PD Modification Application: Zoning Hearing Master Date: BOCC Land Use Meeting Date:	PRS 21-1137 NA December 14, 2021	Hillsborough County Florida Development Services Department
1.0 APPLICATION SUMMARY		
Applicant: Erthel F. Hill		

Applicant.	
FLU Category:	RES-1
Service Area:	Urban
Site Acreage:	207.84 AC +/-
Community Plan Area:	Brandon
Overlay:	None
Request:	Minor Modification to PD



Request Summary:

Allow the provision of additional access points on Columbus Drive and Regional Water Lane. No changes to the approved uses or lot development standards are proposed.

Existing Approvals:

PD 92-0084 (as most recently modified by PRS 15-0840) was approved for restricted office, commercial, retail, public service and industrial uses; including but not limited to: communication, public use and service facilities; child care centers; banking; offices; recreation and repair services; contractors offices; food catering; lawn care/landscaping; mail order offices; manufacturing ; warehousing and distribution; conference centers; research activities.

Proposed Modification(s):

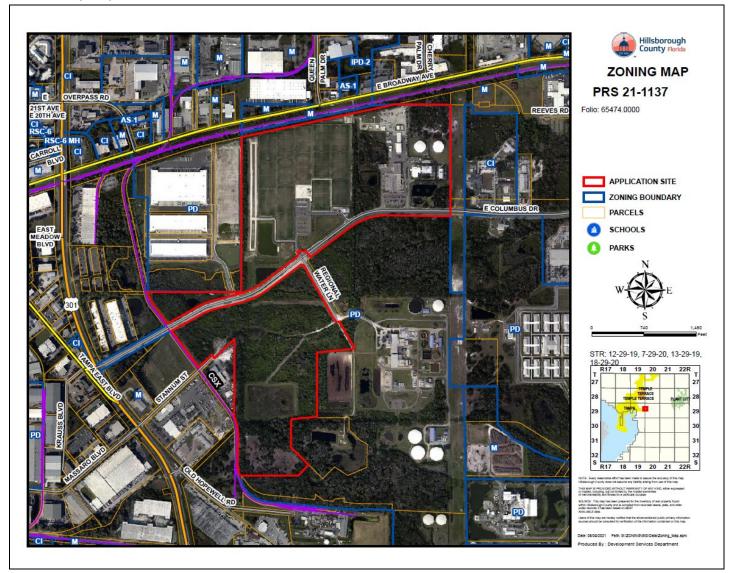
Allow the provision of additional access points on Columbus Drive and Regional Water Lane. No changes to the approved uses or lot development standards are proposed.

Additional Information:		
PD Variations	None	
Waiver(s) to the Land Development Code	None	

Planning Commission Recommendation	NA
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:

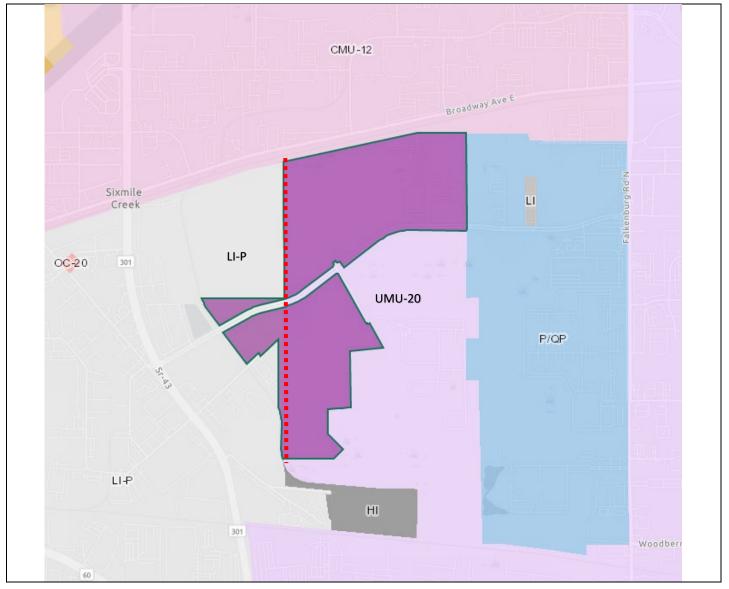
The area is primarily developed with public service facilities and light industrial uses. The area zoned PRS 15-0840 is occupied by the Hillsborough County sport facilities to the north, and the Tampa water plant to the southeast. The area to the southwest of Regional Water Ln is currently vacant and contains wetland areas.

