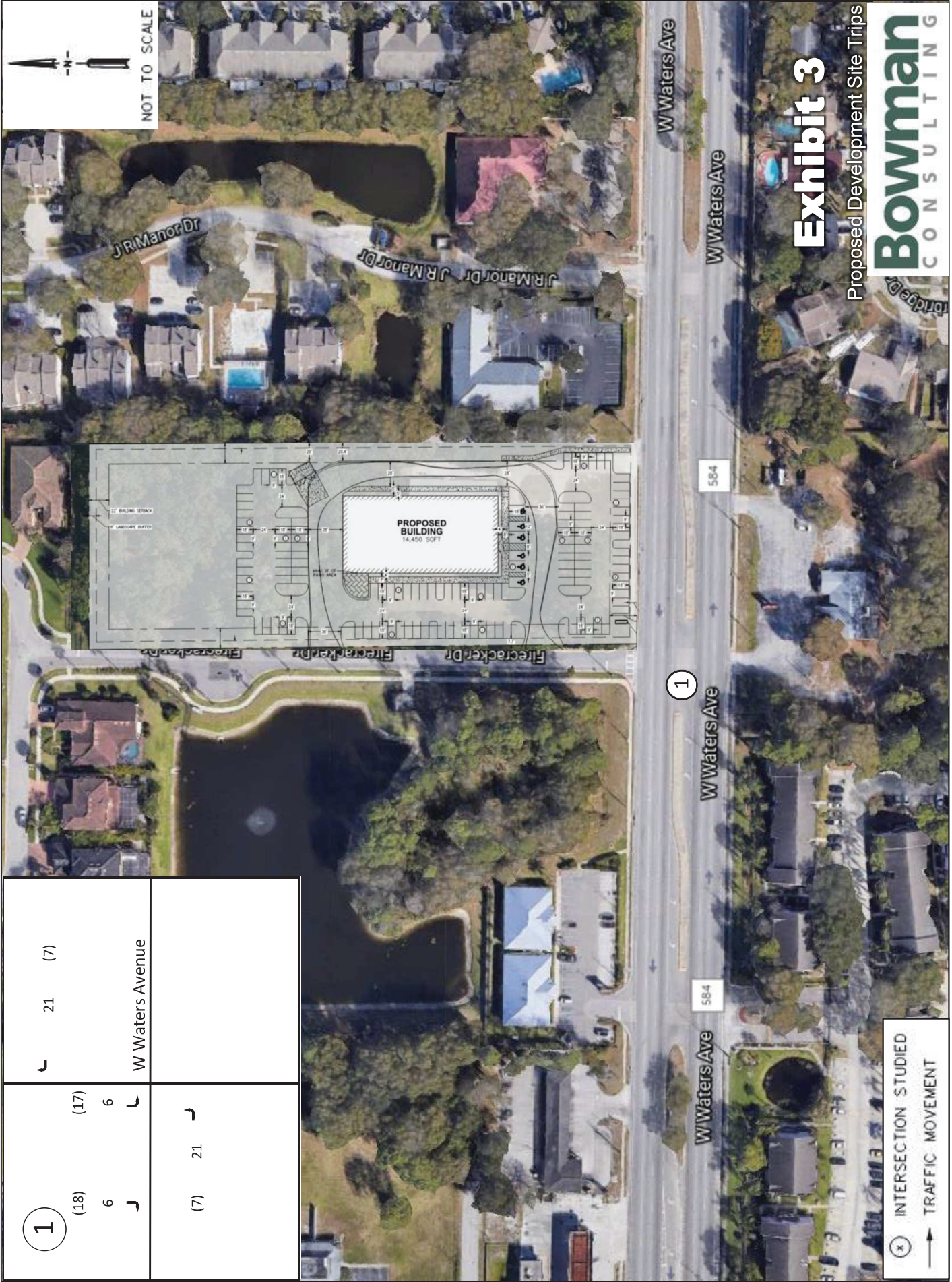
1	(2) (0) (11) 6 0 46 J ↑ L	16 (46) 1,816 (2,765) 2 (2) W Waters Ave	L ← ↖ ↗
	↑ 2 0 5 (1) (0) (18)		↖ ↗ ↘ ↙

(x) INTERSECTION STUDIED  
 → TRAFFIC MOVEMENT

# Exhibit 2

2023 No Build Traffic Volumes





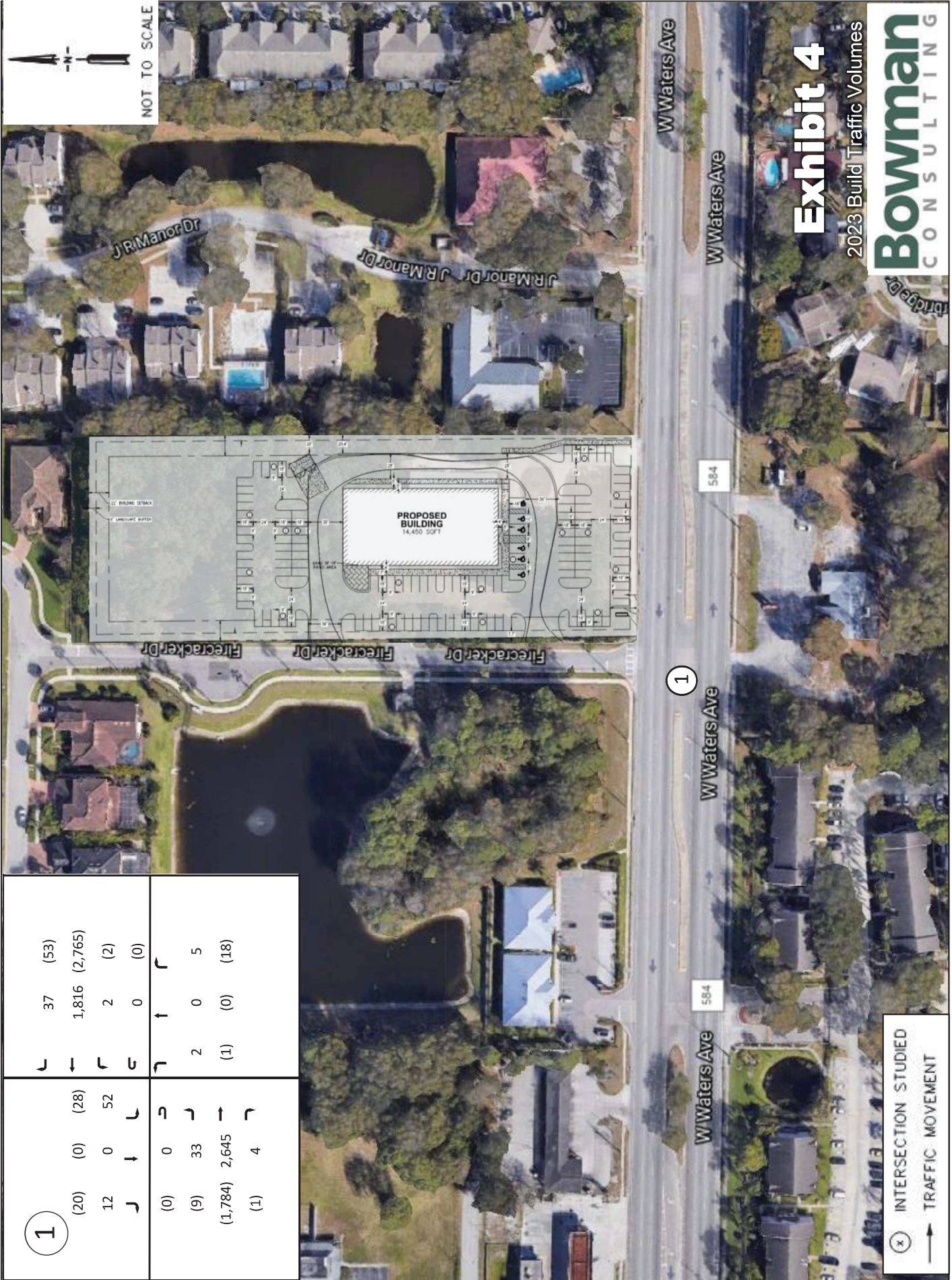
<b>1</b> (18) 6 J	21 (7)	W Waters Avenue
	(7) 21	

# Exhibit 3

Proposed Development Site Trips



(x) INTERSECTION STUDIED  
 → TRAFFIC MOVEMENT



1	(20)	(0)	(28)	37	(53)
	12	0	52	1,816	(2,765)
J	↑	L	L	2	(2)
(0)	0	2	↑	0	(0)
(9)	33	J	2	0	5
(1,784)	2,645	↑	(1)	(0)	(18)
(1)	4	J	2	0	5

(x) INTERSECTION STUDIED  
 → TRAFFIC MOVEMENT

# Exhibit 4

2023 Build Traffic Volumes



# APPENDIX D

Lanes, Volumes, Timings

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

NO BUILD-AM

09/26/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	2645	4	2	1816	16	2	0	5	46	0	6
Future Volume (vph)	12	2645	4	2	1816	16	2	0	5	46	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	11	12
Storage Length (ft)	100		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Link Speed (mph)		45			45			15				25
Link Distance (ft)		858			248			408				755
Travel Time (s)		13.0			3.8			18.5				20.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	2731	0	2	1888	0	0	7	0	0	53	0
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.4%
ICU Level of Service	C
Analysis Period (min)	15

HCM 6th TWSC

NO BUILD-AM

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

09/26/2021

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	12	2645	4	2	1816	16	2	0	5	46	0	6
Future Vol, veh/h	12	2645	4	2	1816	16	2	0	5	46	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	12	2727	4	2	1872	16	2	0	5	47	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1888	0	0	2731	0	0	3506	4645	1366	2999	4639	944
Stage 1	-	-	-	-	-	-	2753	2753	-	1884	1884	-
Stage 2	-	-	-	-	-	-	753	1892	-	1115	2755	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	*629	-	-	*416	-	-	*7	*1	*331	*~ 15	*1	*500
Stage 1	-	-	-	-	-	-	*340	*323	-	*513	*487	-
Stage 2	-	-	-	-	-	-	*513	*487	-	*340	*323	-
Platoon blocked, %	1	-	-	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*629	-	-	*416	-	-	*7	*1	*331	*~ 15	*1	*500
Mov Cap-2 Maneuver	-	-	-	-	-	-	*184	*174	-	*187	*175	-
Stage 1	-	-	-	-	-	-	*333	*317	-	*503	*485	-
Stage 2	-	-	-	-	-	-	*504	*485	-	*328	*317	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	18.8	29.1
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	269	* 629	-	-	* 416	-	-	202
HCM Lane V/C Ratio	0.027	0.02	-	-	0.005	-	-	0.265
HCM Control Delay (s)	18.8	10.8	-	-	13.7	-	-	29.1
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings

NO BUILD-PM

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

09/26/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1784	1	2	2765	46	1	0	18	11	0	2
Future Volume (vph)	2	1784	1	2	2765	46	1	0	18	11	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	11	12
Storage Length (ft)	100		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Link Speed (mph)		45			45			15				25
Link Distance (ft)		708			248			408				755
Travel Time (s)		10.7			3.8			18.5				20.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	1983	0	2	3123	0	0	21	0	0	14	0
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.4%
ICU Level of Service	C
Analysis Period (min)	15



HCM 6th TWSC

NO BUILD-PM

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

09/26/2021

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑				↕			↕	
Traffic Vol, veh/h	2	1784	1	2	2765	46	1	0	18	11	0	2
Future Vol, veh/h	2	1784	1	2	2765	46	1	0	18	11	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	1982	1	2	3072	51	1	0	20	12	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3123	0	0	1983	0	0	3220	5114	992	3899	5089	1562
Stage 1	-	-	-	-	-	-	1987	1987	-	3102	3102	-
Stage 2	-	-	-	-	-	-	1233	3127	-	797	1987	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	*333	-	-	477	-	-	*11	*1	*563	*~ 4	*1	*265
Stage 1	-	-	-	-	-	-	*323	*375	-	*272	*258	-
Stage 2	-	-	-	-	-	-	*272	*258	-	*578	*375	-
Platoon blocked, %	1	-	-	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*333	-	-	477	-	-	*11	*1	*563	*~ 4	*1	*265
Mov Cap-2 Maneuver	-	-	-	-	-	-	*138	*139	-	*167	*139	-
Stage 1	-	-	-	-	-	-	*321	*373	-	*270	*257	-
Stage 2	-	-	-	-	-	-	*268	*257	-	*554	*373	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			12.8			27.1		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	484	* 333	-	-	477	-	-	177
HCM Lane V/C Ratio	0.044	0.007	-	-	0.005	-	-	0.082
HCM Control Delay (s)	12.8	15.9	-	-	12.6	-	-	27.1
HCM Lane LOS	B	C	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings

BUILD-AM

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

09/26/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	2645	4	2	1816	37	2	0	5	52	0	12
Future Volume (vph)	33	2645	4	2	1816	37	2	0	5	52	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	11	12
Storage Length (ft)	100		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Link Speed (mph)		45			45			15				25
Link Distance (ft)		858			248			408				755
Travel Time (s)		13.0			3.8			18.5				20.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	2731	0	2	1910	0	0	7	0	0	66	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.6%
ICU Level of Service	C
Analysis Period (min)	15

HCM 6th TWSC

BUILD-AM

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

09/26/2021

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	33	2645	4	2	1816	37	2	0	5	52	0	12
Future Vol, veh/h	33	2645	4	2	1816	37	2	0	5	52	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	34	2727	4	2	1872	38	2	0	5	54	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1910	0	0	2731	0	0	3550	4711	1366	3054	4694	955
Stage 1	-	-	-	-	-	-	2797	2797	-	1895	1895	-
Stage 2	-	-	-	-	-	-	753	1914	-	1159	2799	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	*629	-	-	*416	-	-	*7	*1	*331	*~ 14	*1	*500
Stage 1	-	-	-	-	-	-	*340	*323	-	*513	*487	-
Stage 2	-	-	-	-	-	-	*513	*487	-	*340	*323	-
Platoon blocked, %	1	-	-	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*629	-	-	*416	-	-	*7	*1	*331	*~ 13	*1	*500
Mov Cap-2 Maneuver	-	-	-	-	-	-	*176	*167	-	*180	*171	-
Stage 1	-	-	-	-	-	-	*321	*305	-	*485	*485	-
Stage 2	-	-	-	-	-	-	*497	*485	-	*316	*305	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	19	30.7
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	264	* 629	-	-	* 416	-	-	205
HCM Lane V/C Ratio	0.027	0.054	-	-	0.005	-	-	0.322
HCM Control Delay (s)	19	11.1	-	-	13.7	-	-	30.7
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	1.3























Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings

BUILD-PM

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

09/27/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	9	1784	1	2	2765	53	1	0	18	28	0	20
Future Volume (vph)	9	1784	1	2	2765	53	1	0	18	28	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	11	12
Storage Length (ft)	100		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Link Speed (mph)		45			45			15				25
Link Distance (ft)		708			248			408				755
Travel Time (s)		10.7			3.8			18.5				20.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	1983	0	2	3131	0	0	21	0	0	53	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.7%
Analysis Period (min)	15
	ICU Level of Service C

HCM 6th TWSC

BUILD-PM

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

09/27/2021

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑				↕			↕	
Traffic Vol, veh/h	9	1784	1	2	2765	53	1	0	18	28	0	20
Future Vol, veh/h	9	1784	1	2	2765	53	1	0	18	28	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	10	1982	1	2	3072	59	1	0	20	31	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3131	0	0	1983	0	0	3236	5138	992	3919	5109	1566
Stage 1	-	-	-	-	-	-	2003	2003	-	3106	3106	-
Stage 2	-	-	-	-	-	-	1233	3135	-	813	2003	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	*333	-	-	477	-	-	*11	*0	*563	*~ 4	*1	*265
Stage 1	-	-	-	-	-	-	*310	*366	-	*272	*258	-
Stage 2	-	-	-	-	-	-	*272	*258	-	*578	*366	-
Platoon blocked, %	1	-	-	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*333	-	-	477	-	-	*10	*0	*563	*~ 4	*1	*265
Mov Cap-2 Maneuver	-	-	-	-	-	-	*126	*133	-	*163	*136	-
Stage 1	-	-	-	-	-	-	*301	*355	-	*264	*257	-
Stage 2	-	-	-	-	-	-	*248	*257	-	*540	*355	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	12.9	30.4
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	476	* 333	-	-	477	-	-	194
HCM Lane V/C Ratio	0.044	0.03	-	-	0.005	-	-	0.275
HCM Control Delay (s)	12.9	16.1	-	-	12.6	-	-	30.4
HCM Lane LOS	B	C	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.1

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

# APPENDIX E

OBJECTID	CALENDAR_YEAR	CRASH_TIME	WEEKDAY_TXT	ON_ROADWAY_NAME	INT_ROADWAY_NAME	TRAVDIR	INSEVER	IMPCT_TYP_CD	D1_FRST_DR_ACTN_CD_TXT	NUMBER_OF_INJURED	NUMBER_OF_KILLED	NUMBER_OF_SERIOUS_INJURIES	NUMBER_OF_PEDESTRIANS	TOTAL_DRIVERS	NUMBER_OF_BICYCLISTS	NUMBER_OF_VEHICLES	TOTAL_PERSONS
1075407	2015	222	WEDNESDAY	WATERS AVE	FIRECRACKER DR	W	2	Front to rear	OTHER CONTRIBUTING ACTION	1	0	0	0	2	0	2	2
1216602	2016	1940	FRIDAY	WATERS AVE	FIRECRACKER DR	W	1	Front to rear	FOLLOWED TOO CLOSELY	0	0	0	0	2	0	2	2
1253946	2015	1537	THURSDAY	WATERS AVE	FIRECRACKER DR	W	2	other	DROVE TOO FAST FOR CONDITIONS	1	0	0	0	1	0	1	1
1409534	2016	1010	MONDAY	CR-584	FIRECRACKER DR	S	2	angle	FAILED TO YIELD RIGHT-OF-WAY	1	0	0	0	2	0	2	2
1919659	2017	1737	FRIDAY	CR-584	FIRECRACKER DR	W	1	Front to rear	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	2	0	2	3



November 23, 2021

Michael Williams  
Development Review Director  
County Engineer  
Development Services Department  
601 East Kennedy Boulevard, 20th Floor  
Tampa, Florida 33602

**Project:** 6821 W. Waters Ave- Design Exception for substandard existing left-turn lane

To Whom it May Concern:

The purpose of this letter is to request a Design Exception for substandard left-turn lane, as specified on Section 5.6 of the Hillsborough County *Transportation Technical Manual for Subdivision and Site Development Projects*.

The applicant is proposing the development of a 14,450 S.F. Business Professional/Medical Office at 6821 W. Waters Ave to include any stormwater, utility, access, and site improvements as necessary. The site is currently developed with a 4,060 S.F. church building.

**Description of the design exception:**

As specified on Section 5.6 of the Hillsborough County *Transportation Technical Manual for Subdivision and Site Development Projects*, "The criteria for the minimum length of auxiliary lanes and tapers at intersections shall be determined using the FDOT Design Standard Index 301". The review of the FDOT Standard Index 301

According to the FDOT Design Manual (FDM) Exhibit 212-1, a left turning lane shall provide the storage length, and the total deceleration distance applicable for the roadway speed limit. Figure 1 presents the required deceleration lengths based on the setting/ location and design speed of the roadway.



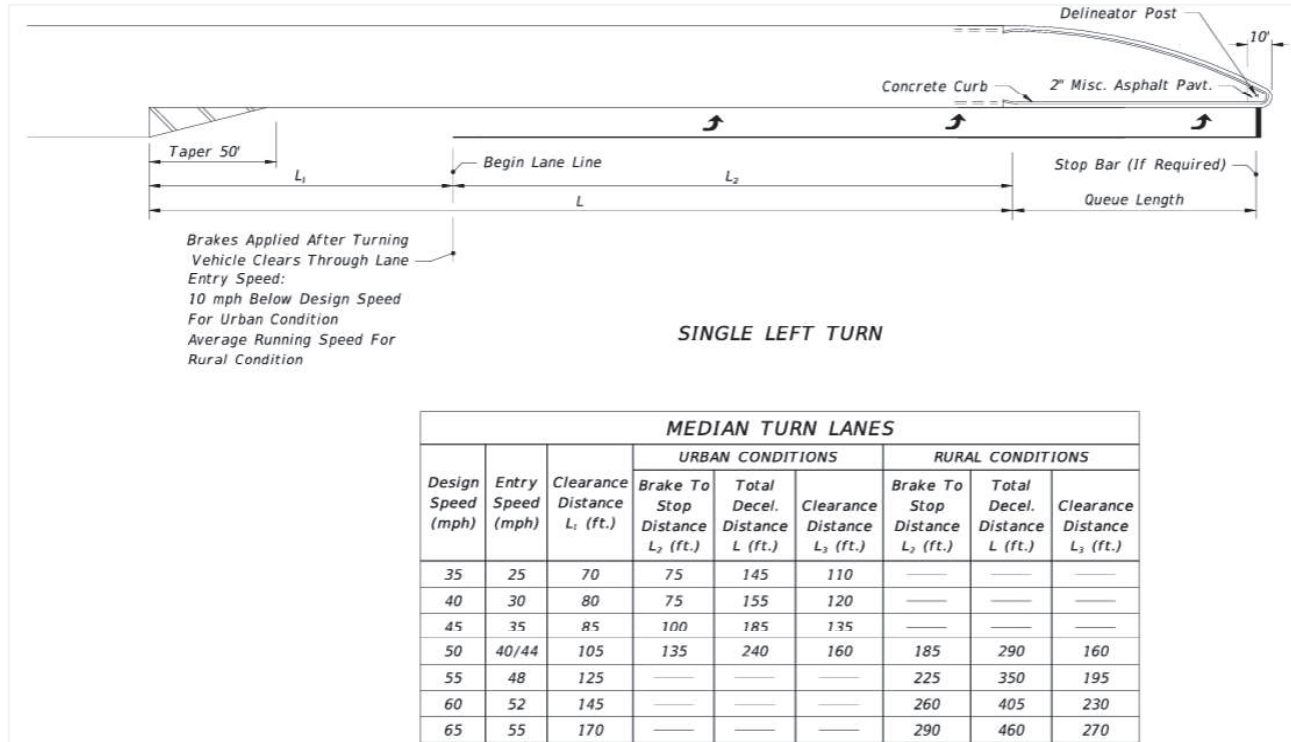


Figure 1. Turn lane length deceleration length.  
Source: Exhibit 212 FDM

The following table summarizes the location, substandard deceleration length and substandard queue length for the existing eastbound left-turn lane.

Table 1. Summary of Proposed Vs Required Deceleration Length for Left-Turn Lane

Location	Direction	Description	Deceleration Length	Queue Length	Total Turn Lane length	% Compliant
W Waters Avenue	eastbound	Required	185'	5' <sup>(1)</sup>	190'	88%
		Proposed	163'	5' <sup>(1)</sup>	168'	

(1) based on the 95<sup>th</sup> percentile queue length, refer to Traffic Impact Analysis

# Bowman

The 2011 AASHTO Geometric Design of Highways and Streets provides the following guidance for special conditions where a turn lanes cannot be accommodated due to space constraints.