APPLICATION NUMBER:PRS 21-1137ZHM HEARING DATE:NABOCC LUM MEETING DATE:December 14, 2021

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2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map

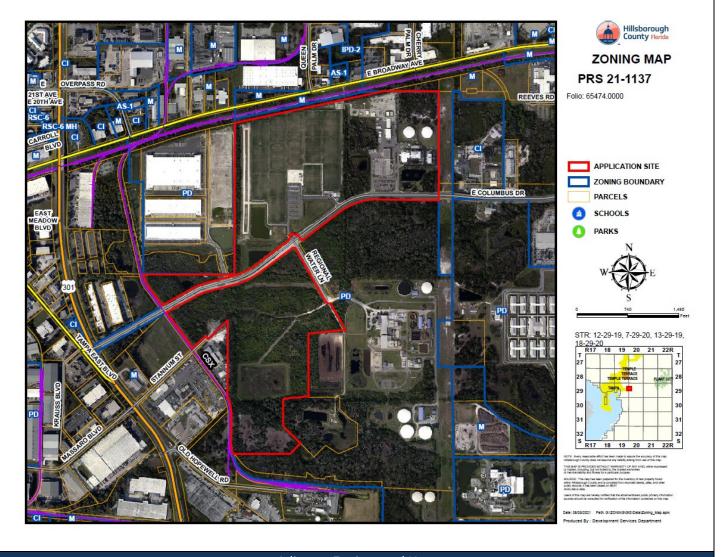


Subject Site Future Land Use Category:	UMU-20
Maximum Density/F.A.R.:	UMU-20: 1 F.A.R.
Typical Uses:	UMU-20: Residential, regional commercial, offices, business parks, research park, light industrial, multi-purpose, clustered residential, mixed use.

Case Reviewer: Tania C. Chapela

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



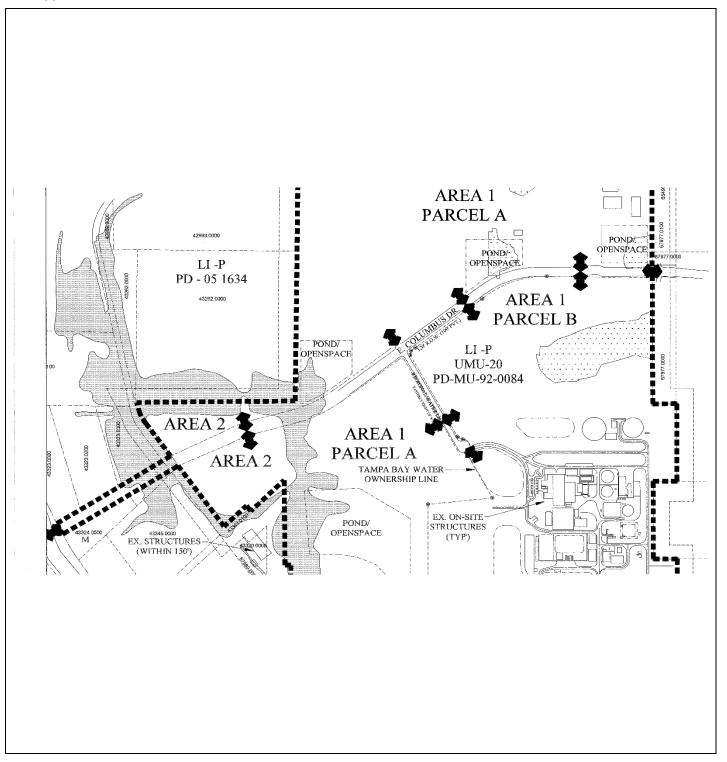
Adjacent Zonings and Uses					
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:	
North	М	0.75 FAR	Manufacturing	CSX Railroad	
South	PD	0.4 FAR	Commercial, manufacturing, public use facilities	Tampa Bay Water Facility	
East	М	0.75 FAR	Manufacturing	Vacant	
West	PD, M	PD: 0.32 FAR, M: 0.75 FAR	Manufacturing, office	Light Industrial	