"On many facilities, it is not practical to provide full length of the auxiliary lane for deceleration due to constraints such as restricted right-of-way, distance available between adjacent intersections, and extreme storage needs. In such cases, at least part of the deceleration by drivers needs to be accomplished before entering the auxiliary lane. Inclusion of the taper length as part of the deceleration distance for an auxiliary lane assumes that an approaching turning vehicle can decelerate comfortably up to 15 km/h [10 mph] before clearing a through lane. Shorter auxiliary lane lengths will increase the speed differential between turning vehicles and through traffic. A 15 km/h [10 mph] differential is commonly considered acceptable on arterial roadways. Higher speed differentials may be acceptable on collector highways and streets due to higher levels of driver tolerance for vehicles leaving or entering the roadway due to slow speeds or high volumes."

The proposed design criteria is to provide a total deceleration length of 163' with 5' queue length at the proposed eastbound left-turn lane at the intersection of W Waters Avenue with Firecracker Drive in the city of Tampa, Florida.

Currently there is an existing westbound left-turn lane at the intersection of W Waters Avenue and the Baywater Apartments Driveway restricting to 168' the length of the eastbound left-turn lane that can be provided at the intersection of W Waters Avenue with Firecracker Drive.

Based on the criteria provided by the AASHTO, for a design speed of 45 MPH, considering a deceleration of 15 MPH before entering the turn lane, an entry speed of 30 MPH is evaluated, see Figure 1. Based on the turn lane lengths provided on Exhibit 212 of the FDM, the required total deceleration is 155'.

The analysis roadway network showed existing substandard left-turn lanes within the study area, influencing the driver's readiness to respond to situations, amongst other factors, contributing to the reduction on expected perception reaction times within the W Waters Avenue corridor enhancing the effectiveness of measures like the reduction of the entry speed.

After reviewing the potential mitigation strategies no effective mitigations were identified that would address the substandard deceleration length at the eastbound left-turn lane at the intersection of W Waters Avenue with Firecracker Drive, in Tampa Florida.

Based on the analysis provided on this letter, it is our opinion that the existing substandard eastbound left-turn lane at the intersection of W Waters Avenue with Firecracker Drive, in the city of Tampa, FL is expected to provide the required deceleration for left turning vehicles onto Firecracker Drive.



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

Best Regards,

Digitally signed by Andrew Petersen  
 Reason: This item has been digitally signed & sealed by Andrew J. Petersen, P.E. on the date indicated here. Printed copies of this document are not considered signed & sealed and the signature must be verified on any electronic copies.  
 Contact Info:  
 apetersen@bowman.com  
 Date: 2021.11.23 16:56:31-05'00'

Andrew J. Petersen, P.E.  
 State of Florida, License # 75493

11/23/2021

ANDREW PETERSEN  
 Chief Engineer  
 BOWMAN  
[apetersen@bowman.com](mailto:apetersen@bowman.com)

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

\_\_\_\_\_ APPROVED WITH CONDITIONS

\_\_\_\_\_ APPROVED

\_\_\_\_\_ DISAPPROVED

\_\_\_\_\_

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

Notice: Consistent with Section 6.04.02B.8. of the LDC, the result of this variance application may be appealed, as further described in Section 10.05.01. of the LDC, to the Land Use Hearing Officer within 30 calendar days of the date of the above action.

**SITE DATA TABLE**

SITE NAME: MEDICAL OFFICE, 6821 W WATERS AVE, TAMPA, FL  
PARCEL ID: 17-24-28-17-27-000000-36740.0  
JURISDICTION: HILLSBOROUGH COUNTY

PLANNED DEVELOPMENT (PD)

OVERLAY DISTRICT: M-14  
PARCEL SIZE: 134,854 SQFT (3.09 ACRES)

ZONING DESIGNATION: PD1

CURRENT ZONING: PD1

SETRBACKS:  
FRONT: 30'  
REAR: 22'  
SIDE: 8', 8', 6'

ZEBRINGS:  
REQUIRED: HEALTH OFFICE: 5 PER 1000 GROSS SQUARE FEET  
14,450/1000=14.45 X 5 = 73  
REQUIRED = 73 SPACES

PROPOSED:  
STANDARD: 9' X 18' = 162 SQ FT  
SITE SPACE: 12 (1624)  
TOTAL = 126

**CONCEPTUAL PLAN NOTES:**

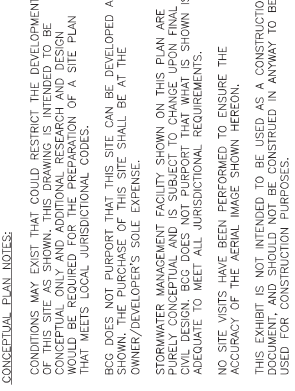
CONDITIONS MAY EXIST THAT COULD RESTRICT THE DEVELOPMENT OF THIS SITE. THIS DRAWING IS INTENDED TO BE CONSIDERED AS A CONCEPTUAL DESIGN AND WOULD BE REQUIRED FOR THE PREPARATION OF A SITE PLAN THAT MEETS LOCAL JURISDICTIONAL CODES.

BCG DOES NOT PURPORT THAT THIS SITE CAN BE DEVELOPED AS SHOWN. THE PURCHASE OF THIS SITE SHALL BE AT THE OWNER/DEVELOPER'S SOLE EXPENSE.

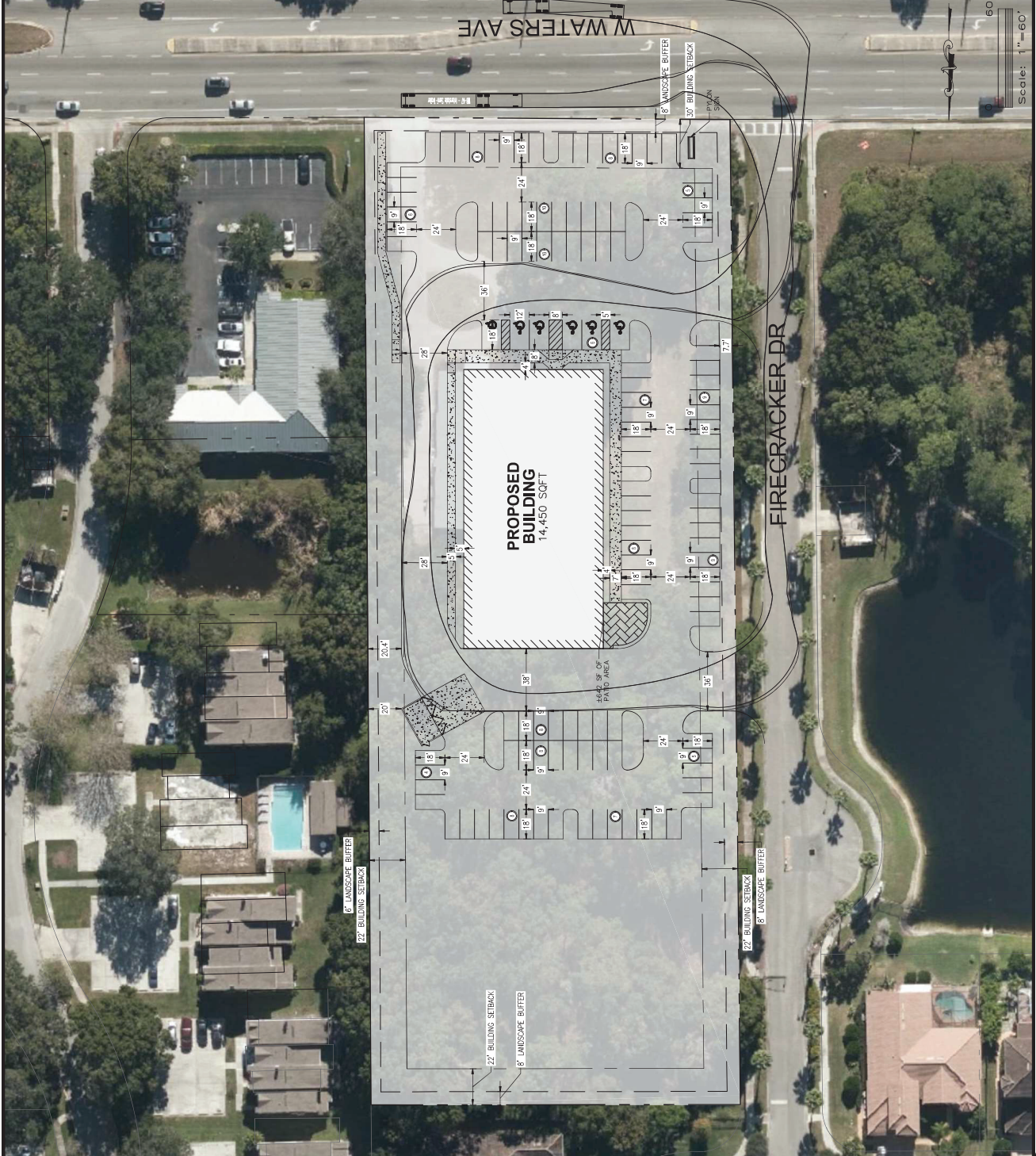
STORMWATER MANAGEMENT FACILITY SHOWN ON THIS PLAN ARE INTENDED TO BE CONSIDERED AS A CONCEPTUAL DESIGN. CIVIL DESIGN BCG DOES NOT PURPORT THAT WHAT IS SHOWN IS ADEQUATE TO MEET ALL JURISDICTIONAL REQUIREMENTS.

NO SITE VISITS HAVE BEEN PERFORMED TO ENSURE THE ACCURACY OF THE AERIAL IMAGE SHOWN HEREON.

THIS EXHIBIT IS NOT INTENDED TO BE USED AS A CONSTRUCTION DOCUMENT, AND SHOULD NOT BE CONSTRUED IN ANYWAY TO BE USED FOR CONSTRUCTION PURPOSES.



**CONCEPTUAL EXHIBIT**



# TRAFFIC IMPACT STUDY

Office Development Tampa  
6821 W Waters Avenue  
Tampa, Hillsborough County - FL

September 28, 2021

Prepared for:  
***Build to Suit, Inc.***

**Bowman**

# Traffic Impact Study

## Office Development Tampa

6821 W Waters Avenue  
Tampa, Florida

Prepared September 28, 2021

Prepared for:  
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## PROFESIONAL ENGINEERING CERTIFICATE

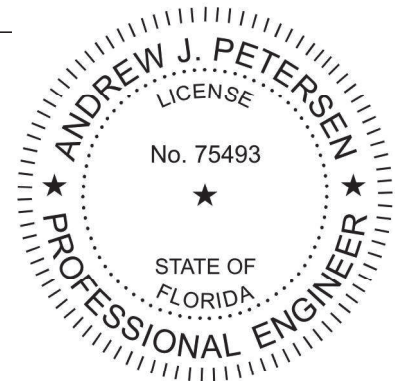
I hereby Certify that I am a registered professional engineer in the State of Florida, practicing with Bowman Consulting Group, Ltd., authorized to operate as an engineering business with Certificate of Authorization License No. 30462, by the state of Florida Department of Professional Regulation, Board of Professional Engineers, and I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice herby reported for:

Project: Office Development W Waters Avenue Tampa  
Prepared for: Build to Suit, Inc.  
Location: 6821 W Waters Avenue Tampa, Florida  
Report date: 09/27/2021

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

Name: Andrew J. Petersen  
P.E. No.: 75493  
Date: 10/26/2021  
Signature: \_\_\_\_\_

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





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## Executive Summary

- This report summarizes the findings of the Traffic Impact Study performed by Bowman Consulting Group (Bowman) for the proposed Office Building development, to be built on an approximately 3-Acre lot located at 6821 W Waters Avenue in the city of Tampa, Florida.
- The applicant is proposing to develop of an approximately 3-Acre lot, by demolishing an existing church building which currently lies in the property and to construct a 14,600 square-foot business/professional office building, associated parking and landscaping
- Access to the site will be provided via two full access driveways along Firecracker Drive.
- The following intersections were analyzed in this report:
  - W Waters Avenue and Firecracker Drive
- The turning movement counts were completed on a weekday while schools were in session. The counts were completed on Wednesday, October 28th, 2020, for the morning peak period (7:00 AM – 9:00 AM) and the evening peak period (4:00 PM – 6:00 PM).
- Considering the traffic count data was collected in October 2020, to develop the 2020 Existing Peak Hour Traffic Volumes the traffic count data was adjusted with an adjustment factor to account for the atypical conditions in traffic conditions due to the COVID-19 Pandemic.
- The background growth rate applicable for the study area was determined using Trend analysis on the 2015-2019 AADT information provided by the Hillsborough County and City of Tampa Level of Service Reports.
- Trip generation calculations for the proposed development were developed using the rates from comparable land uses (LU-630, LU-712 and LU-720) from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10<sup>th</sup> Edition*.
- The proposed development is expected to generate a total of 54 trips during the morning peak hour (42 entering and 12 exiting) and 49 trips during the evening peak hour (14 entering and 35 exiting trips).
- For the purposes of this analysis, it is anticipated that the proposed development will be constructed and fully operational by the year 2023. The following scenarios were evaluated as part of this study:
  - Future Conditions (2023) without the proposed development (No Build)
  - Future Conditions (2023) with the proposed development (Build)

- The trips were distributed based on a review of the Traffic Count Data. The review indicated that 50% of the site traffic would travel to/from the west and 50% would travel to/from the east.
- To evaluate the traffic operations, capacity analyses comparison was completed for the No Build and Build Conditions. The results indicate the following:

During the morning peak hour:

- The intersection of W Waters Avenue and the Firecracker Drive is projected to operate at acceptable overall Level of Service LOS A during the No Build and Build Conditions, with a minimal increase in the overall delay of less than one second. Firecracker Drive (Southbound Approach) is expected to maintain LOS D under both No Build and Build conditions. The eastbound and westbound left-turn lanes are expected to operate at acceptable LOS B.
- The queue results do not appear to exceed the available storage for the auxiliary lanes in either the No Build or Build Conditions. The queue results also show, under build conditions, 32.5' queue on the southbound approach (Firecracker Drive).

During the evening peak hour:

- The intersection of W Waters Avenue and the Firecracker Drive is projected to operate at acceptable overall Level of Service LOS A during the No Build and Build Conditions, with a minimal increase in the overall delay of less than one second. Firecracker Drive (Southbound Approach) is expected to maintain LOS D under both No Build and Build conditions. The eastbound and westbound left-turn lanes are expected to operate at acceptable LOS B during the morning peak hour and LOS C during the evening peak hour, under both, No Build and Build conditions.
  - The queue results do not appear to exceed the available storage for the auxiliary lanes in either the No Build or Build Conditions. The queue results also show, under build conditions, 27.5' queue on the southbound approach (Firecracker Drive).
- A right-turn lane warrant analyses was conducted to evaluate the need of installation of right-tun lanes on the westbound approach of the intersection of W Waters Avenue and Firecracker Drive. The results of the turn lane warrant analyses indicate that Firecracker Drive does not meet the criteria for the installation of a right turn lanes.
  - A safety evaluation was done for the intersection of W Waters Avenue and Firecracker Drive. The Crash data was obtained from the Florida Department of Transportation's (FDOT) Crash Open Data portal. Crash database for the most recent 5 years (January 2015 to December 2019) of available data. The review from the crash data shows no specific hazardous patterns on this intersection.
  - Based on the results of the capacity analyses and safety evaluation, the proposed development is not expected to adversely impact the surrounding roadway network.

## 1. Introduction

This report summarizes the findings of the Traffic Impact Study performed by Bowman Consulting Group (Bowman) for the proposed Office Building development, to be built on an approximately 3-Acre lot located at 6821 W Waters Avenue in the city of Tampa, Florida.

The purpose of this analysis is as follows: (i) to determine the number expected trips generated by the proposed site; (ii) to determine the potential impact, if any, of the proposed development on the roadway network; (iii) to perform a safety evaluation of the access points and median openings; and (iv) to propose improvements, if required.

## 2. Background Information

The applicant is proposing to develop of an approximately 3-Acre lot with a 14,600 square-foot Office building, associated parking and landscaping, the lot is currently occupied with an existing church building. The parcel is located along W Waters Avenue at the NEC of the intersection with Firecracker Drive in the city of Tampa, Florida.

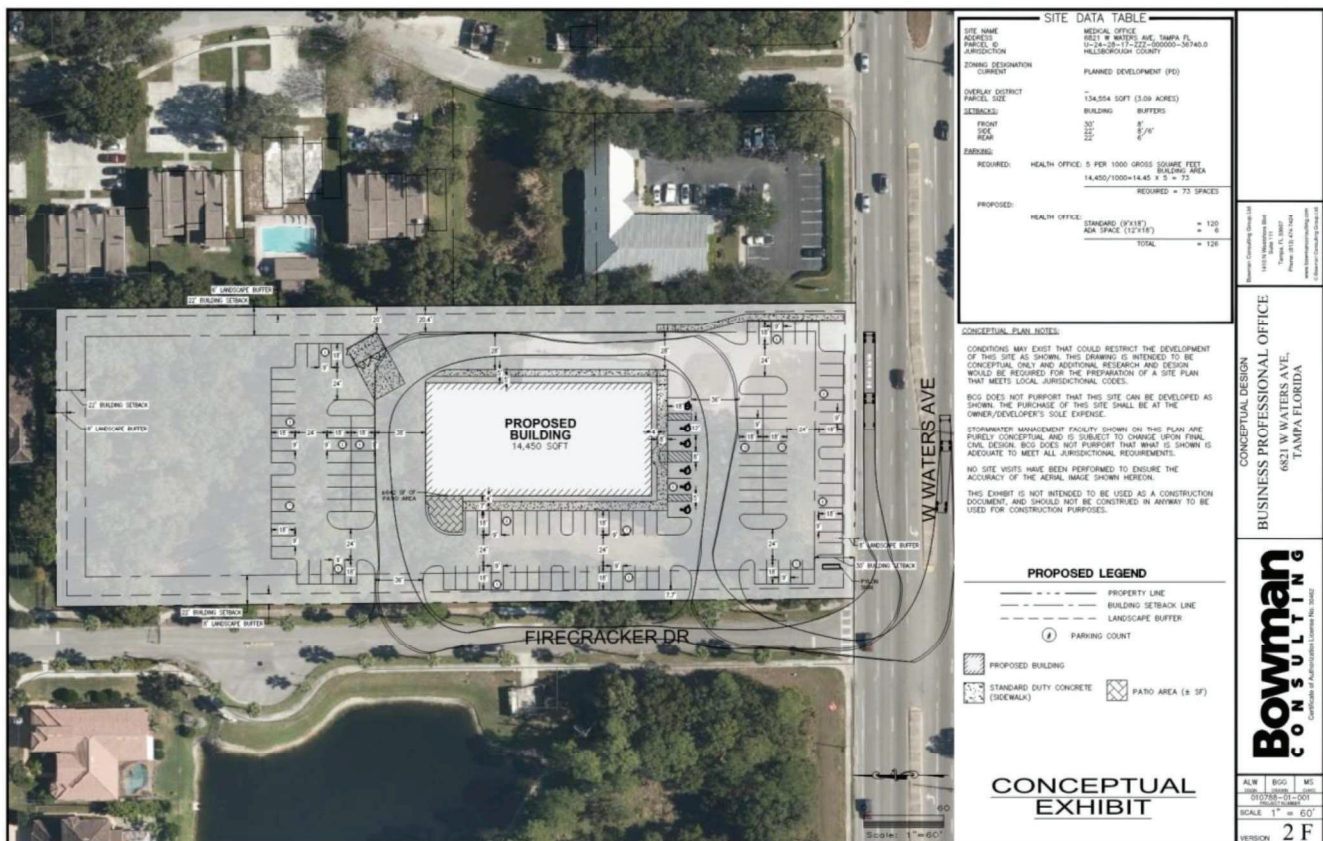


Figure 1 Site Location

Access to the site will be provided via two full access driveways along Firecracker Drive. The latest Site Plan for the proposed development is provided on **Figure 1** and **Appendix A**.

## Traffic Impact Analysis Methodology

Based on the comments received by the County Review Staff on February 16, 2021, and the meeting held on September 14, 2021. The following items are to be analyzed in this report:

- Trip generation calculations for proposed site, based on the most intensive land use.
- Traffic assignment (trip distribution).
- Capacity and queuing analyses.
- Right turn lane warrants at Firecracker Drive.
- Safety evaluation for driveway at W Waters Avenue and Median openings.

## 3. Roadway Network

### W. Waters Avenue:

Within the identified study area W Waters Avenue is a six-lane divided County-Maintained Arterial according to the Hillsborough County Public Works Functional Classification Map. W Waters Avenue has an east-west alignment and a posted speed limit of 45 miles per hour.

### Firecracker Drive:

Within the identified study area Firecracker Drive is a two-lane local roadway according to FDOT *2010 Urban Area Boundaries and Federal Functional Classification Hillsborough County Map*. Firecracker Drive is located north of W Waters Avenue, has a north-south alignment and a posted speed limit of 25 miles per hour.

## Intersection Characteristics

### Intersection of W Waters Avenue and Firecracker Drive

This intersection is currently a four-legged unsignalized intersection where W Waters Avenue has an east-west alignment and Firecracker Drive has a north-south alignment.

The Eastbound approach consists of one exclusive 100 feet left-turn lane, two through lanes and one shared through/right-turn lane. The Westbound approach consists of one exclusive 90 feet left-turn lane, two through lanes and one shared through/ right-turn lane. The northbound approach consists of one shared left/ right-turn lane. The southbound approach consists of one single lane approach with left and right turning movements allowed.

## 4. Data Collection

For the purposes of this study the following data was collected:

- Inspections were conducted to obtain an inventory of existing roadway geometry, traffic control devices, and location of existing and proposed driveways.
- Published AADT, roadway maintenance and functional classification, see **Appendix B-1**.



Turning movement counts were collected at the intersection of W Waters Ave. and Firecracker Dr. The turning movement counts were completed on an average. The counts were completed on Wednesday, October 28, 2020, during the morning peak period (7:00 AM – 9:00 AM) and the evening peak period (4:00 PM – 6:00 PM). Turning Movement Count data can be found on (see **Appendix B-2**).

## 5. Traffic Forecast and Background Traffic

For the purposes of this analysis, it is anticipated that the proposed development will be constructed and fully operational by the year 2023. The following scenarios were evaluated as part of this study:

- Future Conditions (2023) without the proposed development (No Build)
- Future Conditions (2023) with the proposed development (Build)

The background growth rate applicable for the study area was determined using Trend analysis on the 2015-2019 AADT information provided by the Hillsborough County and City of Tampa *Level of Service Reports*, (see **Appendix B-1**). The Trend Analysis Reports are presented in **Appendix B-3**. **Table 1** presents the calculated average study area growth rate.

**Table 1** Growth Rate

Roadway	From	to	2015	2016	2017	2018	2019	Trend Growth rate
<b>W Walters Ave</b>	Sheldon Rd	SR 600	34,000	-	38,300	-	38,300	2.68%

Source: AADT extracted from the Hillsborough County and City of Tampa *Level of Service Reports*

Considering the traffic count data was collected in October 2020, to develop the 2020 Existing Peak Hour Traffic Volumes the traffic count data was adjusted with an adjustment factor to account for the atypical conditions in traffic conditions due to the COVID-19 Pandemic.

The Atypical Conditions Adjustment Factor was calculated by comparing the 2019 Peak Hour Peak Direction volume extracted from the Hillsborough County *Level of Service Report*, and the peak hour volume extracted from the Traffic Count Data. **Table 1** presents the atypical adjustment factor.