*subject to utilities

APPLICATION NUMBER:PRS 21-1137ZHM HEARING DATE:NABOCC LUM MEETING DATE:December 14, 2021Case Reviewer: Tania C. Chapela

2.0 LAND USE MAP SET AND SUMMARY DATA

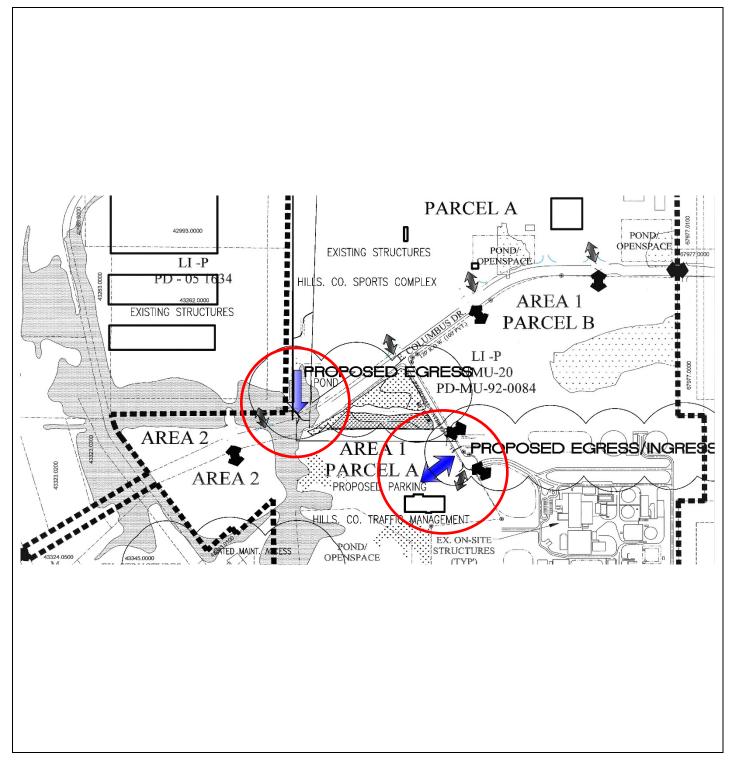
2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



APPLICATION NUMBER:PRS 21-1137ZHM HEARING DATE:NABOCC LUM MEETING DATE:December 14, 2021Case Reviewer: Tania C. Chapela

2.0 LAND USE MAP SET AND SUMMARY DATA

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



APPLICATION NUMBER:	PRS 21-1137	
ZHM HEARING DATE:	NA	
BOCC LUM MEETING DATE:	December 14, 2021	Case Reviewer: Tania C. Chapela

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	
Columbus Dr.	County Arterial - Urban	2 Lanes □Substandard Road ⊠Sufficient ROW Width	 Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other 	
Regional Water Ln.	County Local - Urban	2 Lanes □ Substandard Road ⊠ Sufficient ROW Width	 Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other 	

Project Trip Generation Not applicable for this request					
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips		
Existing					
Proposed					
Difference (+/-)					