**Table 2** Atypical Conditions Adjustment Factor

Roadway Segment <sup>(1)</sup>			FDOT ID #	Growth Rate	Years	Pk Hr Pk Dir Volume			Atypical Traffic Adjustment Factor
Roadway	From	to				HC 2019 <sup>(1)</sup>	Projected 2020 <sup>(2)</sup>	Traffic Counts	
W Walters Ave	Sheldon Rd	SR 600	0045	2.7%	1	1,479	1,519	1,542	0.99

(1) Extracted from the Hillsborough County 2019 LOS Report

(2) 2020 AADT calculated based on Linear Trend Growth

Based on the results presented in **Table 1** the atypical adjustment factor is less than 1 therefore for a conservative approach, an atypical conditions adjustment factor of 1.10 was considered.

The 2020 Existing Peak Hour Traffic Volumes are depicted in **Exhibit 1, Appendix C**.

The 2023 No Build Traffic Volumes were calculated using the 2020 Existing Peak Hour Traffic Volumes and the study area growth rate. The 2023 No Build Traffic Volumes are depicted on **Exhibit 2 in Appendix C**.

## 6. Trip Generation

The applicant is proposing to redevelop the site with a 14,600 SF business/professional (Medical) office building.

The number of trips generated the proposed development was determined based land use with the highest trip generation of all the possible allowed comparable land uses from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10<sup>th</sup> Edition*. The comparable land uses are listed below:

- Small Office Building (LU-712)
- Medical-Dental Office Building (LU-720)
- Clinic (LU-630)
- Nursing Home (LU-620)
- Free Standing Emergency Room (LU-650)
- General Office Building (LU-710)
- Single Tenant Office Building (LU-715)
- Government Office Building (LU-730)
- Research and Development Center (LU-760)

Note that Daycare is not considered as one of the possible uses of the proposed site, therefore this use was not considered on this study.

**Table 3** displays the trip generation for the proposed development.

**Table 3.** Site Trip Generation

Description <sup>(1)</sup>		Time	Total Trips <sup>(1)</sup>		
			In	Out	Total
Clinic	<i>(LU-630) 14600 SQ. FT.</i>	Daily	278	279	557
		AM	42	12	54
		PM	14	35	49
Small Office Building	<i>(LU-712) 14600 SQ. FT.</i>	Daily	118	118	236
		AM	23	5	28
		PM	11	25	36
Nursing Home	<i>(LU-620) 14600 SQ. FT.</i>	Daily	57	57	114
		AM	6	2	8
		PM	4	5	9
Free Standing Emergency Room	<i>(LU-650) 14600 SQ. FT.</i>	Daily	182	182	364
		AM	8	8	16
		PM	10	12	22
General Office Building	<i>(LU-710) 14600 SQ. FT.</i>	Daily	82	82	164
		AM	34	6	40
		PM	3	15	18
Single Tenant Office Building	<i>(LU-715) 14600 SQ. FT.</i>	Daily	82	82	164
		AM	37	5	42
		PM	7	43	50
Government office Building	<i>(LU-730) 14600 SQ. FT.</i>	Daily	165	165	330
		AM	37	12	49
		PM	6	19	25
Research and Development Center	<i>(LU-760) 14600 SQ. FT.</i>	Daily	177	177	354
		AM	4	2	6
		PM	4	23	27
Medical-Dental Office Building	<i>(LU-720) 14600 SQ. FT.</i>	Daily	236	237	473
		AM	31	9	40
		PM	14	38	52

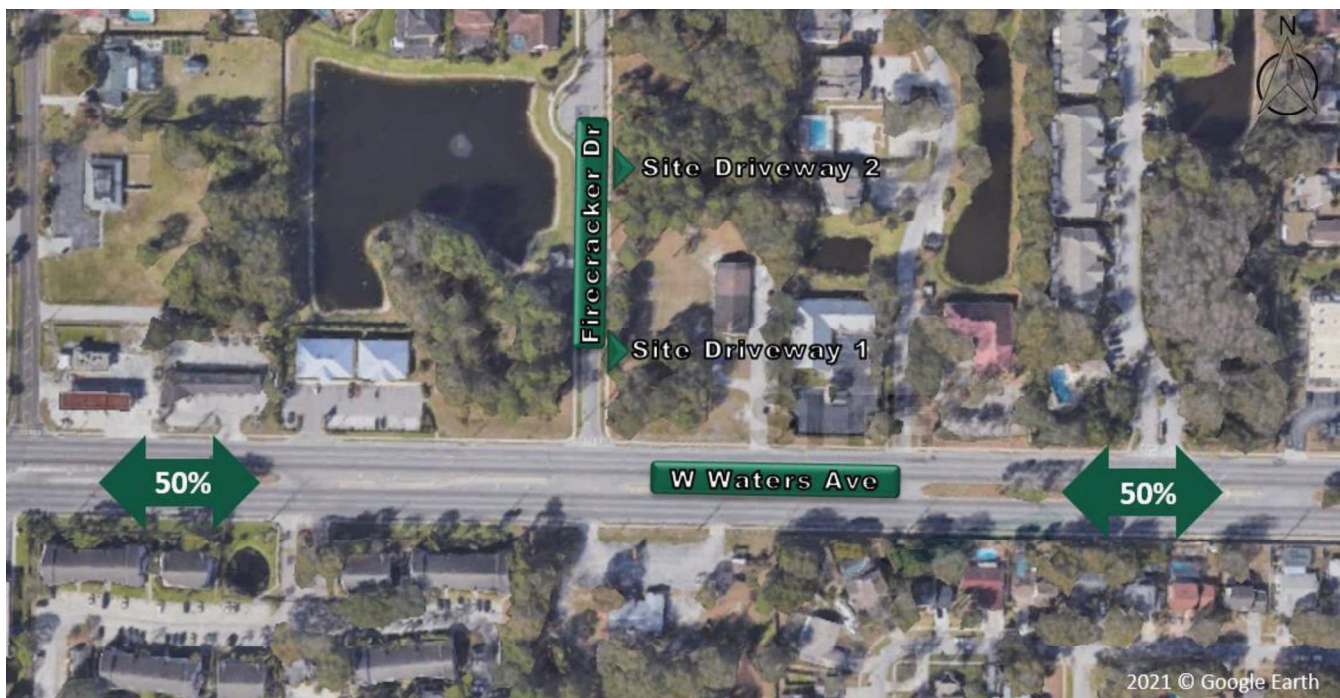
*(1) Institute of Transportation Engineers Trip Generation (ITE), 10<sup>th</sup> Edition*

The Land Use Code for Clinic (L.U. 630) was selected for considerations and analysis in this project as it provided the higher number of Peak Hour trips.

The proposed development is expected to generate a total of 54 trips during the morning peak hour (42 entering and 12 exiting) and 49 trips during the evening peak hour (14 entering and 35 exiting trips).

## 7. Trip Distribution

The trips were distributed based on a review of the Traffic Count Data. The review indicated that 50% of the site traffic would travel to/from the west and 50% would travel to/from the east as seen on Figure 3 below.



**Figure 2** Proposed Trip Distribution

The proposed development site trips were developed using the distribution presented in **Figure 2**, the Proposed Development Site Trips are depicted on **Exhibit 3** in **Appendix C**.

The Proposed Development Site Trips were added to the 2023 No Build Traffic Volumes to develop the 2023 Build Traffic Volumes depicted on **Exhibit 4** in **Appendix C**.

## 8. Capacity Analysis

The study intersections were analyzed for each scenario following the Highway Capacity Manual (HCM 6<sup>th</sup> edition) methodologies using the computer software package Synchro 10 with SimTraffic. The analysis uses capacity, Level of Service, and control delay as the criteria for the performance of the driveways.



Capacity, as defined by the HCM, is a measure of the maximum number of vehicles in an hour that can travel through an intersection or section of roadway under typical conditions. Level of Service (LOS) is a marker of the driving conditions and perception of drivers while traveling during the given time period. LOS ranges from LOS "A" which represents free flow conditions, to LOS "F" which represents breakdown conditions. **Table 4** shows the LOS for unsignalized intersections as defined by the HCM.

**Table 4** HCM Level of Service Criteria

Unsignalized Intersections	
Level of Service	Average Control Delay (sec/veh)
A	≤10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	≥50

Control delay is a measure of the total amount of delay experienced by an individual vehicle and includes delay related to deceleration, queue delay, stopped delay, and acceleration. **Table 4** displays the amount of control delay (in seconds per vehicle) that corresponds to the LOS for unsignalized intersections.

### Capacity Analysis Comparison – No Build vs Build Conditions (Year 2022)

Capacity Analyses were conducted for the No Build and Build conditions (year 2023). The primary purpose for this approach was to compare the results in order to identify areas impacted by the proposed development. The capacity results are included in **Appendix D**.

The capacity analysis results for the morning peak hour are summarized in **Table 5**.

**Table 5** 2023 AM Peak Hour Capacity Analysis

2023 CONDITIONS - (AM)				No Build			No Build		
Approach	Control Type	Movement	Delay (s)	LOS	95 <sup>th</sup> % Queue (ft)*	Delay (s)	LOS	95 <sup>th</sup> % Queue (ft)*	
									W Waters Avenue and Firecracker Drive
T	0.0	A	-	0.0	A	-			
TR	0.0	A	-	0.0	A	-			
WB	Stop	Approach	0.0	A	-	0.1	A	-	
		L	13.7	B	0	13.7	B	0	
		T	0.0	A	-	0.0	A	-	
NB	Stop	TR	0.0	A	-	0.0	A	-	
		Approach	0.0	A	-	0.0	A	-	
SB	Stop	Approach	18.8	C	2.5	19.0	C	2.5	
SB	Stop	Approach	29.1	D	25	30.7	D	32.5	
Intersection			0.4	A	--	0.5	A	--	

Based on the results of the capacity analysis during the morning peak hour, the intersection of W Waters Avenue and the Firecracker Drive is projected to operate at acceptable overall Level of Service LOS A during the No Build and Build Conditions, with a minimal increase in the overall delay





of less than one second. Firecracker Drive (Southbound Approach) is expected to maintain LOS D under both No Build and Build conditions. The eastbound and westbound left-turn lanes are expected to operate at acceptable LOS B.

The queue results do not appear to exceed the available storage for the auxiliary lanes in either the No Build or Build Conditions. The queue results also show, under build conditions, 32.5' queue on the southbound approach (Firecracker Drive).

The capacity analysis results for the evening peak hour are summarized in **Table 6**.

**Table 6 2023 PM Peak Hour Capacity Analysis**

2023 CONDITIONS - (PM)				No Build			No Build		
Approach	Control Type	Movement	Delay (s)	LOS	95 <sup>th</sup> % Queue (ft)*	Delay (s)	LOS	95 <sup>th</sup> % Queue (ft)*	
									<b>W Waters Avenue and Firecracker Drive</b>
EB	Stop	L	15.9	C	0	16.1	C	2.5	
		T	0.0	A	-	0.0	A	-	
		TR	0.0	A	-	0.0	A	-	
		Approach	0.0	A	-	0.1	A	-	
WB	Stop	L	12.6	B	0	12.6	B	0	
		T	0.0	A	-	0.0	A	-	
		TR	0.0	A	-	0.0	A	-	
		Approach	0.0	A	-	0.0	A	-	
NB	Stop	Approach	12.8	B	2.5	12.9	B	2.5	
SB	Stop	Approach	27.1	D	7.5	30.4	D	27.5	
Intersection			0.1	A	--	0.4	A	--	

Based on the results of the capacity analysis during the evening peak hour, the intersection of W Waters Avenue and the Firecracker Drive is projected to operate at acceptable overall Level of Service LOS A during the No Build and Build Conditions, with a minimal increase in the overall delay of less than one second. Firecracker Drive (Southbound Approach) is expected to maintain LOS D under both No Build and Build conditions. The eastbound and westbound left-turn lanes are expected to operate at acceptable LOS B during the morning peak hour and LOS C during the evening peak hour, under both, No Build and Build conditions.

The queue results do not appear to exceed the available storage for the auxiliary lanes in either the No Build or Build Conditions. The queue results also show, under build conditions, 27.5' queue on the southbound approach (Firecracker Drive).

## 9. Turn Lane Warrant Analysis

Right turn lane warrant analyses were conducted for the westbound right turn of the intersection of W Waters Avenue and Firecracker Drive to determine the need for the installation of auxiliary turning lanes. The analysis was completed per the criteria set forth in the 2019 Florida Department of Transportation (FDOT) Access Management Guidebook.

The 2023 Build traffic volumes on Firecracker Drive are as follows:

- o AM Peak Hour - 37
- o PM Peak Hour - 53

**Table 7** outlines the criteria required to meet the installation of an auxiliary right turning lane presented in the 2019 Florida Department of Transportation (FDOT) Access Management Guidebook.

**Table 7** Right Turn Lane Warrant Criteria Results at Firecracker Drive

Criteria	Right-in Driveway
	Criteria Met?
45 MPH or Less - more than 80 -125 turns per hour	No
Over 45 MPH More than 35-55 right turns per Hour	N/A
Facilities havin a high volume of buses, trucks or trailers (2 or 3 per hour)	No
Poor internal design of a driveway facility causing potential backups in the through lanes	No
Heavier than normal peak flows on the main roadway.	No
Very high operating speeds (such as 55 MPH or above) and in rural areas where turn are not expected by through drivers .	No
Highways with curves or hills where sight distance is impacted	No
Gated entrances.	No
Crash experience, especially rear end collisions.	No
Intersections or driveways just after signalized intersections where acceleration or driver expectancy would make a separate right turn lane desirable, (this would also be the case downstream soon after a dual left turn lane onto a four-lane road)	No
Sever skewed angle of intersection requiring right turn vehicle to stop greatly.	No

(1) FDOT Driveway Information Guide

A right turn is not warranted at the Westbound Approach of the intersection of Firecracker Drive and W Waters Avenue.

## 10. Safety Analysis

Crash data was obtained from the Florida Department of Transportation’s (FDOT) Crash Open Data portal. Crash database for the most recent 5 years (January 2015 to December 2019) of available data. Detailed crash data can be found in **Appendix E**.

Crash data and crash rates for the intersection of W Waters Avenue and Firecracker are summarized in **Table 8**.

Table 8. Crash Data severity classification

Year	None	Possible Injuries	Non Incapacitating	Incapacitating Injury	Fatal	Injured	Deaths	Serious injuries	Pedestrians	Vehicles	Crashes per Year	AADT	CMEV (1)
2015	0	1	0	0	0	1	0	0	0	2	1	34,000	0.08
2016	0	1	0	0	0	2	0	0	0	2	1	36,200	0.08
2017	1	0	1	0	0	0	0	0	0	4	2	38,300	0.14
2018	0	0	0	1	0	1	0	1	0	2	1	38,300	0.07
2019	0	0	0	0	0	0	0	0	0	0	0	38,300	0

(CMEV) crashes per million entering vehicles

Source: <https://gis-fdot.opendata.arcgis.com/datasets/all-crashes/>

The collision type summary for the intersection of W Waters Avenue and Firecracker presented in **Table 9**.

**Table 9.** Collision Type

Year	Front to Rear	Front to Front	Angle	Sideswipe, Same Direction	Sideswipe, Opposite Direction	Other	Crashes Per Year
2015	1	0	0	0	0	0	1
2016	0	0	1	0	0	0	1
2017	2	0	0	0	0	0	2
2018	0	0	1	0	0	0	1
2019	0	0	0	0	0	0	0

Source: <https://gis-fdot.opendata.arcgis.com/datasets/all-crashes/>

The review from the crash data shows a low severity of the crashes, with primarily non injury cases, only one case of serious injuries, and no deaths or accidents involving pedestrians. Data also shows a progressive decrease on the number of crashes from 2015 to 2019. The review of the collision type shows a predominance of the Front to Rear collision followed by the Angle Collision. No specific patterns were identified. Other specific aspects such as light condition, weather conditions and road surface conditions were results show no specific or relevant conditions or patterns.

## 11. Conclusions and Recommendations

The proposed development is expected to generate a total of 54 trips during the morning peak hour (42 entering and 12 exiting) and 49 trips during the evening peak hour (14 entering and 35 exiting trips).

The results of the capacity analyses comparison No Build and Build Conditions 2023 indicate the following:

### During the morning peak hour:

- The intersection of W Waters Avenue and the Firecracker Drive is projected to operate at acceptable overall Level of Service LOS A during the No Build and Build Conditions, with a minimal increase in the overall delay of less than one second. Firecracker Drive (Southbound Approach) is expected to maintain LOS D under both No Build and Build conditions. The eastbound and westbound left-turn lanes are expected to operate at acceptable LOS B.
- The queue results do not appear to exceed the available storage for the auxiliary lanes in either the No Build or Build Conditions. The queue results also show, under build conditions, 32.5' queue on the southbound approach (Firecracker Drive).

### During the evening peak hour:

- The intersection of W Waters Avenue and the Firecracker Drive is projected to operate at acceptable overall Level of Service LOS A during the No Build and Build Conditions, with a minimal increase in the overall delay of less than one second. Firecracker Drive (Southbound Approach) is expected to maintain LOS D under both No Build and Build conditions. The eastbound and westbound left-turn lanes are expected to operate at acceptable LOS B during the morning peak hour and LOS C during the evening peak hour, under both, No Build and Build conditions.
- The queue results do not appear to exceed the available storage for the auxiliary lanes in either the No Build or Build Conditions. The queue results also show, under build conditions, 27.5' queue on the southbound approach (Firecracker Drive).

The results of the right-turn lane warrant analyses indicate that a right-turn lane is not warranted at Firecracker Drive.

The review from the crash data shows no specific hazardous patterns on the intersection of W Waters Avenue and Firecracker Drive.

Based on the results of the capacity analyses and safety evaluation, the proposed development is not expected to adversely impact the surrounding roadway network.

# **APPENDIX A**

**SITE DATA TABLE**

SITE NAME: MEDICAL OFFICE, 6821 W WATERS AVE, TAMPA, FL  
PARCEL ID: 17-24-28-17-27-000000-36740.0  
JURISDICTION: HILLSBOROUGH COUNTY

PLANNED DEVELOPMENT (PD)

OVERLAY DISTRICT: M-14  
PARCEL SIZE: 134,854 SQFT (3.09 ACRES)

ZONING DESIGNATION: PD1  
CURRENT: PD1

SETRBACKS:  
FRONT: 30'  
REAR: 22'  
SIDE: 8', 8', 6'

ZEBRINGS:  
REQUIRED: 5 PER 1000 GROSS SQUARE FEET  
14,450/1000=14.45 X 5 = 73  
REQUIRED = 73 SPACES

PROPOSED:  
STANDARD: 9' X 18' = 162 SQ FT  
SIDE SPACE: 12' X 18' = 216 SQ FT  
TOTAL: 150 + 126 = 276 SPACES

HEALTH OFFICE: 111,800 SQ FT  
HEALTH OFFICE: 14,450/1000=14.45 X 5 = 73  
REQUIRED = 73 SPACES

**CONCEPTUAL PLAN NOTES:**

CONDITIONS MAY EXIST THAT COULD RESTRICT THE DEVELOPMENT OF THIS SITE. THIS DRAWING IS INTENDED TO BE CONSIDERED AS A CONCEPTUAL DESIGN AND SHOULD NOT BE USED FOR THE PREPARATION OF A SITE PLAN THAT MEETS LOCAL JURISDICTIONAL CODES.

BCG DOES NOT PURPORT THAT THIS SITE CAN BE DEVELOPED AS SHOWN. THE PURCHASE OF THIS SITE SHALL BE AT THE OWNER/DEVELOPER'S SOLE EXPENSE.

STORMWATER MANAGEMENT FACILITY SHOWN ON THIS PLAN ARE INTENDED TO BE CONSIDERED AS A CONCEPTUAL DESIGN. CIVIL DESIGN BCG DOES NOT PURPORT THAT WHAT IS SHOWN IS ADEQUATE TO MEET ALL JURISDICTIONAL REQUIREMENTS.

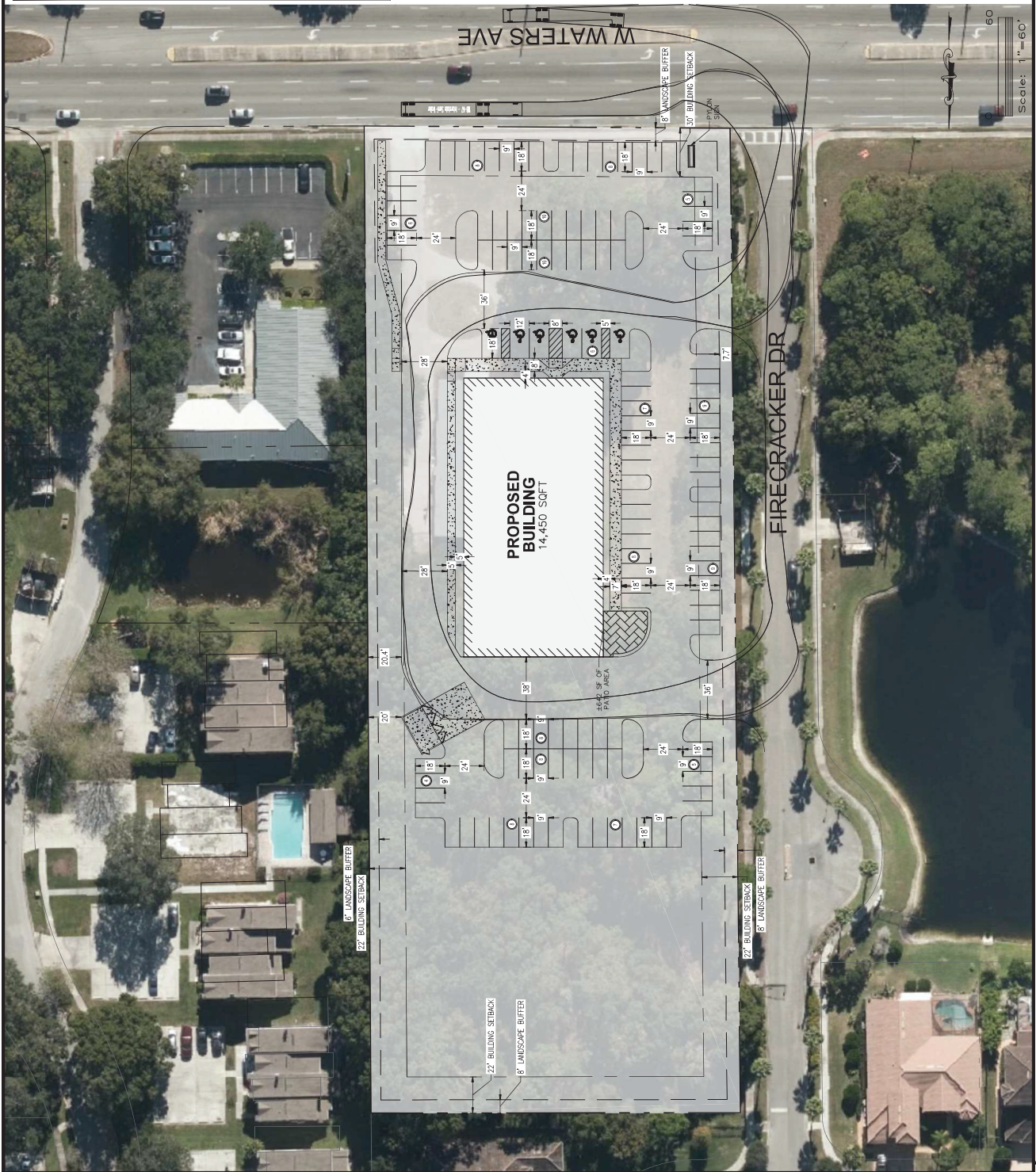
NO SITE VISITS HAVE BEEN PERFORMED TO ENSURE THE ACCURACY OF THE AERIAL IMAGE SHOWN HEREON.

THIS EXHIBIT IS NOT INTENDED TO BE USED AS A CONSTRUCTION DOCUMENT, AND SHOULD NOT BE CONSTRUED IN ANYWAY TO BE USED FOR CONSTRUCTION PURPOSES.

**PROPOSED LEGEND**

- PROPERTY LINE
- BUILDING SETBACK LINE
- LANDSCAPE BUFFER
- PARKING COUNT
- ▨ PROPOSED BUILDING
- ▤ STANDARD DUTY CONCRETE (SIDEWALK)
- ▩ PATIO AREA (± SF)

**CONCEPTUAL EXHIBIT**

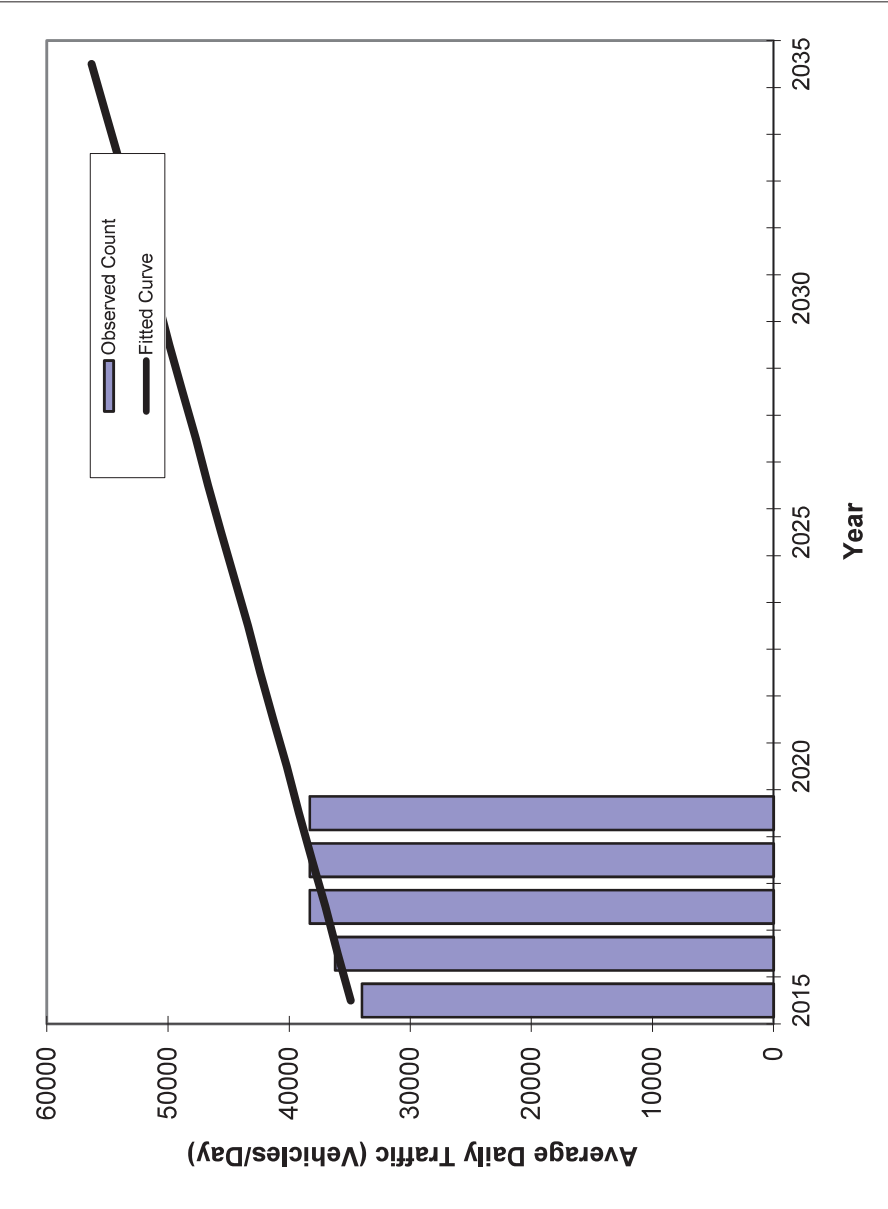


# **APPENDIX B**

### Traffic Trends - V03.a WATERS AVE -- 10770000

FIN#	1234
Location	1

County: Hillsborough (10)  
Station #: 5739  
Highway: WATERS AVE

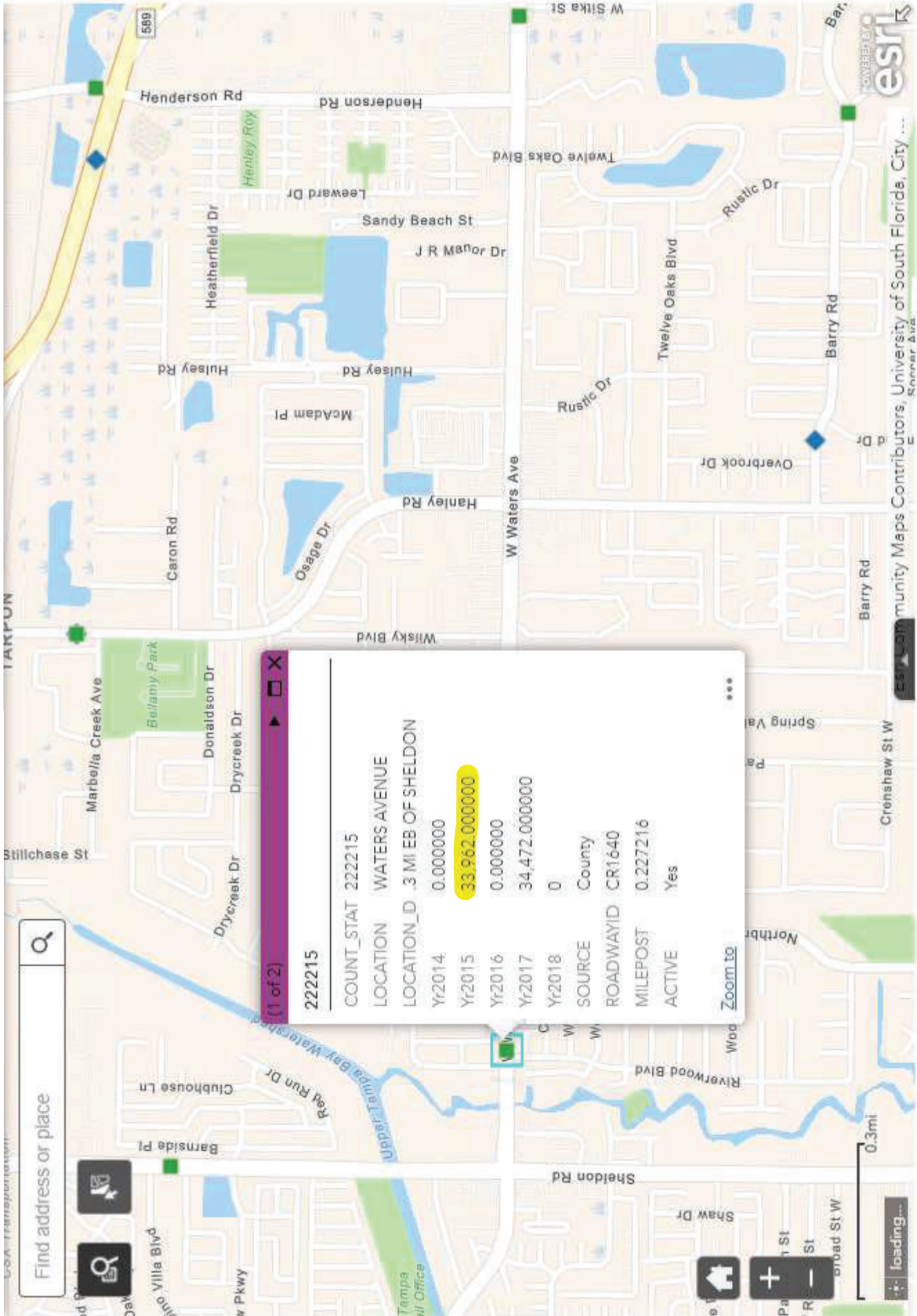


Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	34000	34900
2016	36200	36000
2017	38300	37000
2018	38300	38100
2019	38300	39200
2021 Opening Year Trend		
2021	N/A	41300
2022 Mid-Year Trend		
2022	N/A	42400
2023 Design Year Trend		
2023	N/A	43400
TRANPLAN Forecasts/Trends		

**\*\* Annual Trend Increase:** 1,070  
**Trend R-squared:** 77.84%  
**Trend Annual Historic Growth Rate:** 3.08%  
**Trend Growth Rate (2019 to Design Year):** 2.68%  
**Printed:** 26-Sep-21

**Straight Line Growth Option**

\*Axle-Adjusted







Hillsborough MPO  
Metropolitan Planning  
For Transportation

# Hillsborough County

## 2017 Level of Service Report



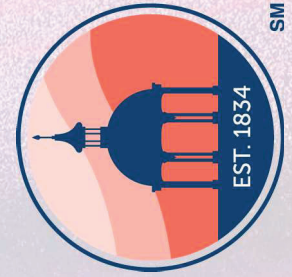
*Prepared by: Hillsborough MPO*

# Hillsborough County

## 2017 Level of Service Report - County Roadways

Section Description	Jurisdiction	SIS	Lanes	Length (mi.)	Posted Speed	Std LOS	Local Func Class	AAIT	PkHrDir Vol	MSV	PkHrDir MSV	V/C	LOS
SHELDON RD: (CITRUS PARK DR -to- GUNN HWY)	Hillsborough County	N	4/D	1.06	45	D	A	28,000	1,511	37,810	1,900	0.8	C
SHELL POINT RD: (DEAD END -to- US HWY 41)	Hillsborough County	N	2/U	3.15	45	D	C	4,828	262	16,815	836	0.31	C
SHELL POINT RD: (US HWY 41 -to- 24TH ST SE)	Hillsborough County	N	2/U	1.94	40	D	C	8,902	430	16,815	836	0.51	C
SHELL POINT RD: (24TH ST SE - to - 30TH ST SE) (REMOVED THIS SECTION)	Hillsborough County	N	2/U	0.50	40	D	C	8,902	399	22,990	1,130	0.35	C
SIMMONS RD: (CRENSHAW LAKE RD -to- CRYSTAL LAKE RD)	Hillsborough County	N	2/U	1.12	30	C	C	4,308	225	16,150	798	0.28	B
SKIPPER RD: (NEBRASKA AVE -to- BEARSS AVE / 16TH ST)	Hillsborough County	N	2/U	0.55	30	E	C	6,862	344	14,820	760	0.45	C
SKIPPER RD: (BRUCE B DOWNS BLVD -to- 46TH ST)	Hillsborough County	N	2/U	0.40	35	D	C	11,677	666	14,060	712	0.84	D
SLIGH AVE: (BENJAMIN RD -to- MANHATTAN AVE)	Hillsborough County	N	2/D	1.51	40	D	C	9,050	442	14,060	712	0.62	D
SLIGH AVE: (43RD ST -to- 56TH ST)	Hillsborough County	N	2/U	1.00	35	E	C	10,000	534	14,820	760	0.7	D
SLIGH AVE: (66TH ST -to- US HWY 301)	Hillsborough County	N	2/U	2.37	45	D	C	11,985	650	14,060	712	0.91	D
SLIGH AVE / EUREKA SPRINGS RD: (US HWY 301 -to- EUREKA SPRINGS RD)	Hillsborough County	N	2/U	1.21	30	D	C	1,127	79	14,060	712	0.11	C
SLIGH AVE: (BLACK DAIRY RD -to- CR 579)	Hillsborough County	N	2/U	1.66	45	C	C	1,090	62	16,150	798	0.08	B
SMITH-RYALS RD: (SR 60 -to- TRAPNELL RD)	Hillsborough County	N	2/U	2.10	40	C	C	2,339	150	23,180	1,140	0.13	B
STACY RD: (FT KING RD -to- US HWY 301)	Hillsborough County	N	2/U	0.23	40	D	C	9,571	550	14,060	712	0.77	D
SUMMERFIELD BLVD: (BIG BEND RD -to- DIXON DR)	Hillsborough County	N	2/U	0.90	35	D	C	10,355	606	30,780	1,548	0.39	C
SUNLAKE BLVD: (DALE MABRY -to- LUTZ LAKE FERN RD)	Hillsborough County	N	4/D	0.32	35	D	C	10,355	606	14,060	712	0.85	D
SUNLAKE BLVD: (LUTZ LAKE FERN RD -to- PASCO COUNTY)	Hillsborough County	N	2/U	1.38	25	D	C	11,400	608	15,960	788	0.77	C
SUNSET LANE: (US HWY 41 -to- LIVINGSTON AVE)	Hillsborough County	N	2/U	1.95	40	C	C	1,882	107	16,435	808	0.13	B
SYDNEY DOVER RD: (SYDNEY WASHER RD -to- SR 574)	Hillsborough County	N	2/U	2.10	40	D	C	4,896	293	14,060	712	0.41	C
SYDNEY RD: (PARSONS RD -to- VALRICO RD)	Hillsborough County	N	2/U	2.02	35	D	C	5,558	294	16,150	798	0.37	B
SYDNEY RD: (VALRICO RD -to- FORBES RD)	Hillsborough County	N	2/U	4.22	45	D	C	5,073	277	16,815	836	0.33	C
SYDNEY RD: (FORBES RD -to- TURKEY CREEK RD)	Hillsborough County	N	2/U	1.22	45	D	C	12,855	768	16,815	836	0.92	C
SYDNEY RD: (US HWY 41 -to- US HWY 301)	Hillsborough County	N	2/U	3.24	45	D	C	11,866	702	16,815	836	0.84	C
SYMMES RD EXT: (US 301 -to- BALM RIVERVIEW)	Hillsborough County	N	2/U	1.49	40	D	C	2,500	149	16,815	836	0.18	C
TAMPA EAST BLVD: (US 301 -to- BROADVIEW AVE)	Hillsborough County	N	2/U	0.59	45	D	C	8,250	419	16,815	836	0.5	C
TARPOON SPRINGS RD: (PINELLAS COUNTY -to- BOY SCOUT RD)	Hillsborough County	N	2/U	1.22	45	D	C	8,250	410	21,945	1,140	0.36	B
TARPOON SPRINGS RD: (BOY SCOUT RD -to- GUNN HWY)	Hillsborough County	N	2/U	3.33	45	D	C	4,296	228	16,150	798	0.29	B
TAYLOR RD: (THONOTOSASSA RD -to- MAIN ST)	Hillsborough County	N	2/U	0.38	40	C	C	3,489	223	16,150	798	0.28	B
THONOTOSASSA RD: (TAYLOR RD -to- MCINTOSH RD)	Hillsborough County	N	2/U	2.81	45	C	C	3,304	203	16,150	798	0.25	B
THONOTOSASSA RD: (MCINTOSH RD -to- BRANCH-FORBES RD)	Hillsborough County	N	2/U	3.79	45	C	C	8,800	460	23,100	1,200	0.38	C
THONOTOSASSA RD: (BRANCH-FORBES RD -to- I-4)	Hillsborough County	N	2/U	2.31	45	D	C	650	34	16,150	798	0.04	B
THONOTOSASSA RD: (HUTCHINSON RD -to- VAN DYKE RD)	Hillsborough County	N	2/U	1.55	30	C	C	8,422	537	32,110	1,615	0.33	C
TOWIN CENTER BLVD: (BRANDON TOWIN CENTER DR -to- PROVIDENCE RD)	Hillsborough County	N	4/D	0.59	25	E	C	6,104	372	14,060	712	0.52	D
TOWIN N COUNTRY BLVD: (MEMORIAL HWY -to- JACKSON SPRINGS RD)	Hillsborough County	N	2/U	1.57	30	D	C	6,827	372	15,960	788	0.47	C
TRAPNELL RD: (FORBES RD -to- SR 39)	Hillsborough County	N	2/U	3.99	45	C	C	4,959	256	16,150	798	0.32	B
TRAPNELL RD: (SR 39 -to- OLD MULBERRY RD)	Hillsborough County	N	2/U	3.53	45	C	C	4,783	264	13,680	674	0.39	C
TURKEY CREEK RD: (KEYSVILLE RD -to- SR 60)	Hillsborough County	N	2/U	3.52	45	C	C	7,734	387	6,935	352	1.1	D
TURKEY CREEK RD: (SR 60 -to- TRAPNELL RD)	Hillsborough County	N	2/U	2.03	35	C	A	10,626	552	16,815	836	0.66	C
VALRICO RD: (LITHIA PINECREST RD -to- SR 60)	Hillsborough County	N	2/U	2.35	45	D	C	14,815	801	16,815	836	0.96	D
VALRICO RD: (SR 60 -to- M L KING BLVD)	Hillsborough County	N	2/U	3.46	45	D	C	17,734	951	16,815	836	1.14	F
VAN DYKE RD: (GUNN HWY -to- OLD TOBACCO RD)	Hillsborough County	N	2/U	2.10	45	D	A	24,788	1,346	16,815	836	1.61	F
VAN DYKE RD: (OLD TOBACCO RD -to- DALE MABRY HWY)	Hillsborough County	N	2/U	2.34	45	D	A	10,705	558	6,935	352	1.59	D
VAN DYKE RD: (DALE MABRY HWY -to- SIMMONS RD)	Hillsborough County	N	2/U	1.34	35	C	C	1,891	87	16,150	798	0.11	B
VANDERVOORT RD: (HANNA RD -to- LIVINGSTON AVE)	Hillsborough County	N	2/U	0.75	35	C	C	6,017	433	14,060	712	0.61	D
VICTORIA ST / LIMONA RD: (LAKEWOOD DR -to- PARSONS AVE)	Hillsborough County	N	2/U	1.99	35	D	C	3,116	190	14,060	712	0.27	C
W VILLAGE DR: (EHRUCH RD -to- S VILLAGE DR)	Hillsborough County	N	2/U	1.53	35	D	C	10,000	534	37,810	1,900	0.28	C
WATERS AVE: (COUNTRYWAY BLVD -to- SHELDON RD)	Hillsborough County	N	4/D	2.45	40	D	A	50,500	2,694	56,905	2,869	0.94	C
WATERS AVE: (SHELDON RD -to- VETERANS EXPY)	Hillsborough County	N	6/D	2.36	45	E	A	32,788	1,732	37,810	1,900	0.91	C
WATERS AVE: (VETERANS EXPY -to- DALE MABRY HWY)	Hillsborough County	N	6/D	2.41	45	D	A	50,500	2,694	56,905	2,869	0.94	C
WATERS AVE: (DALE MABRY HWY -to- ARMENIA AVE)	Hillsborough County	N	4/D	1.27	45	D	A	32,788	1,732	37,810	1,900	0.91	C