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

Connectivity and Cross Access					
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding	
North					
South					
East					
West					
Notes:		<u>.</u>			

Design Exception/Administrative Variance Not applicable for this request				
Road Name/Nature of Request Type Finding				
Number of Access Points – Regional Water Ln.	Administrative Variance Requested	Approvable		
Number of Access Points – Columbus Dr.	Administrative Variance Requested	Approvable		
Notes:				

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
INFORMATION/REVIEWING AGENCT				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	⊠ Yes □ No	□ Yes ⊠ No	⊠ Yes □ No	
Natural Resources	☐ Yes ⊠ No	☐ Yes ⊠ No	☐ Yes ⊠ No	
Conservation & Environ. Lands Mgmt.	☐ Yes ⊠ No	☐ Yes ⊠ No	☐ Yes ⊠ No	
Check if Applicable:		Vater Wellfield Pro		
Section Wetlands/Other Surface Waters		t Wildlife Habitat		
Use of Environmentally Sensitive Land Credit	🗆 Coastal H	igh Hazard Area		
Wellhead Protection Area		burban/Rural Scer		
□ Surface Water Resource Protection Area	2	to ELAPP property		
	Other		Conditions	Additional
Public Facilities:	Received	Objections	Requested	Information/Comments
 Transportation ☑ Design Exc./Adm. Variance Requested ☑ Off-site Improvements Provided 	⊠ Yes □ No	□ Yes ⊠ No	⊠ Yes □ No	
Service Area/ Water & Wastewater ⊠Urban ⊠ City of Tampa □Rural □ City of Temple Terrace	⊠ Yes □ No	□ Yes ⊠ No	□ Yes ⊠ No	
Hillsborough County School BoardAdequateK-5G-89-12N/AInadequateK-5G-89-12N/A	□ Yes □ No	□ Yes □ No	□ Yes □ No	
Impact/Mobility Fees N/A				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission □ Meets Locational Criteria ⊠ N/A □ Locational Criteria Waiver Requested □ Minimum Density Met ⊠ N/A	□ Yes ⊠ No	□ Inconsistent □ Consistent	□ Yes ⊠ No	

Case Reviewer: Tania C. Chapela

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

No changes to intensity or permitted uses of the development have been proposed as part of this modification. Staff finds the proposed modification to the approved Planned Development to be compatible with the surrounding areas.

Transportation Review staff offered no objection to the proposed additional access points, subject to the revised conditions as outlined in the conditions of approval.

5.2 Recommendation

Staff recommends approval, subject to conditions.

6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed below, is based on the general site plan submitted October 8, 2021.

- 1. Maximum FAR of the parcels shown on the General Site Plan shall be as follows:
 - 1.1 Area I Parcel A and Area II may be developed up to a gross intensity of 0.4 FAR, however any specific parcel or portion thereof may be developed up to a 0.6 FAR provided that the overall FAR of Area I Parcel A and Area II combined does not exceed a gross intensity of 0.4 FAR.
 - 1.2 Area I Parcel B may be developed up to a gross intensity of 0.4 FAR, however any specific portion of the parcel may be developed up to a 0.6 FAR provided that the overall FAR of the Area I Parcel B does not exceed a gross intensity of 0.4 FAR.
- 2. Permitted Uses:
 - A. The following uses shall be permitted uses in Area I and Area II:
 - 1. Communication facilities; public use facilities; public service facilities; child care centers; mail order pickup facilities; banking; automatic teller; banks; drive-in banks; business services; health services; professional services; personal services; recreation services; repair services; general dry cleaners; contractors offices; exterminators; food catering; lawn care/landscaping; mail order offices; manufacturing, processing and assembly; office-showroom; warehouse-distribution; conference centers; photography studios; interior cleaning services; sign painting services; warehousing; dry cleaning plants; publishing and printing; recyclable household goods facilities; rental and leasing operations; research activities; wholesale distribution; truck terminals; mini-warehouses, interim wastewater treatment plants (special use permit required, also refer to Development Order Condition Section IV.GA) and all M(L) uses not previously listed herein as such uses are defined in the Hillsborough County Zoning Code, July 1985, as revised through January 31, 1990; and
 - Retail convenience goods; retail shoppers' goods; retail stores; liquor stores; Christmas tree sales lots; flea market; theaters; and all C-I uses not previously listed herein; as such uses are defined in the Hillsborough County Zoning Code, July 1985, as revised through January 31, 1990; and
 - B. Infrastructure to serve the development shall be permitted. Interim agricultural uses shall be permitted.
- 3. Buffers and Landscaping: The development shall comply with applicable provisions of the Hillsborough County Land Development Code.