# 2019 LEVEL OF SERVICE REPORT

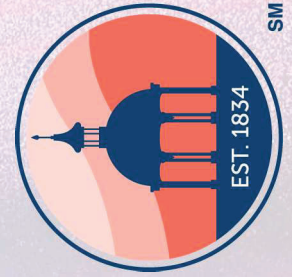


Hillsborough  
County Florida

HILLSBOROUGH COUNTY 2019 LOS REPORT

On Street	From	To	Lane No	Lane Type	Length	Speed Limit	LOS Std	AADT*	Peak Hour Pk Dir Vol	Daily MSV	Daily v/c Ratio	Daily LOS	MSV	Pk Hr Pk Dir v/c Ratio	Pk Hr Pk Dir LOS	Jurisdiction	Local Func Class
TURKEY CREEK RD	KEYSVILLE RD	SR 60	2	U	3.52	45	C	4,783	278	13,680	0.35	C	675	0.41	C	CR	C
TURKEY CREEK RD	TRAPNELL RD	SR 60	2	U	2.03	35	C	7,734	366	13,680	0.57	C	675	0.54	C	CR	A
VALRICO RD	LITHIA PINECREST RD	DURANT RD	2	U	0.80	35	D	14,060	351	10,626	0.76	D	713	0.49	C	CR	A
VALRICO RD	DURANT RD	SR 60	2	U	1.55	45	D	10,626	351	16,815	0.63	C	836	0.42	C	CR	C
VALRICO RD	M L KING BLVD	SR 60	2	U	3.46	45	D	14,815	842	16,815	0.88	C	836	1.01	F	CR	C
VAN DYKE RD	SUNCOAST N RAMP	GUNN HWY	2	U	1.71	45	D	17,734	904	15,390	1.15	F	760	1.19	F	CR	A
VAN DYKE RD	SUNCOAST N RAMP	OLD TOBACCO RD	2	U	0.39	45	D	10,16	1016	16,815	1.47	F	836	1.22	F	CR	A
VAN DYKE RD	OLD TOBACCO RD	WHIRLEY RD	2	U	1.45	45	D	24,788	1016	16,815	1.05	F	836	1.22	F	CR	A
VAN DYKE RD	WHIRLEY RD	DALE MABRY HWY	4	D	0.89	45	D	24,788	1016	37,810	0.66	C	1900	0.53	C	CR	A
VAN DYKE RD	DALE MABRY HWY	SIMMONS RD	2	U	1.34	35	C	10,705	640	13,680	0.78	C	675	0.95	C	CR	C
VANDERVOERT RD	HANNA RD	LIVINGSTON AVE	2	U	0.75	35	C	16,91	86	17,300	0.10	B	850	0.10	B	CR	C
VICTORIA ST / LIMONA RD	LAKEWOOD DR	PARSONS AVE	2	U	1.99	35	D	6,017	307	14,060	0.43	C	713	0.43	C	CR	C
W VILLAGE DR	EHRlich RD	S VILLAGE DR	2	U	1.53	35	D	3,116	159	14,060	0.22	C	713	0.22	C	CR	C
WATERS AVE	COUNTRYWAY	SHELDON RD	4	D	2.45	40	D	10,000	1479	37,810	0.26	C	1900	0.28	C	CR	A
WATERS AVE	VETERANS EXPY	SHELDON RD	6	D	2.36	45	E	38,257	1479	56,906	0.67	C	2870	0.52	C	CR	A
WATERS AVE	VETERANS EXPY	DALE MABRY HWY	4	D	1.27	45	E	32,788	1419	37,811	0.87	C	1901	0.75	C	CR	A
WEBB RD	MEMORIAL HWY	HIGHVIEW RD	2	U	1.19	40	D	5,639	287	16,815	0.34	C	836	0.34	C	CR	C
WHEELER RD	VALRICO RD	VALRICO RD	2	U	2.77	35	D	9,089	506	14,060	0.65	D	713	0.71	D	CR	C
WHITAKER RD	US HWY 41	HANNA RD	2	U	1.23	30	C	6,643	339	13,680	0.49	C	675	0.50	C	CR	C
WIGGINS RD	MEDULLA RD	I-4 FRONTAGE RD S	2	U	3.99	45	D	2,370	121	15,390	0.15	C	760	0.16	C	CR	C
WILCOX RD / NEWKIRK DR	HUTCHINSON RD	NORTHDAL BLVD	2	U	0.98	35	D	5,627	275	14,060	0.40	C	713	0.39	C	CR	C
WILDER RD	I-4 FRONTAGE RD N	KNIGHTS-GRIFFIN	2	U	2.98	40	C	980	50	17,300	0.06	B	850	0.06	B	CR	C
WILLIAMS RD	BROADWAY AVE	SLIGH AVE	2	U	2.31	35	D	6,166	297	14,060	0.44	C	713	0.42	C	CR	C
WILLIAMS RD	SLIGH AVE	FOWLER AVE	2	U	3.67	45	C	4,539	231	13,680	0.33	C	675	0.34	C	CR	C
WINDY BLVD	HANLEY RD	VETERAN'S EXPWY	2	U	1.38	35	D	14,807	681	14,060	1.05	E	713	0.96	D	CR	C
WINDHORST RD	LAKEWOOD RD	SEFFNER VALRICO RD	2	U	2.52	35	D	8,784	626	14,060	0.62	D	713	0.88	D	CR	C
WOODBERRY RD	FALKENBURG RD	GRAND REGENCY BLVD	2	U	0.58	45	D	14,231	745	16,815	0.85	C	836	0.89	C	CR	C
WOODBERRY RD	GRAND REGENCY BLVD	LAKEWOOD DR	2	U	0.93	45	D	14,231	745	16,815	0.85	C	836	0.89	C	CR	C
50TH ST / 56TH ST	MI L KING BLVD	HILLSBOROUGH AVE	4	D	1.25	50	D	17,376	1376	39,800	0.68	C	2000	0.69	C	SR	PA
BEARSS AVE	FLORIDA AVE	FLORIDA AVE	4	D	0.50	45	D	46,500	2370	39,800	1.17	F	2000	1.19	F	SR	PA
BRANDON PARKWAY	BRANDON TOWN CENTER DR	BRANDON TOWN CENTER DR	4	D	0.78	45	D	58,000	2956	39,800	1.46	F	2000	1.48	F	SR	PA
BRANDON PARKWAY	LAKEWOOD DR	LAKEWOOD DR	4	D	0.41	45	D	17,000	866	39,800	0.43	C	2000	0.43	C	SR	A
BRANDON PARKWAY	LAKEWOOD DR	LUMSDEN RD	4	D	0.90	45	D	17,000	866	39,800	0.43	C	2000	0.43	C	SR	A
BUSCH BLVD	DALE MABRY HWY	ARMENIA AVE	4	D	1.31	45	D	50,000	2548	39,800	1.26	F	2000	1.27	F	SR	A
CAUSEWAY BLVD	50TH ST	US HWY 301	4	D	3.18	45	D	29,000	1478	39,800	0.73	C	2000	0.74	C	SR	A
DALE MABRY HWY	CITY LIMITS	WATERS AVE	6	D	1.81	45	D	50,000	2548	59,900	0.83	C	3020	0.84	C	SR	PA
DALE MABRY HWY	WATERS AVE	LINEBAUGH AVE	6	D	0.48	45	D	66,000	3363	59,900	1.10	F	3020	1.11	F	SR	PA
DALE MABRY HWY	LINEBAUGH AVE	FLETCHER AVE	6	D	1.76	45	D	38,000	1936	59,900	0.63	C	3020	0.64	C	SR	PA
DALE MABRY HWY	FLETCHER AVE	EHRlich RD	6	D	1.35	45	D	72,000	3669	59,900	1.21	F	3020	1.21	F	SR	PA
DALE MABRY HWY	EHRlich RD	VAN DYKE RD	4	D	3.01	50	D	72,500	3695	59,900	1.21	F	3020	1.22	F	SR	PA
DALE MABRY HWY	LUTZ LAKE FERN	LUTZ LAKE FERN	4	D	2.48	55	D	64,000	3261	39,800	1.61	F	2000	1.63	F	SR	PA
DALE MABRY HWY	LUTZ LAKE FERN	COUNTYLINE RD	4	D	1.10	55	D	68,500	3491	35,500	1.93	F	1820	1.92	F	SR	PA
FLETCHER AVE	FLORIDA AVE	NEBRASKA AVE	4	D	0.50	40	E	41,500	2115	39,801	1.04	F	2001	1.06	F	SR	A
FLORIDA AVE	FLETCHER AVE	FLETCHER AVE	4	D	1.01	40	E	27,500	1402	39,801	0.69	C	2001	0.70	C	SR	A
FLORIDA AVE	FLETCHER AVE	BEARSS AVE	4	D	1.30	40	E	21,000	1070	39,801	0.53	C	2001	0.53	C	SR	A
FLORIDA AVE	BEARSS AVE	FLORIDA NEBRASKA	4	D	1.65	40	D	25,000	1274	39,800	0.63	C	2000	0.64	C	SR	A
FOWLER AVE	MORRIS BRIDGE RD	I-75	6	D	0.60	50	D	62,500	3185	59,900	1.04	F	2000	1.05	F	SR	PA
FOWLER AVE	FLORIDA AVE	SR 301	4	D	1.28	45	D	49,800	1045	20,500	0.52	C	2000	0.52	C	SR	PA
HILLSBOROUGH AVE	PINELLAS COUNTY	DOUBLET BRANCH RD	8	D	0.84	55	D	46,000	2344	80,100	0.57	C	4040	0.58	C	SR	PA
HILLSBOROUGH AVE	DOUBLET BRANCH RD	LONGBOAT BLVD	6	D	2.62	55	D	58,000	2956	59,900	0.97	C	3020	0.98	D	SR	PA
HILLSBOROUGH AVE	MEMORIAL HWY	LONGBOAT BLVD	6	D	1.38	55	D	62,000	3160	59,900	1.04	F	3020	1.05	F	SR	PA
HILLSBOROUGH AVE	MEMORIAL HWY	VETERAN'S EXPWY	6	D	2.20	45	D	56,000	2854	59,900	0.93	C	3020	0.95	C	SR	PA
HILLSBOROUGH AVE	VETERAN'S EXPWY	HOOPER RD	6	D	0.75	45	D	56,000	2854	59,900	0.93	C	3020	0.95	C	SR	PA
HILLSBOROUGH AVE	50TH ST	US HWY 301	4	D	2.33	45	D	62,158	3167	39,800	1.56	F	2000	1.58	F	SR	PA
I-275	PINELLAS COUNTY	KENNEDY BLVD	8	F	4.66	65	D	66,000	3363	154,300	0.43	B	7320	0.46	B	SR	PA
I-275	FOWLER AVE	BEARSS AVE	6	F	2.40	55	D	172,000	8765	116,600	1.48	F	5500	1.59	F	SR	PA
I-275	BEARSS AVE	I-75	6	F	6.79	70	D	128,000	6523	102,200	1.25	F	5100	1.28	F	SR	PA

# 2020 LEVEL OF SERVICE REPORT



Hillsborough  
County Florida

On Street	From	To	Lane No	Lane Type	Length	Speed Limit	LOS Std	AADT*	Peak Hour Pk Dir Vol	Daily MSV	Daily v/c Ratio	Daily LOS	Pk Hr Pk Dir MSV	Pk Hr Pk Dir v/c Ratio	Pk Hr Pk Dir LOS	Jurisdiction	Local Func Class
TARPON SPRINGS RD	PINELLAS COUNTY	BOY SCOUT RD	2	U	1.22	45	D	14,900	845	23,400	0.64	C	1160	0.73	C	CR	A
TARPON SPRINGS RD	GUNN HWY	MAIN ST	2	U	3.31	45	D	9,600	479	23,400	0.41	B	1160	0.41	B	CR	A
TAYLOR RD	THONOTOSASSA RD	MAIN ST	2	U	0.38	40	C	4,400	324	17,300	0.25	B	860	0.38	B	CR	C
TEMPLE TERRACE HWY	TEMPLE PARK DR	HARNEY RD	4	D	0.91	45	D	14,300	698	37,810	0.38	C	1900	0.37	C	CR	A
THONOTOSASSA RD	TAYLOR RD	MCINTOSH RD	2	U	2.61	45	C	3,075	157	17,300	0.18	B	860	0.18	B	CR	C
THONOTOSASSA RD	MCINTOSH RD	BRANCH-FORBES RD	2	U	3.79	45	C	3,004	153	17,300	0.17	B	860	0.17	B	CR	C
THONOTOSASSA RD	BRANCH-FORBES RD	I-4	2	U	2.31	45	D	3,600	180	23,400	0.16	B	1160	0.16	B	CR	C
TOBACCO RD	HUTCHINSON RD	VAN DYKE RD	2	U	1.55	35	C	1,000	93	17,300	0.06	B	860	0.11	B	CR	C
TOWN CENTER BLVD	BRANDON TOWN CENTER DR	PROVIDENCE RD	4	D	0.92	25	E	9,421	480	48,355	0.19	C	2432	0.20	C	CR	C
TOWN N COUNTRY BLVD	MEMORIAL HWY	JACKSON SPRINGS RD	2	U	1.57	30	D	5,618	286	14,060	0.40	C	713	0.40	C	CR	C
TRAPNELL RD	FORBES RD	SR 39	2	U	3.99	45	C	4,443	226	13,680	0.32	C	675	0.33	C	CR	C
TRAPNELL RD	SR 39	WIGGINS RD / OLD MULBERRY RD	2	U	3.53	45	C	5,200	249	13,680	0.38	C	675	0.37	C	CR	C
TURKEY CREEK RD	TURKEY CREEK RD	KEYSVILLE RD	2	U	3.52	45	C	8,100	440	13,680	0.64	C	675	0.91	C	CR	C
TURKEY CREEK RD	SR 60	TRAPNELL RD	2	U	2.03	35	C	8,800	440	13,680	0.64	C	675	0.65	C	CR	A
VALRICO RD	LITHIA PINECREST RD	DURANT RD	2	U	0.80	35	D	8,100	396	14,060	0.58	D	713	0.56	D	CR	C
VALRICO RD	DURANT RD	SR 60	2	U	1.55	45	D	17,588	896	16,815	1.05	F	836	1.07	F	CR	C
VALRICO RD	M L KING BLVD	VALROY RD / LIGHTFOOT RD (W)	2	U	5.80	55	C	900	68	17,300	0.05	B	860	0.08	B	CR	C
VALROY RD / LIGHTFOOT RD (W)	US HWY 41	BUTCH CASSIDY TRAIL	2	U	1.71	45	D	17,500	813	15,990	1.14	F	760	1.07	F	CR	A
VAN DYKE RD	GUNN HWY	SUNCOAST N RAMP	2	U	0.39	45	D	20,450	1042	16,815	1.22	F	836	1.25	F	CR	A
VAN DYKE RD	SUNCOAST N RAMP	OLD TOBACCO RD	2	U	1.45	45	D	23,400	1107	16,815	1.39	F	836	1.32	F	CR	A
VAN DYKE RD	WHIRLEY RD	WHIRLEY RD	4	D	0.89	45	D	24,900	1248	37,810	0.66	C	1900	0.66	C	CR	A
VAN DYKE RD	DALE MABRY HWY	SIMMONS RD	2	U	1.34	35	C	26,500	1350	13,680	1.94	F	675	2.00	F	CR	C
VAN DYKE RD	DALE MABRY HWY	HANNA RD	2	U	0.75	35	C	1,600	90	17,300	0.09	B	860	0.10	B	CR	C
VANDERVOORT RD	LAKWOOD DR	LIVINGSTON AVE	2	U	1.99	35	D	6,800	463	14,060	0.48	D	713	0.65	D	CR	C
VICTORIA ST / LIMONA RD	PARSONS AVE	PARSONS AVE	2	U	1.53	35	D	9,700	542	14,060	0.69	D	713	0.76	D	CR	C
W VILLAGE DR	EHRlich RD	S VILLAGE DR	2	U	2.45	40	D	37,810	480	9,200	0.24	C	1900	0.25	C	CR	A
WATERS AVE	COUNTRYWAY	SHELDON RD	6	D	2.36	45	E	31,900	1597	56,906	0.56	C	2870	0.56	C	CR	A
WATERS AVE	VETERANS EXPY	DALE MABRY HWY	6	D	2.41	45	D	41,100	1731	56,906	0.72	C	2869	0.60	C	CR	A
WATERS AVE	DALE MABRY HWY	ARMENIA AVE	4	D	1.27	45	E	30,800	1367	37,810	0.81	C	1901	0.72	C	CR	A
WEBB RD	MEMORIAL HWY	JACKSON SPRINGS	2	U	1.19	40	D	5,49	549	16,815	0.55	C	836	0.66	C	CR	C
WHEELER RD	HIGHVIEW RD	VALRICO RD	2	U	2.77	35	D	6,638	338	14,060	0.47	C	713	0.47	C	CR	C
WHITAKER RD	US HWY 41	HANNA RD	2	U	1.23	30	C	1,800	150	13,680	0.13	C	675	0.22	C	CR	C
WIGGINS RD	MEDULLA RD	I-4 FRONTAGE RD S	2	U	3.99	45	D	3,000	162	15,990	0.19	C	760	0.21	C	CR	C
WILCOX RD / NEWKIRK DR	HUTCHINSON RD	NORTHDALE BLVD	2	U	0.98	35	D	6,203	316	14,060	0.44	C	713	0.44	C	CR	C
WILDER RD	I-4 FRONTAGE RD N	KNIGHTS-GRIFFIN	2	U	2.98	40	C	2,000	131	17,300	0.12	B	860	0.15	B	CR	C
WILLIAMS RD	BROADWAY AVE	SLIGH AVE	2	U	2.31	35	D	5,600	343	14,060	0.40	C	713	0.48	C	CR	C
WILLIAMS RD	SLIGH AVE	FOWLER AVE	2	U	3.67	45	C	4,300	276	13,680	0.31	C	675	0.41	C	CR	C
WILSKY BLVD	HANLEY RD	VETERAN'S EXPWY	2	U	1.38	35	D	14,000	713	14,060	1.00	D	713	1.00	E	CR	C
WINDHORST RD	LAKWOOD RD	SEFFNER VALRICO RD	2	U	2.52	35	D	8,400	457	14,060	0.60	D	713	0.64	D	CR	C
WOODBERRY RD	FALKENBURG RD	GRAND REGENCY BLVD	2	U	0.58	45	D	14,096	718	16,815	0.84	C	836	0.86	C	CR	C
WOODBERRY RD	GRAND REGENCY BLVD	LAKWOOD DR	2	U	0.93	45	D	11,500	723	16,815	0.68	C	836	0.86	C	CR	C
50TH ST / 56TH ST	M L KING BLVD	HILLSBOROUGH AVE	4	D	1.25	50	D	24,750	1261	39,800	0.62	C	2000	0.63	C	SR	PA
56TH ST	HILLSBOROUGH AVE	RIVERHILLS DR	4	D	2.08	45	D	36,000	1835	39,800	0.90	C	2000	0.92	C	SR	PA
BEARSS AVE	FLORIDA AVE	NEBRASKA AVE	4	D	0.50	45	D	52,250	2663	39,800	1.31	F	2000	1.33	F	SR	A
BRANDON PARKWAY	BRANDON TOWN CENTER DR	BRANDON TOWN CENTER DR	4	D	0.78	45	D	9,100	464	39,800	0.23	C	2000	0.23	C	SR	A
BRANDON PARKWAY	BRANDON TOWN CENTER DR	LAKWOOD DR	4	D	0.41	45	D	17,000	866	39,800	0.43	C	2000	0.43	C	SR	A
BRANDON PARKWAY	LAKWOOD DR	LUMSDEN RD	4	D	0.90	45	D	15,000	764	39,800	0.38	C	2000	0.38	C	SR	A
BUSCH BLVD	DALE MABRY HWY	ARMENIA AVE	4	D	1.31	45	D	44,500	2268	39,800	1.12	F	2000	1.13	F	SR	A
CAUSEWAY BLVD	TAMPA CITY LIMIT	50TH ST	4	D	0.54	45	D	30,000	1529	39,800	0.75	C	2000	0.76	C	SR	A
CAUSEWAY BLVD	US HWY 301	50TH ST	4	D	3.18	45	D	23,750	1210	39,800	0.60	C	2000	0.61	C	SR	A
DALE MABRY HWY	WATERS AVE	WATERS AVE	6	D	1.81	45	D	61,250	3121	59,900	1.03	F	3020	1.03	F	SR	PA
DALE MABRY HWY	LINEBAUGH AVE	LINEBAUGH AVE	6	D	0.48	45	D	62,000	3160	59,900	1.04	F	3020	1.05	F	SR	PA
DALE MABRY HWY	FLETCHER AVE	FLETCHER AVE	6	D	1.76	45	D	54,500	2777	59,900	0.91	C	3020	0.92	C	SR	PA
DALE MABRY HWY	FLETCHER RD	EHRLICH RD	6	D	1.35	45	D	58,500	2981	59,900	0.98	D	3020	0.99	D	SR	PA
DALE MABRY HWY	EHRLICH RD	VAN DYKE RD	6	D	3.01	50	D	55,000	2803	59,900	0.92	C	3020	0.93	C	SR	PA
DALE MABRY HWY	VAN DYKE RD	LUTZ LAKE FERN	4	D	2.48	55	D	40,750	2077	39,800	1.02	F	2000	1.04	F	SR	PA
DALE MABRY HWY	LUTZ LAKE FERN	COUNTYLINE RD	4	D	1.10	55	D	34,000	1733	35,500	0.95	D	1820	0.95	D	SR	PA

# DE TRAFFIC

386-341-4186  
 Firecracker Dr at W Waters Ave  
 Hillsborough County, FL

File Name : Firecracker at W Waters  
 Site Code : 00000011  
 Start Date : 10/28/2020  
 Page No : 1

## Groups Printed- Automobiles - Commercial

Start Time	Firecracker Dr Southbound						W Waters Ave Westbound						W Waters Ave Eastbound						
	Left		Right		App. Total		Left		Right		App. Total		Left		Right		App. Total		
	Thru		Thru				Thru		Thru				Thru		Thru				
07:00 AM	1	0	1	0	2	0	351	0	0	0	0	0	0	0	344	0	0	344	697
07:15 AM	2	0	2	0	4	1	299	3	0	1	0	0	0	483	0	0	483	791	
07:30 AM	3	0	2	0	5	0	332	1	0	0	0	0	0	508	0	0	510	848	
07:45 AM	8	0	1	0	9	0	362	4	0	2	0	0	3	585	1	0	589	967	
Total	14	0	6	0	20	1	1344	8	0	3	0	0	5	1920	1	0	1926	3303	
08:00 AM	15	0	2	0	17	1	419	0	0	1	0	0	2	573	2	0	577	1015	
08:15 AM	12	0	0	0	12	0	408	5	0	0	0	1	3	585	1	0	589	1015	
08:30 AM	7	0	2	0	9	1	378	5	0	2	0	2	2	539	0	0	541	936	
08:45 AM	9	0	3	0	12	0	347	4	0	0	0	0	0	492	0	0	492	855	
Total	43	0	7	0	50	2	1552	14	0	3	0	7	2189	3	0	2199	3821		
04:00 PM	1	0	0	0	1	1	517	1	0	2	0	0	1	365	1	0	367	889	
04:15 PM	1	0	1	0	2	5	587	0	0	0	0	0	1	314	2	0	317	911	
04:30 PM	5	0	2	0	7	0	501	1	0	1	0	1	0	363	0	0	363	873	
04:45 PM	3	0	0	0	3	2	572	3	0	0	0	0	0	368	0	0	368	948	
Total	10	0	3	0	13	8	2177	5	0	3	0	2	1410	3	0	1415	3621		
05:00 PM	4	0	1	0	5	0	669	17	0	10	0	0	0	407	0	0	407	1109	
05:15 PM	2	0	1	0	3	0	596	11	0	3	0	2	2	386	1	0	389	1002	
05:30 PM	1	0	0	0	1	0	548	9	0	5	0	0	0	378	0	0	378	941	
05:45 PM	2	0	2	0	4	0	499	8	0	2	0	0	0	347	1	0	348	861	
Total	9	0	4	0	13	0	2312	45	0	20	0	2	1518	2	0	1522	3913		
Grand Total	76	0	20	0	96	11	7385	72	0	29	0	16	7037	9	0	7062	14658		
Approch %	79.2	0	20.8	0	0	0.1	98.9	1	0	90.6	0.2	0.2	99.6	0.1	0	0	0	0	
Total %	0.5	0	0.1	0	0.7	0.1	50.4	0.5	0	0.2	0.1	0.1	48	0.1	0	48.2	0		
% Automobiles	76	0	20	0	96	10	7250	71	0	29	0	16	6911	9	0	6936	14396		
% Commercial	100	0	100	0	100	90.9	98.2	98.6	0	100	100	100	98.2	100	0	98.2	98.2	98.2	
% Commercial	0	0	0	0	0	1	1.8	1.4	0	0	0	0	1.8	0	0	1.8	1.8	1.8	

# DE TRAFFIC

386-341-4186  
 Firecracker Dr at W Waters Ave  
 Hillsborough County, FL

File Name : Firecracker at W Waters  
 Site Code : 00000011  
 Start Date : 10/28/2020  
 Page No : 2

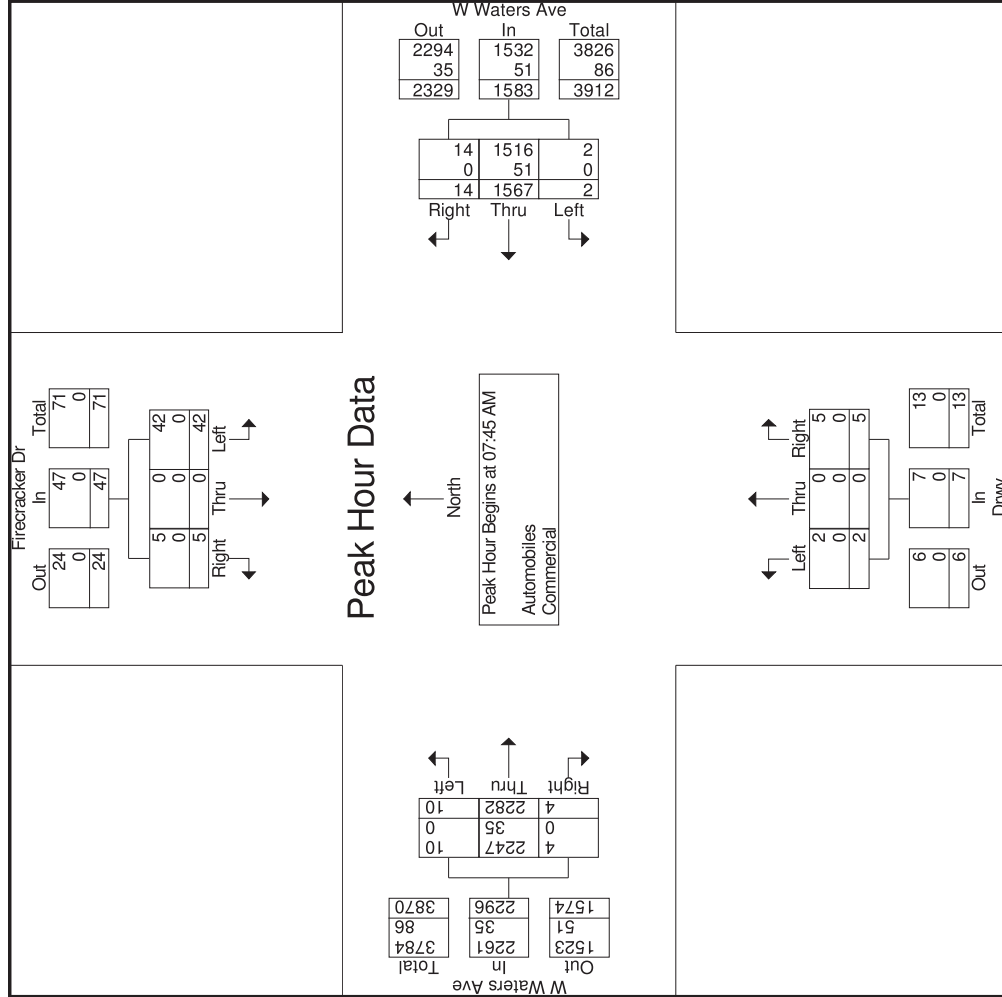
Start Time	Firecracker Dr Southbound			W Waters Ave Westbound			Drwy Northbound			W Waters Ave Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:45 AM														
07:45 AM	8	0	1	0	362	4	366	1	0	2	3	585	1	589
08:00 AM	15	0	2	1	419	0	420	0	0	1	1	573	2	577
08:15 AM	12	0	0	0	408	5	413	1	0	0	1	585	1	589
08:30 AM	7	0	2	1	378	5	384	0	0	2	2	539	0	541
Total Volume	42	0	5	2	1567	14	1583	2	0	5	7	2282	4	2296
% App. Total	89.4	0	10.6	0.1	99	0.9	99.9	28.6	0	71.4	0.4	99.4	0.2	99.6
PHF	.700	.000	.625	.500	.935	.700	.942	.500	.000	.625	.583	.975	.500	.975
Automobiles	42	0	5	2	1516	14	1532	2	0	5	7	2247	4	2261
% Automobiles	100	0	100	100	96.7	100	96.8	100	0	100	100	98.5	100	98.5
Commercial	0	0	0	0	51	0	51	0	0	0	0	35	0	35
% Commercial	0	0	0	0	3.3	0	3.2	0	0	0	0	1.5	0	1.5



# DE TRAFFIC

386-341-4186  
 Firecracker Dr at W Waters Ave  
 Hillsborough County, FL

File Name : Firecracker at W Waters  
 Site Code : 00000011  
 Start Date : 10/28/2020  
 Page No : 3



# DE TRAFFIC

386-341-4186  
 Firecracker Dr at W Waters Ave  
 Hillsborough County, FL

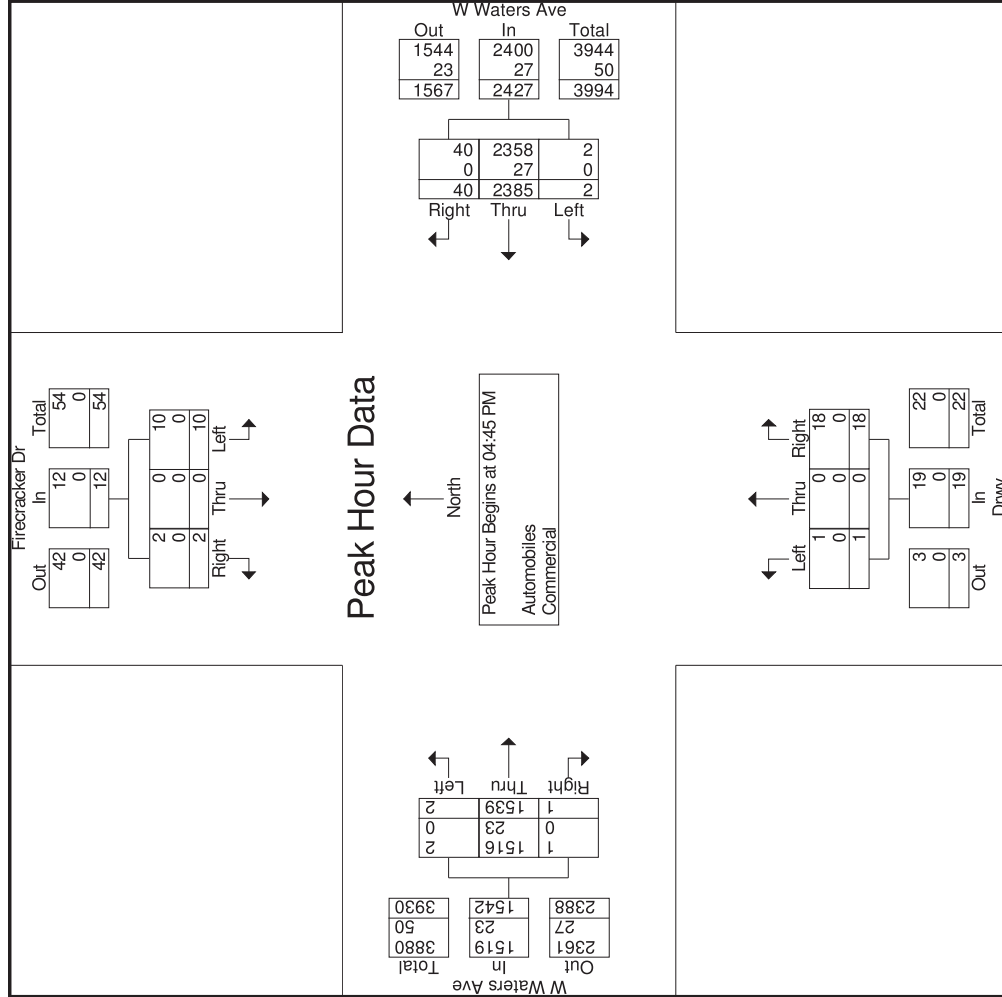
File Name : Firecracker at W Waters  
 Site Code : 00000011  
 Start Date : 10/28/2020  
 Page No : 4

Start Time	Firecracker Dr Southbound			W Waters Ave Westbound			Dnwy Northbound			W Waters Ave Eastbound			Int. Total					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total						
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	3	0	0	3	2	572	3	577	0	0	0	0	0	368	0	368	948	
05:00 PM	4	0	1	5	0	669	17	686	1	0	10	11	11	0	407	0	407	1109
05:15 PM	2	0	1	3	0	596	11	607	0	0	3	3	3	2	386	1	389	1002
05:30 PM	1	0	0	1	0	548	9	557	0	0	5	5	5	0	378	0	378	941
Total Volume	10	0	2	12	2	2385	40	2427	1	0	18	19	19	2	1539	1	1542	4000
% App. Total	83.3	0	16.7	.600	0.1	98.3	1.6	.884	5.3	0	94.7	.432	.432	0.1	99.8	0.1	.947	.902
PHF	.625	.000	.500	.600	.250	.891	.588	.884	.250	.000	.450	.432	.432	.250	.945	.250	.947	.902
Automobiles	10	0	2	12	2	2358	40	2400	1	0	18	19	19	2	1516	1	1519	3950
% Automobiles	100	0	100	100	100	98.9	100	98.9	100	0	100	100	100	100	98.5	100	98.5	98.8
Commercial	0	0	0	0	0	27	0	27	0	0	0	0	0	0	23	0	23	50
% Commercial	0	0	0	0	0	1.1	0	1.1	0	0	0	0	0	0	1.5	0	1.5	1.3

# DE TRAFFIC

386-341-4186  
 Firecracker Dr at W Waters Ave  
 Hillsborough County, FL

File Name : Firecracker at W Waters  
 Site Code : 00000011  
 Start Date : 10/28/2020  
 Page No : 5



# DE TRAFFIC

386-341-4186  
 Firecracker Dr at W Waters Ave  
 Hillsborough County, FL

File Name : Firecracker at W Waters  
 Site Code : 00000011  
 Start Date : 10/28/2020  
 Page No : 6

## Groups Printed- Peds

Start Time	Firecracker Dr Southbound			W Waters Ave Westbound			Drwy Northbound			W Waters Ave Eastbound							
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	10
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22
Approch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	55



NB Approach



SB Approach



EB Approach



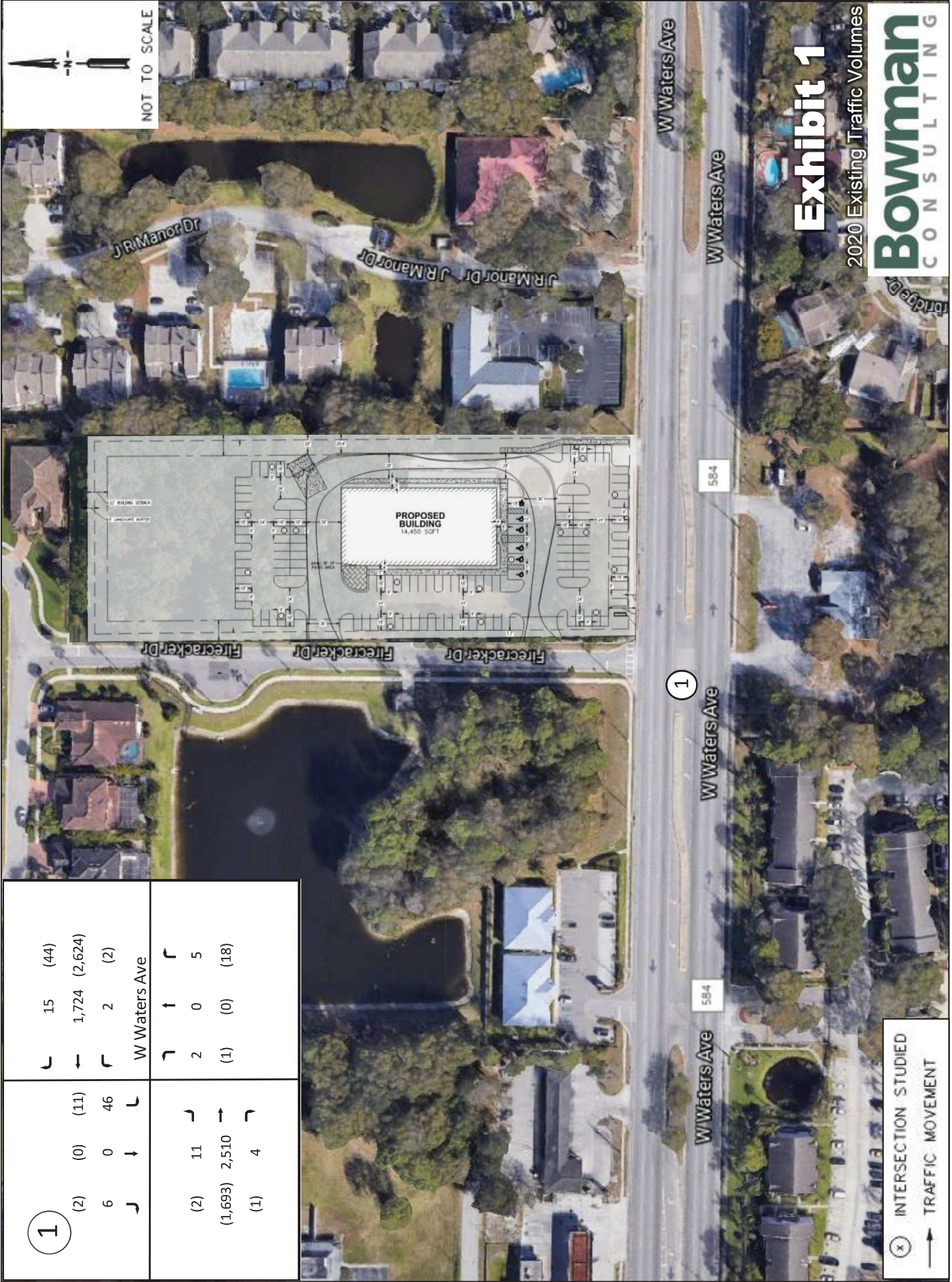
WB Approach



Firecracker Dr  
at W Waters Ave  
[www.de-traffic.com](http://www.de-traffic.com)  
299 McGregor Rd. Deland Fl. 32720

Osceola County  
Project Number: B20-01  
Sheet Number: 1

# APPENDIX C



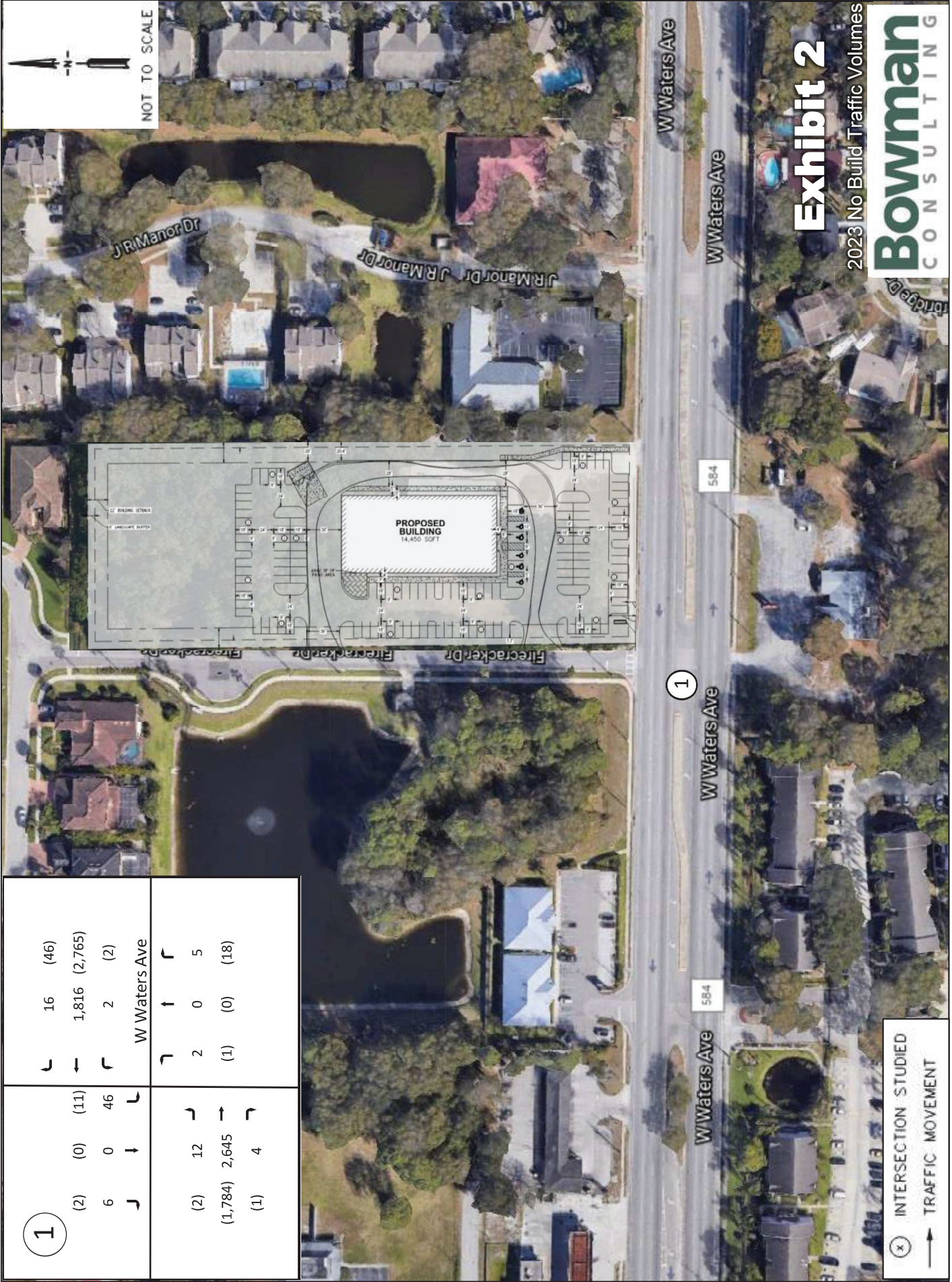
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	↖ 6    0    46	← 1,724    (2,624)
	↗ ↘	↖ 2    (2)
	↙ ↘	W Waters Ave
↘ (2)    11    ↙	↖ 2    0    5	↗ ↘
↖ (1,693)    2,510    ↗	↖ (1)    (0)    (18)	↗ ↘
↖ (1)    4    ↗		

X INTERSECTION STUDIED  
 → TRAFFIC MOVEMENT

# Exhibit 1

2020 Existing Traffic Volumes





1	(2) (0) (11) 6 0 46 J ↑ L	16 (46) 1,816 (2,765) 2 (2) W Waters Ave	L ← ↖
	(2) 12 (1,784) 2,645 (1) 4		↗ 2 0 5 (1) (0) (18)

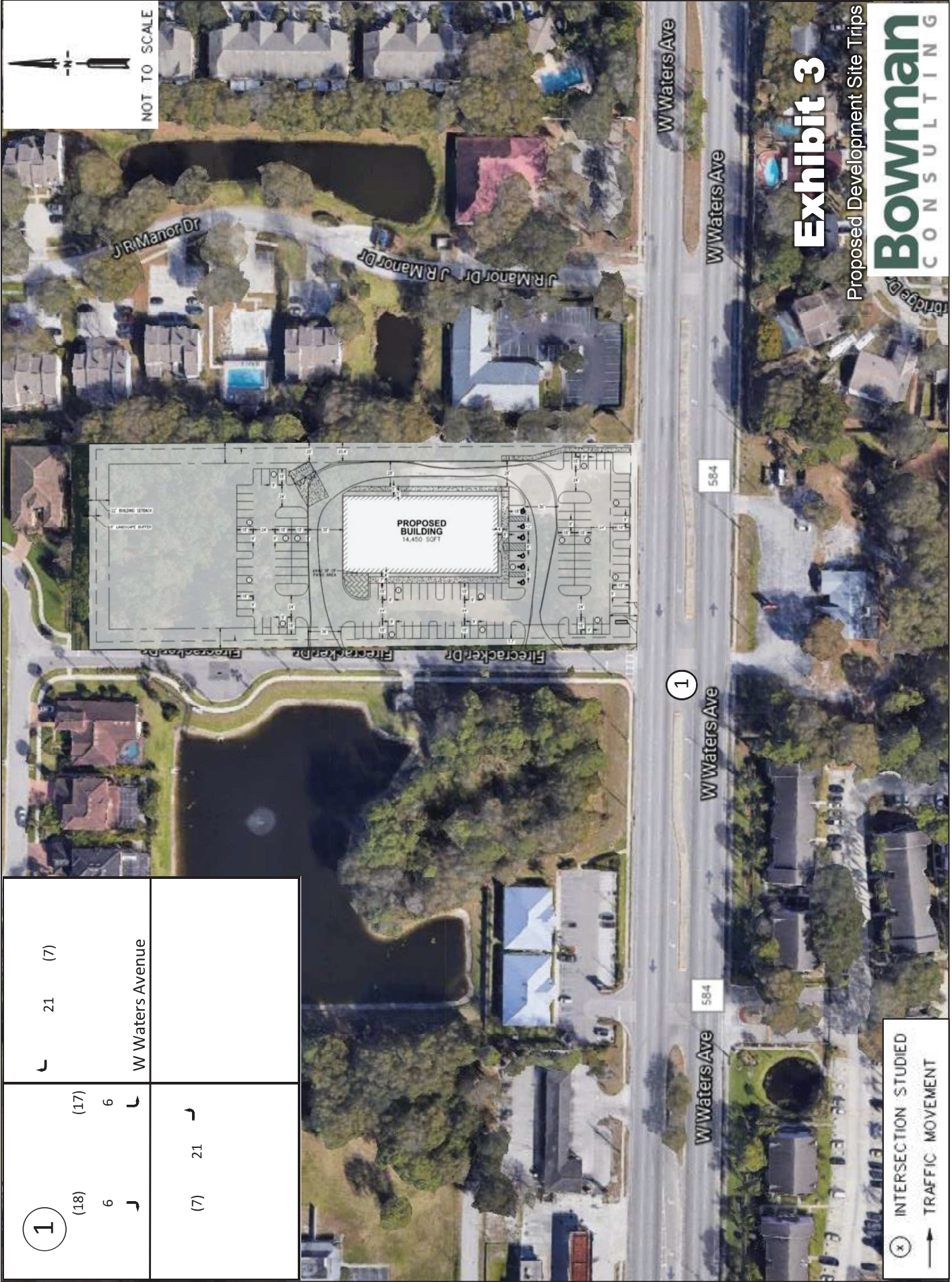
# Exhibit 2

2023 No Build Traffic Volumes



(x) INTERSECTION STUDIED  
 → TRAFFIC MOVEMENT





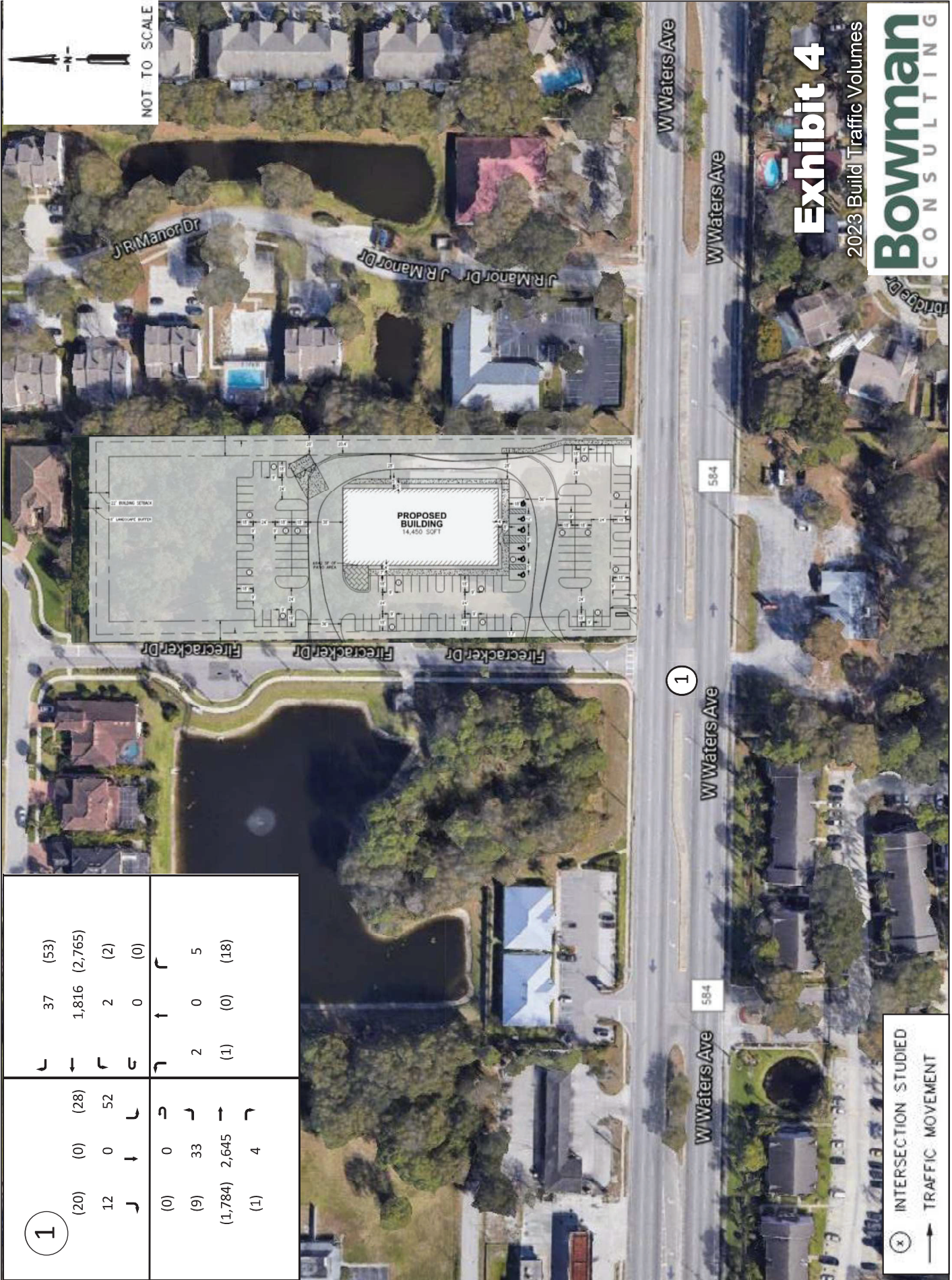
<b>1</b> (18) 6 J	21 (7)	W Waters Avenue
	(7) 21 J	