4. Building Setbacks:

- A. Minimum setbacks from the Property boundaries shall be as follows:
- B. Within Area 1, Parcel A and B, buildings setbacks shall be set back in accordance with Manufacturing zoning standards of the Land Development Code.
 - 2. Within Area II, buildings setback shall be setback in accordance with Commercial Intensive zoning standards of the Land Development Code.
 - 3. Rear yard and side yard setbacks within areas I and II shall be waived on lots or tracts that abut railroad rights of-way for the purpose of ramp loading and/or unloading.
- Maximum Height: The maximum height shall be 100 feet provided that one foot shall be added to any required minimum external setback from the Property boundary for each foot of structure height over 35 feet.
- 6. Parking shall be in accordance with the Land Development Code.
- 7. Internal Roads: Alignment of all internal roadways are approximate and subject to change. Exact alignments will be established at Detailed Site Plan review.
- 8. Access: Locations of internal access points are approximate, subject to change and will be established at Detailed Site Plan review. Specific locations of rail spurs to serve the project are subject to approval of SCL Railroad, or its successors.
- 9. Prior to construction plan approval, the developer shall submit documentation of CSX's approval of the new driveway crossing and design. Design of the crossing shall also be subject to the review and approval of Hillsborough County Public Works. All improvements required to facilitate the new crossing shall be done at the developer's sole expense.
- 10. As Old Hopewell Rd. is a substandard roadway, the developer shall improve Old Hopewell Rd., between the new driveway and US 301, to current County standards, unless otherwise approved by Hillsborough County.
- 11. Retention/Detention Facilities: Retention areas shown are based on preliminary drainage plans, and may be subject to revisions at Detailed Site Plan review.
- 12. With respect to development within folio 65474.0000:

 a. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, all vehicular access connections to Columbus Dr. shall be spaced a minimum of 245 feet from other adjacent connections.
 b. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary,

bicycle and pedestrian access may be permitted anywhere along the project boundaries.

Case Reviewer: Tania C. Chapela

- 13. Access to Stennum Rd. from the project shall be gated. Use of such access shall be restricted to occasional maintenance traffic and/or emergency access only.
- 14. If PRS 21-1137 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated October 26, 2021) from the Section 6.04.03.I. requirement governing number of allowable access points, which was found approvable by the County Engineer (on November 19, 2021). Approval of this Administrative Variance will permit the developer to construct a third driveway connection to Columbus Dr. for a certain portion of the project within folio 65474.0000 and on the north side of Columbus Dr. (i.e. the Hillsborough County Tournament Sportsplex).
- 15. If PRS 21-1137 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated October 26, 2021) from the Section 6.04.03.I. requirement governing number of allowable access points, which was found approvable by the County Engineer (on November 19, 2021). Approval of this Administrative Variance will permit the developer to construct a second driveway connection to Regional Water Ln. for a certain portion of the project within folio 65474.0000 that is south of Columbus Dr. (i.e. the Hillsborough County Traffic Management Center).
- <u>12</u> <u>16</u>. Sewer Service: Sanitary sewer service to be provided by Hillsborough County.
- 13 17. Water Service: To be provided by the City of Tampa.
- 14 18. Wetlands/Mitigation: Wetland areas shown are conceptual. The exact location of each will be established at Detailed Site Plan review.
- 20. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
- 21. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- 22. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
- 23. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
- 15. 24. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless

specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

- 16.25. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
- 17. 26. Within 90 days of approval by Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which confirms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LCD). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval and requirements of the LDC, said plan will be deemed invalid and certification of a revised plan will be required.

Zoning Administrator Sign Off:	J. Brian Grady Wed Nov 24 2021 15:11:50
& BUILDING REVIEW AND APPROVAL.	ION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN

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.

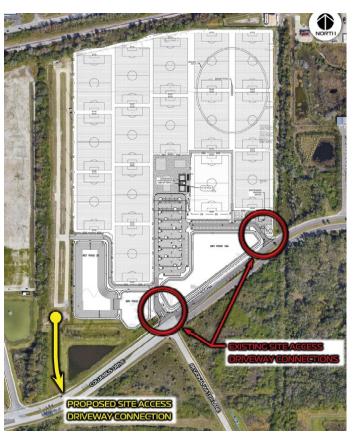
APPLICATION NUMBER:	PRS 21-1137
ZHM HEARING DATE:	NA
BOCC LUM MEETING DATE:	December 14, 2021

Case Reviewer: Tania C. Chapela

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Aerial Pictures

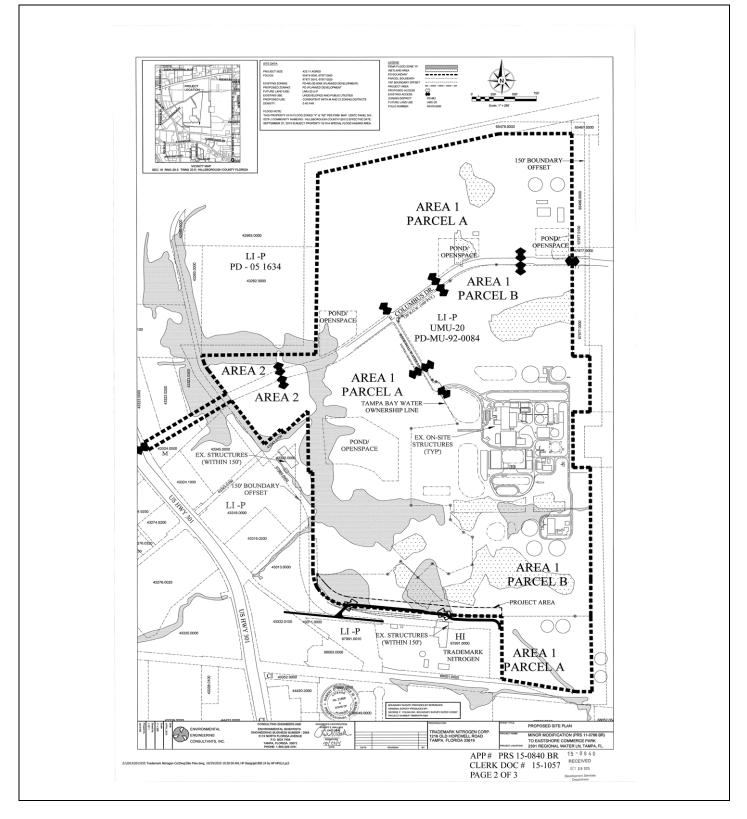




Case Reviewer: Tania C. Chapela