# Exhibit 3

Proposed Development Site Trips



(x) INTERSECTION STUDIED  
 → TRAFFIC MOVEMENT



1	(20)	(0)	(28)	37	(53)
	12	0	52	1,816	(2,765)
J	↑	L	L	2	(2)
(0)	0	2	↑	0	(0)
(9)	33	J	2	0	5
(1,784)	2,645	↑	(1)	(0)	(18)
(1)	4	J	2	0	5

(x) INTERSECTION STUDIED  
 → TRAFFIC MOVEMENT

# Exhibit 4

2023 Build Traffic Volumes



# **APPENDIX D**

Lanes, Volumes, Timings

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

NO BUILD-AM

09/26/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	2645	4	2	1816	16	2	0	5	46	0	6
Future Volume (vph)	12	2645	4	2	1816	16	2	0	5	46	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	11	12
Storage Length (ft)	100		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Link Speed (mph)		45			45			15				25
Link Distance (ft)		858			248			408				755
Travel Time (s)		13.0			3.8			18.5				20.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	2731	0	2	1888	0	0	7	0	0	53	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.4%
Analysis Period (min)	15
	ICU Level of Service C

HCM 6th TWSC

NO BUILD-AM

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

09/26/2021

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	12	2645	4	2	1816	16	2	0	5	46	0	6
Future Vol, veh/h	12	2645	4	2	1816	16	2	0	5	46	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	12	2727	4	2	1872	16	2	0	5	47	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1888	0	0	2731	0	0	3506	4645	1366	2999	4639	944
Stage 1	-	-	-	-	-	-	2753	2753	-	1884	1884	-
Stage 2	-	-	-	-	-	-	753	1892	-	1115	2755	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	*629	-	-	*416	-	-	*7	*1	*331	*~ 15	*1	*500
Stage 1	-	-	-	-	-	-	*340	*323	-	*513	*487	-
Stage 2	-	-	-	-	-	-	*513	*487	-	*340	*323	-
Platoon blocked, %	1	-	-	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*629	-	-	*416	-	-	*7	*1	*331	*~ 15	*1	*500
Mov Cap-2 Maneuver	-	-	-	-	-	-	*184	*174	-	*187	*175	-
Stage 1	-	-	-	-	-	-	*333	*317	-	*503	*485	-
Stage 2	-	-	-	-	-	-	*504	*485	-	*328	*317	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			18.8			29.1		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	269	* 629	-	-	* 416	-	-	202
HCM Lane V/C Ratio	0.027	0.02	-	-	0.005	-	-	0.265
HCM Control Delay (s)	18.8	10.8	-	-	13.7	-	-	29.1
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings

NO BUILD-PM

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

09/26/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑↑↑		↔	↑↑↑			↕			↕	
Traffic Volume (vph)	2	1784	1	2	2765	46	1	0	18	11	0	2
Future Volume (vph)	2	1784	1	2	2765	46	1	0	18	11	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	11	12
Storage Length (ft)	100		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Link Speed (mph)		45			45			15				25
Link Distance (ft)		708			248			408				755
Travel Time (s)		10.7			3.8			18.5				20.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	1983	0	2	3123	0	0	21	0	0	14	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.4%
ICU Level of Service	C
Analysis Period (min)	15

HCM 6th TWSC

NO BUILD-PM

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

09/26/2021

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	2	1784	1	2	2765	46	1	0	18	11	0	2
Future Vol, veh/h	2	1784	1	2	2765	46	1	0	18	11	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	1982	1	2	3072	51	1	0	20	12	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3123	0	0	1983	0	0	3220	5114	992	3899	5089	1562
Stage 1	-	-	-	-	-	-	1987	1987	-	3102	3102	-
Stage 2	-	-	-	-	-	-	1233	3127	-	797	1987	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	*333	-	-	477	-	-	*11	*1	*563	*~ 4	*1	*265
Stage 1	-	-	-	-	-	-	*323	*375	-	*272	*258	-
Stage 2	-	-	-	-	-	-	*272	*258	-	*578	*375	-
Platoon blocked, %	1	-	-	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*333	-	-	477	-	-	*11	*1	*563	*~ 4	*1	*265
Mov Cap-2 Maneuver	-	-	-	-	-	-	*138	*139	-	*167	*139	-
Stage 1	-	-	-	-	-	-	*321	*373	-	*270	*257	-
Stage 2	-	-	-	-	-	-	*268	*257	-	*554	*373	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12.8	27.1
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	484	* 333	-	-	477	-	-	177
HCM Lane V/C Ratio	0.044	0.007	-	-	0.005	-	-	0.082
HCM Control Delay (s)	12.8	15.9	-	-	12.6	-	-	27.1
HCM Lane LOS	B	C	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3























Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings

BUILD-AM

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

09/26/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	33	2645	4	2	1816	37	2	0	5	52	0	12
Future Volume (vph)	33	2645	4	2	1816	37	2	0	5	52	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	11	12
Storage Length (ft)	100		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Link Speed (mph)		45			45			15				25
Link Distance (ft)		858			248			408				755
Travel Time (s)		13.0			3.8			18.5				20.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	2731	0	2	1910	0	0	7	0	0	66	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.6%
Analysis Period (min)	15
	ICU Level of Service C



HCM 6th TWSC

BUILD-AM

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

09/26/2021

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	33	2645	4	2	1816	37	2	0	5	52	0	12
Future Vol, veh/h	33	2645	4	2	1816	37	2	0	5	52	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	34	2727	4	2	1872	38	2	0	5	54	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1910	0	0	2731	0	0	3550	4711	1366	3054	4694	955
Stage 1	-	-	-	-	-	-	2797	2797	-	1895	1895	-
Stage 2	-	-	-	-	-	-	753	1914	-	1159	2799	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	*629	-	-	*416	-	-	*7	*1	*331	*~ 14	*1	*500
Stage 1	-	-	-	-	-	-	*340	*323	-	*513	*487	-
Stage 2	-	-	-	-	-	-	*513	*487	-	*340	*323	-
Platoon blocked, %	1	-	-	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*629	-	-	*416	-	-	*7	*1	*331	*~ 13	*1	*500
Mov Cap-2 Maneuver	-	-	-	-	-	-	*176	*167	-	*180	*171	-
Stage 1	-	-	-	-	-	-	*321	*305	-	*485	*485	-
Stage 2	-	-	-	-	-	-	*497	*485	-	*316	*305	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	19	30.7
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	264	* 629	-	-	* 416	-	-	205
HCM Lane V/C Ratio	0.027	0.054	-	-	0.005	-	-	0.322
HCM Control Delay (s)	19	11.1	-	-	13.7	-	-	30.7
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	1.3

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings

BUILD-PM

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

09/27/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	1784	1	2	2765	53	1	0	18	28	0	20
Future Volume (vph)	9	1784	1	2	2765	53	1	0	18	28	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	11	12
Storage Length (ft)	100		0	90		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Link Speed (mph)		45			45			15				25
Link Distance (ft)		708			248			408				755
Travel Time (s)		10.7			3.8			18.5				20.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	1983	0	2	3131	0	0	21	0	0	53	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.7%
ICU Level of Service	C
Analysis Period (min)	15

HCM 6th TWSC

BUILD-PM

1: Tostones Driveway/Firecracker Drive & W Waters Avenue

09/27/2021

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑				↕			↕	
Traffic Vol, veh/h	9	1784	1	2	2765	53	1	0	18	28	0	20
Future Vol, veh/h	9	1784	1	2	2765	53	1	0	18	28	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	10	1982	1	2	3072	59	1	0	20	31	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3131	0	0	1983	0	0	3236	5138	992	3919	5109	1566
Stage 1	-	-	-	-	-	-	2003	2003	-	3106	3106	-
Stage 2	-	-	-	-	-	-	1233	3135	-	813	2003	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	*333	-	-	477	-	-	*11	*0	*563	*~ 4	*1	*265
Stage 1	-	-	-	-	-	-	*310	*366	-	*272	*258	-
Stage 2	-	-	-	-	-	-	*272	*258	-	*578	*366	-
Platoon blocked, %	1	-	-	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*333	-	-	477	-	-	*10	*0	*563	*~ 4	*1	*265
Mov Cap-2 Maneuver	-	-	-	-	-	-	*126	*133	-	*163	*136	-
Stage 1	-	-	-	-	-	-	*301	*355	-	*264	*257	-
Stage 2	-	-	-	-	-	-	*248	*257	-	*540	*355	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	12.9	30.4
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	476	* 333	-	-	477	-	-	194
HCM Lane V/C Ratio	0.044	0.03	-	-	0.005	-	-	0.275
HCM Control Delay (s)	12.9	16.1	-	-	12.6	-	-	30.4
HCM Lane LOS	B	C	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.1

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

# APPENDIX E

OBJECTID	CALENDAR_YEAR	CRASH_TIME	WEEKDAY_TXT	ON_ROADWAY_NAME	INT_ROADWAY_NAME	TRAVDIR	INSEVER	IMPCT_TYP_CD	D1_FRST_DR_ACTN_CD_TXT	NUMBER_OF_INJURED	NUMBER_OF_KILLED	NUMBER_OF_SERIOUS_INJURIES	NUMBER_OF_PEDESTRIANS	TOTAL_DRIVERS	NUMBER_OF_BICYCLISTS	NUMBER_OF_VEHICLES	TOTAL_PERSONS
1075407	2015	222	WEDNESDAY	WATERS AVE	FIRECRACKER DR	W	2	Front to rear	OTHER CONTRIBUTING ACTION	1	0	0	0	2	0	2	2
1216602	2016	1940	FRIDAY	WATERS AVE	FIRECRACKER DR	W	1	Front to rear	FOLLOWED TOO CLOSELY	0	0	0	0	2	0	2	2
1253946	2015	1537	THURSDAY	WATERS AVE	FIRECRACKER DR	W	2	other	DROVE TOO FAST FOR CONDITIONS	1	0	0	0	1	0	1	1
1409534	2016	1010	MONDAY	CR-584	FIRECRACKER DR	S	2	angle	FAILED TO YIELD RIGHT-OF-WAY	1	0	0	0	2	0	2	2
1919659	2017	1737	FRIDAY	CR-584	FIRECRACKER DR	W	1	Front to rear	OPERATED MV IN CARELESS OR NEGL	0	0	0	0	2	0	2	3

Transportation Comment Sheet

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

<b>Adjoining Roadways (check if applicable)</b>			
<b>Road Name</b>	<b>Classification</b>	<b>Current Conditions</b>	<b>Select Future Improvements</b>
Firecracker Dr.	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Waters Ave.	County Arterial - Urban	6 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

<b>Project Trip Generation</b> <input type="checkbox"/> Not applicable for this request			
	<b>Average Annual Daily Trips</b>	<b>A.M. Peak Hour Trips</b>	<b>P.M. Peak Hour Trips</b>
Existing	2,707	196	230
Proposed	3,140	233	271
Difference (+/-)	(+) 433	(+) 37	(+) 41

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

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

Notes: Although cross access along the project’s western project boundary is required but not proposed, this represents an existing condition. More importantly, that portion of the project was not included in the modification request and is owned by a separate entity; as such, staff has no ability to request the applicant modify that portion of the PD. Although the presence of vehicular and pedestrian cross access along the eastern boundary meets the intent of the LDC, there are problems with the provision of such cross access which have been outlined in the Transportation Staff Report.

<b>Design Exception/Administrative Variance</b> <input type="checkbox"/> Not applicable for this request		
<b>Road Name/Nature of Request</b>	<b>Type</b>	<b>Finding</b>
Waters Ave. - Left Turn Lane Length	Design Exception Requested	Approvable
Firecracker Dr. - Substandard Road	Administrative Variance Requested	Approvable
Notes:		

Transportation Comment Sheet

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

**COMMISSION**

Mariella Smith CHAIR  
 Pat Kemp VICE-CHAIR  
 Harry Cohen  
 Ken Hagan  
 Gwendolyn “Gwen” W. Myers  
 Kimberly Overman  
 Stacy White



**DIRECTORS**

Janet L. Dougherty EXECUTIVE DIRECTOR  
 Elaine S. DeLeeuw ADMIN DIVISION  
 Sam Elrabi, P.E. WATER DIVISION  
 Rick Muratti, Esq. LEGAL DEPT  
 Andy Schipfer, P.E. WETLANDS DIVISION  
 Steffanie L. Wickham WASTE DIVISION  
 Sterlin Woodard, P.E. AIR DIVISION

**AGENCY COMMENT SHEET**

REZONING	
<p><b>HEARING DATE:</b> 8/16/2021</p> <p><b>PETITION NO.:</b> 21-0884</p> <p><b>EPC REVIEWER:</b></p> <p><b>CONTACT INFORMATION:</b> (813) 627-2600 X1360</p> <p><b>EMAIL:</b> yanezm@epchc.org</p>	<p><b>COMMENT DATE:</b> 7/9/2021</p> <p><b>PROPERTY ADDRESS:</b> 6821 W Waters Ave, Tampa, FL 33634</p> <p><b>FOLIO #:</b> 0045280100</p> <p><b>STR:</b> 24-28S-17E</p>
<p><b>REQUESTED ZONING:</b> Minor Modification to PD</p>	
FINDINGS	
<b>WETLANDS PRESENT</b>	NO
<b>SITE INSPECTION DATE</b>	1/26/2021
<b>WETLAND LINE VALIDITY</b>	N/A
<b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b>	N/A
<p><b>INFORMATIONAL COMMENTS:</b></p> <p>Wetlands Division staff of the Environmental Protection Commission of Hillsborough County (EPC) inspected the above referenced site 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 the methodology described within Chapter 62-340, Florida Administrative Code, and adopted into Chapter 1-11. The site inspection revealed that no wetlands or other surface waters exist within the above referenced parcel.</p> <p>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.</p>	

My/mst





**AGENCY REVIEW COMMENT SHEET**

**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.**

**TO:** Zoning Review, Development Services

**DATE:** 09/02/2021

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

**APPLICANT:** Build to Suit, Inc

**PETITION NO:** 21-0884

**LOCATION:** 6821 W Waters Ave

**FOLIO NO:** 4528.0100

**Estimated Fees:**

Office - Single Tenant

(Per 1,000 s.f.)

Mobility: \$8,004

Fire: \$158

General Office - Multi Tenant

(Per 1,000 s.f.)

Mobility: \$6,669

Fire: \$158

Medical Office 10k s.f. or less

(Per 1,000 s.f.)

Mobility: \$17,488

Fire: \$158

Medical Office greater 10k s.f

(Per 1,000 s.f.)

Mobility: \$25,167

Fire: \$158

\*credit for prior church may provide credit as follows:

(per 1,000 s.f.) Mobility: \$3,678 Fire: \$95

**Project Summary/Description:**

Urban Mobility, Northwest Fire - BPO - up to 15,000 s.f.



**AVIATION AUTHORITY LAND USE REVIEW**  
**Hillsborough County - OPTIX**

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**DATE:** August 25, 2021

**PROPOSED USE INFORMATION:**

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Case No.: 21-0884 Reviewer: Tony Mantegna

Location: 6821 w waters Ave

Folio: 4528.0100

Current use of Land: Church

Zoning: PD

REQUEST: Office

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**COMMENTS:**

The proposed site falls within Zone "A" on the Airport Height Zoning Map. Any structure including construction equipment that exceeds 130 feet Above Mean Sea Level may require an Airport Height Zoning Permit and must be reviewed by the Airport Zoning Director.

Compatible without conditions (see comments above) - \_\_\_\_\_

Not compatible (comments) - \_\_\_\_\_

Compatible with conditions (see comments above) – This location is within the flight path of Tampa International Airport and will be subject to aircraft overflight. The property falls outside of the 65 dnl noise contour around the airport and is a compatible use but the Aviation Authority suggests a noise reduction level of at least 25 db be incorporated into design.

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cc: Aviation Authority Zoning Director/Legal/Records Management/Central Records



**AGENCY REVIEW COMMENT SHEET**

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

**DATE: 23 July 2021**

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

**APPLICANT: Jaime Maier**

**PETITION NO: MM 21-0884**

**LOCATION: 6821 W. Waters Ave., Tampa, FL 33634**

**FOLIO NO: 4528.0100**

**SEC: 24 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: \_\_\_\_\_.

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

**PETITION NO.:** MM21-0884      **REVIEWED BY:** Randy Rochelle      **DATE:** 6/23/2021

**FOLIO NO.:** 4528.0100

This agency would  (support),  (conditionally support) the proposal.

**WATER**

- The property lies within the Hillsborough County Water Service Area. The applicant should contact the provider to determine the availability of water service.
- No Hillsborough County water line of adequate capacity is presently available.
- A 12 inch water main exists  (adjacent to the site),  (approximately \_\_\_ feet from the site) and is located within the north Right-of-Way of W. Waters Avenue.
- Water distribution improvements may be needed prior to connection to the County's water system.
- No CIP water line is planned that may provide service to the proposed development.
- The nearest CIP water main (\_\_\_\_ inches), will be located  (adjacent to the site),  (feet from the site at \_\_\_\_). Expected completion date is \_\_\_\_.

**WASTEWATER**

- The property lies within the Hillsborough County Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- No Hillsborough County wastewater line of adequate capacity is presently available.
- A 8 inch wastewater gravity main exists  (adjacent to the site),  (approximately \_\_\_ feet from the site) and is located within the east Right-of-Way of Fire Cracker Drive.
- Wastewater distribution improvements may be needed prior to connection to the County's wastewater system.
- No CIP wastewater line is planned that may provide service to the proposed development.
- The nearest CIP wastewater main (\_\_\_\_ inches), will be located  (adjacent to the site),  (feet from the site at \_\_\_\_). Expected completion date is \_\_\_\_.

**COMMENTS:** This site is located within the Hillsborough County Urban Service Area, therefore the subject property should be served by Hillsborough County Water and Wastewater Service. This comment sheet does not guarantee water or wastewater service or a point of connection. Developer is responsible for submitting a utility service request at the time of development plan review and will be responsible for any on-site improvements as well as possible off-site improvements.



# **VERBATIM TRANSCRIPT**

HILLSBOROUGH COUNTY, FLORIDA  
BOARD OF COUNTY COMMISSIONERS

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-----X
                                )
IN RE:                          )
                                )
ZONE HEARING MASTER            )
HEARINGS                       )
-----X

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ZONING HEARING MASTER HEARING  
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE:           SUSAN FINCH  
                  Land Use Hearing Master

DATE:             Monday, November 15, 2021

TIME:             Commencing at 6:00 p.m.  
                  Concluding at 9:16 p.m.

PLACE:            Cisco Webex

Reported By:

Christina M. Walsh, RPR  
Executive Reporting Service  
Ulmerton Business Center  
13555 Automobile Blvd., Suite 130  
Clearwater, FL 33762  
(800) 337-7740

1 Hearing.

2 Item A-9, Rezoning-PD 21-0745, this  
3 application is out of order to be heard and is  
4 being continued to the December 13, 2021, Zoning  
5 Hearing Master Hearing.

6 Item A-10, Rezoning-PD 21-0748. This  
7 application is being continued by staff to the  
8 December 13, 2021, Zoning Hearing Master Hearing.

9 Item A-11, Rezoning-PD 21-0863. This  
10 application is being continued by the applicant to  
11 the December 13th, 2021, Zoning Hearing Master  
12 Hearing.

13 Item A-12, Rezoning-PD 21-0864. This  
14 application is being continued by the applicant to  
15 the December 13th, 2021, Zoning Hearing Master  
16 Hearing.

17 Item A-13, Major Mod Application 21-0884.  
18 This application is out of order to be heard and is  
19 being continued to the December 13, 2021, Zoning  
20 Hearing Master Hearing.

21 Item A-14, Rezoning-PD 21-0959. This  
22 application is being continued by the applicant to  
23 the December 13, 2021, Zoning Hearing Master  
24 Hearing.

25 Item A-15, Major Mod Application 21-0963.



HILLSBOROUGH COUNTY, FLORIDA  
BOARD OF COUNTY COMMISSIONERS

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-----X
)
IN RE: )
)
ZONE HEARING MASTER )
HEARINGS )
)
-----X

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ZONING HEARING MASTER HEARING  
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: PAMELA JO HATLEY and SUSAN FINCH  
Land Use Hearing Master

DATE: Monday, October 18, 2021

TIME: Commencing at 6:00 p.m.  
Concluding at 10:33 p.m.

PLACE: Cisco Webex

Reported By:

Christina M. Walsh, RPR  
Executive Reporting Service  
Ulmerton Business Center  
13555 Automobile Blvd., Suite 130  
Clearwater, FL 33762  
(800) 337-7740

1 November 15, 2021, Zoning Hearing Master Hearing.

2 Item A-10, Rezoning-PD 21-0863. This  
3 application is being continued by the applicant to  
4 the November 15, 2021, Zoning Hearing Master  
5 Hearing.

6 Item A-11, Rezoning-PD 21-0864. This  
7 application is being continued by the applicant to  
8 the November 15, 2021, Zoning Hearing Master  
9 Hearing.

10 Item A-12, Major Mod Application 21-0884.  
11 This application is being continued by the  
12 applicant to the November 15, 2021, Zoning Hearing  
13 Master Hearing.

14 Item A-13, Rezoning-PD 21-0959. This  
15 application is being continued by the applicant to  
16 the November 15, 2021, Zoning Hearing Master  
17 Hearing.

18 Item A-14, Rezoning-PD 21-0969. This  
19 application is continued by the applicant to the  
20 November 15, 2021, Zoning Hearing Master Hearing.

21 Item A-15, Rezoning-PD 21-1042. This  
22 application is being continued by the applicant to  
23 the December 13, 2021, Zoning Hearing Master  
24 Hearing.

25 For item A-16, as I noted, that application

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: SUSAN FINCH  
Land Use Hearing Master

DATE: Monday, September 13, 2021

TIME: Commencing at 6:00 p.m.  
Concluding at 10:36 p.m.

PLACE: Cisco Webex

Reported By:

Christina M. Walsh, RPR  
Executive Reporting Service  
Ulmerton Business Center  
13555 Automobile Blvd., Suite 130  
Clearwater, FL 33762  
(800) 337-7740

1 Rhodine Road (sic) Development, LLC. This  
2 application is being withdrawn from the Zoning  
3 Hearing Master process.

4 And the other change is on page 10 (sic) of  
5 the agenda. Item D-11, Major Mod Application  
6 21-0884. Build to Suit, Incorporated, is the  
7 applicant.

8 The applicant is requesting a continuance to  
9 the October 18th, 2021, Zoning Hearing Master  
10 Hearing. I believe the applicant's here to explain  
11 the reasons for the request.

12 HEARING MASTER FINCH: All right. Is the  
13 applicant here? Good evening.

14 MR. GRANDOFF: Can you hear me now?

15 HEARING MASTER FINCH: I can.

16 MR. GRANDOFF: Good morning, Madam Hearing  
17 Officer. My name is John Grandoff. My address is  
18 Suite 3700, Bank of America Plaza.

19 I'm here on behalf of Build to Suit,  
20 Incorporated, on item D-11. We're especially  
21 requesting a continuance until October 18. We had  
22 notified several folks that are interested in this  
23 project. As joint property owners, I'd like to  
24 yield the floor, see if they have any comments to  
25 you about our request.



**EXHIBITS SUBMITTED  
DURING THE ZHM HEARING**

SIGN-IN SHEET: RFR, ZHM PHM, LUHO

DATE/TIME: 12/13/2021

HEARING MASTER: Susan Finch

PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <b>RZ 21-0222</b>	PLEASE PRINT NAME <u>M.D. FORNER</u>
	MAILING ADDRESS <u>14500 N. LACE MARY AVE.</u>
	CITY <u>T</u> STATE <u>FL</u> ZIP <u>33018</u> PHONE <u>904-3575</u>

APPLICATION # <b>RZ 21-0222</b>	PLEASE PRINT NAME <u>MICHAEL YATES</u>
	MAILING ADDRESS <u>PAUL TRAFFIC 400 N Tampa St, 15th FL</u>
	CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-359-8341</u>

APPLICATION # <b>RZ 21-0222 VS</b>	PLEASE PRINT NAME <u>Rebecca Williams</u>
	MAILING ADDRESS <u>5321 Watson Rd</u>
	CITY <u>Riverview</u> STATE <u>FL</u> ZIP <u>33578</u> PHONE _____

APPLICATION # <b>RZ 21-1208</b>	PLEASE PRINT NAME <u>William Molloy</u>
	MAILING ADDRESS <u>325 S Blvd</u>
	CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33206</u> PHONE <u>813-251-7157</u>

APPLICATION # <b>RZ 22-069</b>	PLEASE PRINT NAME <u>M.D. FORNER</u>
	MAILING ADDRESS <u>14500 N. LACE MARY AVE.</u>
	CITY <u>T</u> STATE <u>FL</u> ZIP <u>33018</u> PHONE <u>904-3575</u>

APPLICATION # <b>RZ 22-0070</b>	PLEASE PRINT NAME <u>M.D. FORNER, AICF</u>
	MAILING ADDRESS <u>14500 N. LACE MARY AVE</u>
	CITY <u>T</u> STATE <u>FL</u> ZIP <u>33018</u> PHONE <u>904-3575</u>

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO

PAGE 2 OF 4

DATE/TIME: 12/13/2021

HEARING MASTER: Susan Finch

PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

<p>APPLICATION # <b>RZ 21-0626</b></p>	<p>PLEASE PRINT NAME <u>FRANCISCO D. OTERO-BRISO</u></p> <p>MAILING ADDRESS <u>13014 N. DALE MARY HWY #628</u></p> <p>CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33613</u> PHONE <u>813-517-6828</u></p>
<p>APPLICATION # <b>MM 21-0884</b></p>	<p>PLEASE PRINT NAME <u>John Grandoff</u></p> <p>MAILING ADDRESS <u>3700 Bayly Avenue Area</u></p> <p>CITY <u>Tam</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>227-8445</u></p>
<p>APPLICATION # <b>MM 21-0884</b></p>	<p>PLEASE PRINT NAME <u>Maia L. Alvarez-Garcia</u></p> <p>MAILING ADDRESS <u>6920 Silver Sage Cr.</u></p> <p>CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33609</u> PHONE <u>813 749-5620</u></p>
<p>APPLICATION # <b>MM 21-0884</b></p>	<p>PLEASE PRINT NAME <u>HUNG PHAM</u></p> <p>MAILING ADDRESS <u>6929 SILVER SAGE CIR</u></p> <p>CITY <u>TPA</u> STATE <u>FL</u> ZIP <u>33634</u> PHONE <u>727-336-9056</u></p>
<p>APPLICATION # <b>MM 21-0884</b></p>	<p>PLEASE PRINT NAME <u>MARHERRIN PORTER</u></p> <p>MAILING ADDRESS <u>6906 Silver Sage Cir</u></p> <p>CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33634</u> PHONE <u>814-592-5849</u></p>
<p>APPLICATION # <b>MM 21-0884</b></p>	<p>PLEASE PRINT NAME <u>Maulik. Patel</u></p> <p>MAILING ADDRESS <u>6902- Silver Sage Cir</u></p> <p>CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33634</u> PHONE <u>927-698-0097</u></p>

DATE/TIME: 12/13/2021HEARING MASTER: Susan FinchPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>MM 21-0884</u>	PLEASE PRINT NAME <u>Bhadresh Patel</u> MAILING ADDRESS <u>6916 Silver Sage Cir</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33634</u> PHONE <u>570 220-4687</u>
APPLICATION # <u>MM 21-0884</u>	PLEASE PRINT NAME <u>Hong Nhung Pham</u> MAILING ADDRESS <u>6929 Silver Sage Circle</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33634</u> PHONE <u>(803) 873-4754</u>
APPLICATION # <u>MM 21-0884</u>	PLEASE PRINT NAME <u>maleia Storum</u> MAILING ADDRESS <u>1410 N. Westshore Blvd</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33607</u> PHONE <u>813-642-4924</u>
APPLICATION # <u>MM 21-1090</u>	PLEASE PRINT NAME <u>Michael Brooks</u> MAILING ADDRESS <u>400 N. Tampa St.   Unit 1910</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE _____
APPLICATION # <u>RZ 21-1092</u>	PLEASE PRINT NAME <u>TYLER HUDSON</u> MAILING ADDRESS <u>400 N. Ashley Dr. #1100</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>21-9600</u>
APPLICATION # <u>RZ 21-1196</u>	PLEASE PRINT NAME <u>Brian Angst</u> MAILING ADDRESS <u>625 Court St. CLW, Pa</u> CITY <u>CLW</u> STATE <u>FL</u> ZIP <u>33756</u> PHONE <u>727 491-8966</u>



DATE/TIME: 12/13/2021HEARING MASTER: Susan FinchPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION #  <u>RZ 21-1235</u>	PLEASE PRINT NAME <u>MICHAEL W. HOFFMAN</u>  MAILING ADDRESS <u>2651 NARMEA WAY UNIT 102</u> <u>LAND O LAKES</u> CITY <u>LAND O LAKES</u> STATE <u>FL</u> ZIP <u>34638</u> PHONE <u>321-794-6465</u>
APPLICATION #  <u>RZ 21-1341</u>	PLEASE PRINT NAME <u>J.D. ALSABBAGH</u>  MAILING ADDRESS <u>8370 W. HILLSBOROUGH AVE #205</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33615</u> PHONE <u>813 924-1704</u>
APPLICATION #	PLEASE PRINT NAME _____  MAILING ADDRESS _____  CITY _____ STATE _____ ZIP _____ PHONE _____
APPLICATION #	PLEASE PRINT NAME _____  MAILING ADDRESS _____  CITY _____ STATE _____ ZIP _____ PHONE _____
APPLICATION #	PLEASE PRINT NAME _____  MAILING ADDRESS _____  CITY _____ STATE _____ ZIP _____ PHONE _____
APPLICATION #	PLEASE PRINT NAME _____  MAILING ADDRESS _____  CITY _____ STATE _____ ZIP _____ PHONE _____



DECEMBER 13, 2021 - ZONING HEARING MASTER

The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, December 13, 2021, at 6:00 p.m., held virtually.

📄 Susan Finch, ZHM, calls the meeting to order and leads in the pledge of allegiance to the flag.

A. WITHDRAWALS AND CONTINUANCES

📄 Brian Grady, Development Services, reviews changes/withdrawals/continuances.

C.5. RZ 22-0077

📄 Susan Finch, ZHM, announces continuation date for C.5.

📄 Brian Grady, Development Services, continues changes/withdrawals/continuances.

📄 Susan Finch, ZHM, overview of ZHM process.

📄 Mary Dorman, Senior Assistant County Attorney, overview of oral argument/ZHM process.

📄 Susan Finch, ZHM, Oath.

B. REMANDS

B.1. RZ 21-0222

📄 Brian Grady, Development Services, calls RZ 21-0222.

📄 Michael Horner, applicant rep, presents testimony.

📄 Susan Finch, ZHM, questions to applicant rep.

📄 Michael Yates and 📄 Michael Horner, applicant reps, answer ZHM questions and continue testimony.

📄 Steve Beachy, Development Services, staff report.

📄 James Ratliff, Development Services Transportation, staff report.

📄 Susan Finch, ZHM, questions Development Services.

MONDAY, DECEMBER 13, 2021

- James Ratliff, Development Services Transportation, answers ZHM.
- Yeneka Mills, Planning Commission, staff report.
- Susan Finch, ZHM, calls proponents/opponents.
- Rebecca Williams, opponent, presents testimony.
- Susan Finch, ZHM, overview of ZHM process.
- Rebecca Williams, opponent, continues testimony.
- Susan Finch, ZHM, calls Development Services.
- James Ratliff, Development Services Transportation, answers ZHM.
- Susan Finch, ZHM, calls applicant rebuttal.
- Michael Horner and Michael Yates, applicant reps, provide rebuttal.
- Susan Finch, ZHM, closes RZ 21-0222.

C. REZONING STANDARD (RZ-STD) :

C.1. RZ 21-1208

- Brian Grady, Development Services, calls RZ 21-1208.
- William Molloy, applicant rep, presents testimony.
- Sam Ball, Development Services, staff report.
- Yeneka Mills, Planning Commission, staff report.
- Susan Finch, ZHM, calls proponents/opponents.
- Susan Finch, ZHM, questions Development Services/Planning Commission.
- Sam Ball, Development Services, answers ZHM.
- Brian Grady, Development Services, statement for record.
- Yeneka Mills, Planning Commission, answers ZHM.
- Brian Grady, Development Services, answers ZHM.

DECEMBER 13, 2021 - ZONING HEARING MASTER

The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, December 13, 2021, at 6:00 p.m., held virtually.

📄 Susan Finch, ZHM, calls the meeting to order and leads in the pledge of allegiance to the flag.

A. WITHDRAWALS AND CONTINUANCES

📄 Brian Grady, Development Services, reviews changes/withdrawals/continuances.

C.5. RZ 22-0077

📄 Susan Finch, ZHM, announces continuation date for C.5.

📄 Brian Grady, Development Services, continues changes/withdrawals/continuances.

📄 Susan Finch, ZHM, overview of ZHM process.

📄 Mary Dorman, Senior Assistant County Attorney, overview of oral argument/ZHM process.

📄 Susan Finch, ZHM, Oath.

B. REMANDS

B.1. RZ 21-0222

📄 Brian Grady, Development Services, calls RZ 21-0222.

📄 Michael Horner, applicant rep, presents testimony.

📄 Susan Finch, ZHM, questions to applicant rep.

📄 Michael Yates and 📄 Michael Horner, applicant reps, answer ZHM questions and continue testimony.

📄 Steve Beachy, Development Services, staff report.

📄 James Ratliff, Development Services Transportation, staff report.

📄 Susan Finch, ZHM, questions Development Services.

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- James Ratliff, Development Services Transportation, answers ZHM.
- Yeneka Mills, Planning Commission, staff report.
- Susan Finch, ZHM, calls proponents/opponents.
- Rebecca Williams, opponent, presents testimony.
- Susan Finch, ZHM, overview of ZHM process.
- Rebecca Williams, opponent, continues testimony.
- Susan Finch, ZHM, calls Development Services.
- James Ratliff, Development Services Transportation, answers ZHM.
- Susan Finch, ZHM, calls applicant rebuttal.
- Michael Horner and Michael Yates, applicant reps, provide rebuttal.
- Susan Finch, ZHM, closes RZ 21-0222.

C. REZONING STANDARD (RZ-STD):

C.1. RZ 21-1208

- Brian Grady, Development Services, calls RZ 21-1208.
- William Molloy, applicant rep, presents testimony.
- Sam Ball, Development Services, staff report.
- Yeneka Mills, Planning Commission, staff report.
- Susan Finch, ZHM, calls proponents/opponents.
- Susan Finch, ZHM, questions Development Services/Planning Commission.
- Sam Ball, Development Services, answers ZHM.
- Brian Grady, Development Services, statement for record.
- Yeneka Mills, Planning Commission, answers ZHM.
- Brian Grady, Development Services, answers ZHM.

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📄 Susan Finch, ZHM, calls applicant rebuttal.

📄 William Molloy, applicant representative, provides rebuttal.

📄 Susan Finch, ZHM, closes RZ 21-1208.

C.2. RZ 22-0025

📄 Brian Grady, Development Services, calls RZ 22-0025.

📄 Susan Finch, ZHM, calls for applicant.

📄 Brian Grady, Development Services, statement for record.

📄 Susan Finch, ZHM, calls for next case.

📄 Brian Grady, Development Services, announces continuation date.

C.3. RZ 22-0069

📄 Brian Grady, Development Services, calls RZ 22-0069.

📄 Michael Horner, applicant rep, presents testimony.

📄 Susan Finch, ZHM, questions to applicant representative.

📄 Michael Horner, applicant rep, answers ZHM.

📄 Chris Grandlienard, Development Services, staff report.

📄 Yeneka Mills, Planning Commission, staff report.

📄 Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rebuttal/closes RZ 22-0069.

C.4. RZ 22-0070

📄 Brian Grady, Development Services, calls RZ 22-0070.

📄 Michael Horner, applicant rep, presents testimony.

📄 Isis Brown, Development Services, staff report.

📄 Yeneka Mills, Planning Commission, staff report.

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📄 Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rebuttal.

📄 Michael Horner, applicant rep, provides rebuttal.

📄 Susan Finch, ZHM, closes RZ 22-0070.

D. REZONING-PLANNED DEVELOPMENT (RZ-PD) & MAJOR MODIFICATION (MM):

D.1. RZ 21-0626

📄 Brian Grady, Development Services, calls RZ 21-0626.

📄 Francisco J. Otero-Cossio, applicant rep, presents testimony.

📄 Susan Finch, ZHM, questions applicant rep.

📄 Francisco J. Otero-Cossio, applicant rep, answers ZHM.

📄 Michelle Heinrich, Development Services, staff report.

📄 Yeneka Mills, Planning Commission, staff report.

📄 Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rebuttal.

📄 Francisco J. Otero-Cossio, applicant rep, provides rebuttal.

📄 Susan Finch, ZHM, closes RZ 21-0626.

📄 Susan Finch, ZHM, breaks.

📄 Susan Finch, ZHM, resumes meeting.

D.2. MM 21-0884

📄 Brian Grady, Development Services, calls MM 21-0884 and statement for record.

📄 John Grandoff, applicant rep, presents testimony.

📄 Susan Finch, ZHM, questions to applicant rep.

📄 John Grandoff, applicant rep, answers ZHM questions and continues testimony.



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- 📄 Tania C. Chapela, Development Services, staff report.
- 📄 Susan Finch, ZHM, questions Development Services.
- 📄 Brian Grady, Development Services, answers ZHM.
- 📄 Susan Finch, ZHM, questions applicant.
- 📄 John Grandoff, applicant rep, answers ZHM.
- 📄 Tania C. Chapela, Development Services, continues staff report.
- 📄 Susan Finch, ZHM, questions Development Services.
- 📄 Tania C. Chapela, Development Services, answers ZHM.
- 📄 Brian Grady, Development Services, answers ZHM.
- 📄 Yeneka Mills, Planning Commission, staff report.
- 📄 Susan Finch, ZHM, calls proponents/opponents.
- 📄 Maria L. Alvarez-Garcia, opponent, presents testimony.
- 📄 Hung Pham, opponent, presents testimony.
- 📄 Mahendra Patel, opponent, presents testimony.
- 📄 Maulik Patel, opponent, presents testimony.
- 📄 Bhadresh Patel, opponent, presents testimony.
- 📄 Hong Nhung Pham, opponent, presents testimony.
- 📄 Susan Finch, ZHM, calls Development Services.
- 📄 Brian Grady, Development Services, statement for record.
- 📄 Susan Finch, ZHM, questions Development Services.
- 📄 James Ratliff, Development Services Transportation, answers ZHM.
- 📄 John Grandoff, applicant rep, provides rebuttal and questions Development Services.

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📄 Brian Grady, Development Services, answers applicant rep.

📄 John Grandoff, applicant rep, continues rebuttal.

📄 Susan Finch, ZHM, questions applicant rep.

📄 Maleia Storum, applicant rep, answers ZHM.

📄 Brian Grady, Development Services, statement for record.

📄 Susan Finch, ZHM, closes MM 21-0884.

D.3. MM 21-1090

📄 Brian Grady, Development Services, calls MM 21-1090.

📄 Michael Brooks, applicant rep, presents testimony.

📄 Michelle Heinrich, Development Services, staff report.

📄 Yeneka Mills, Planning Commission, staff report.

📄 Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rebuttal.

📄 Michael Brooks, applicant rep, provides rebuttal.

📄 Susan Finch, ZHM, calls applicant rep/closes MM 21-1090.

D.4. RZ 21-1092

📄 Brian Grady, Development Services, calls RZ 21-1092.

📄 Tyler Hudson, applicant rep, presents testimony.

📄 Susan Finch, ZHM, questions applicant rep.

📄 Tyler Hudson, applicant rep, answers ZHM.

📄 Tania C. Chapela, Development Services, staff report.

📄 Susan Finch, ZHM, questions Development Services.

📄 Tania C. Chapela, Development Services, answers ZHM.

MONDAY, DECEMBER 13, 2021

Yeneka Mills, Planning Commission, staff report.

Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rebuttal.

Tyler Hudson, applicant rep, provides rebuttal.

Susan Finch, ZHM, questions applicant rep.

Tyler Hudson, applicant rep, answers ZHM and continues rebuttal.

Susan Finch, ZHM, closes RZ 21-1092.

D.5. MM 21-1196

Brian Grady, Development Services, calls MM 21-1196.

Brian Aungst, applicant rep, presents testimony.

Tania C. Chapela, Development Services, staff report.

Yeneka Mills, Planning Commission, staff report.

Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rebuttal/closes MM 21-1196.

D.6. RZ 21-1235

Brian Grady, Development Services, calls RZ 21-1235.

Michael Hoffman, applicant rep, presents testimony.

Susan Finch, ZHM, questions applicant rep.

Michael Hoffman, applicant rep, answers ZHM and continues testimony.

Michelle Heinrich, Development Services, staff report.

Yeneka Mills, Planning Commission, staff report.

Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rep/closes RZ 21-1235.

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D.7. RZ 21-1341

📄 Brian Grady, Development Services, calls RZ 21-1341 and statement for record.

📄 J.D. Alsabbagh, applicant rep, Oath and presents testimony.

📄 Susan Finch, ZHM, questions applicant rep.

📄 J.D. Alsabbagh, applicant rep, answers ZHM and continues testimony.

📄 Susan Finch, ZHM, questions applicant rep.

📄 J.D. Alsabbagh, applicant rep, answers ZHM.

📄 Sam Ball, Development Services, staff report.

📄 Yeneka Mills, Planning Commission, staff report.

📄 Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rebuttal/closes RZ 21-1341.

ADJOURNMENT

📄 Susan Finch, ZHM, adjourns meeting.

Application No. MM 21-0884  
Name: Maria L. Alvarez-Garcia  
Entered at Public Hearing: ZHM  
Exhibit # 1 Date: 12/13/2021

Monday, December 13, 2021

To: Hillsborough County, Florida

Public Hearing

App. No: MM 21-0884

Major Modification

Meeting on: December 13<sup>th</sup>, 2021

Time: 6:00 pm

To whom it might concern

1. We, the undersigned residents of Water Edge Tampa Home Owner Association located at Silver Sage Cr. Tampa, Florida 33634, are not in favor of the county's decision about the use of Firecracker Road. Entering and exiting using Firecracker will considerably increase the traffic and the deterioration of the Road, which is for many years was believed to be Private. A road that has been monetarily maintained by us since about 10 years ago. We have paid for the asphalt, the poles and all the electrical services that this implied, including all the monthly charges to keep our neighborhood illuminated at night. Moreover, we also have paid for Landscaping including watering the plants. In a few words, we will lose our privacy and tranquility. Please, is it possible that you, the county, reconsider doing the entering through Waters Avenue and just the exit through Firecracker Road? This will alleviate the stress that this major change is already causing in our community, especially now after finding out that the square footage of the building has increased a lot.
2. As you know, building a larger structure will require more parking spaces, correct? We are sure that there are codes for how much solid surface space you can have. Thus, Firecracker Road and the surrounding to the entrance of our community will probably serve as parking space for those clients who can not find a space to park their cars. This will be a nightmare for us. We strongly disagree on the builder's decision to increase the building size.
3. **VERY IMPORTANT:** Also, we ask that the county and the builder address the water issues on the site. A few years ago, our HOA paid thousands of dollars to solve the flood issues that we faced.

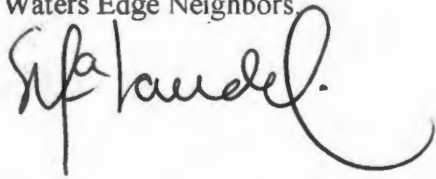
Everything should not have to be the way the builder wants to do it. We also has a voice. Please, take a second look at the builder's requests, our life could be very affected.

I have attached a sheet with the signature of the Waters Edge HOA neighbors and a copy of the last 10 years of expenses for Firecracker Ln.

You can contact me at any time. Thank you very much for your attention. We are looking forward to hear from you soon.

Sincerely,

Waters Edge Neighbors

A handwritten signature in black ink, appearing to read 'M. Alvarez-Garcia', with a large, sweeping flourish at the end.

Contact information:

Name: Maria L. Alvarez-Garcia

HOA Secretary

Email: [Laudel24@hotmail.com](mailto:Laudel24@hotmail.com)







# 10yrs of expenses for Firecracker Ln.

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Electric	764.74	792.76	676.9	996.86	961.19	1,279.83	1,325.52	1,209.29	1,381	1,214.65	645.87
Landscape	0	0	0	0	0	4,370	7,135	5,730	8,630	0	0
Landscape Maint	3,240	3,240	3,240	3,600	3,600	3,600	3,600	3,600	3,600	3,600	3,600
Sidewalk Maint	0	0	0	0	0	0	6,625	0	0	0	0
Asphalt	0	0	0	0	0	200.32	0	0	227.62	0	0
<b>TOTALS</b>	<b>4,004.74</b>	<b>4,032.76</b>	<b>3,916.9</b>	<b>4,596.86</b>	<b>4,561.19</b>	<b>9,450.15</b>	<b>18,685.52</b>	<b>10,539.29</b>	<b>13,838.62</b>	<b>4,814.65</b>	<b>4,245.87</b>

Grand Total: 82,686.55



**PARTY OF  
RECORD**

**NONE**