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



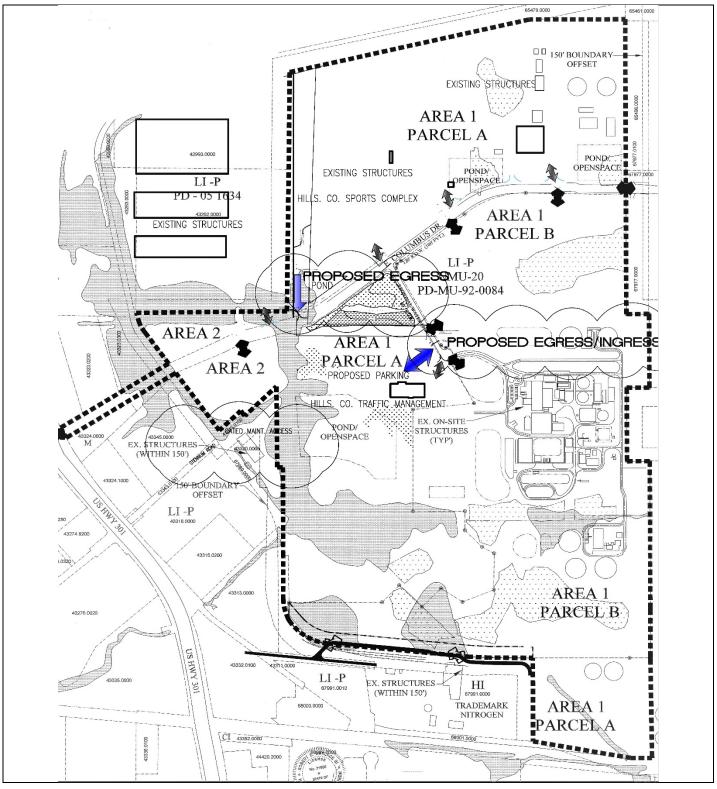
APPLICATION NUMBER: PRS 21-1137

ZHM HEARING DATE: NA BOCC LUM MEETING DATE: December 14, 2021

Case Reviewer: Tania C. Chapela

8.0 SITE PLANS (FULL)

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



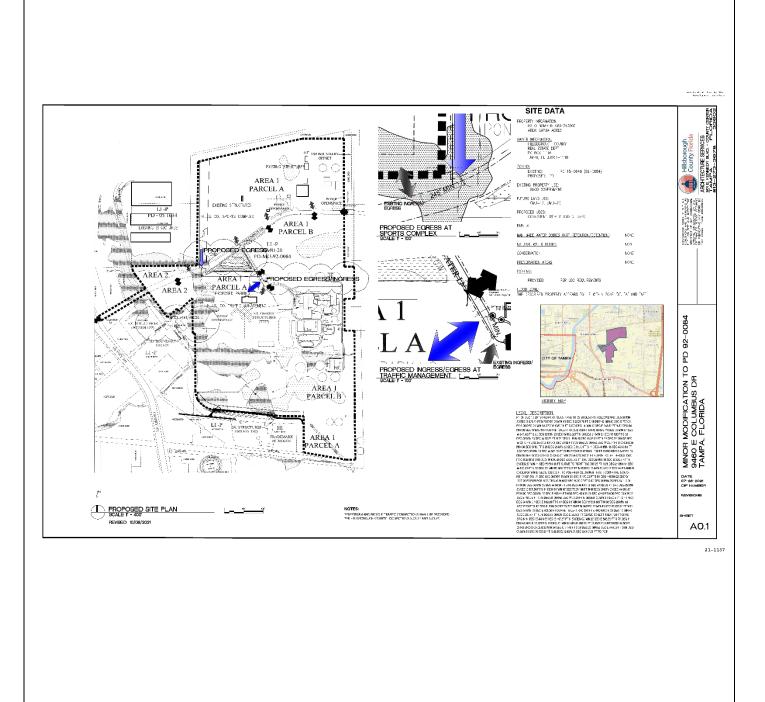
APPLICATION NUMBER: PRS 21-1137

ZHM HEARING DATE: NA BOCC LUM MEETING DATE: December 14, 2021

Case Reviewer: Tania C. Chapela

8.0 SITE PLANS (FULL)

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



APPLICATION NUMBER:	PRS 21-1137
ZHM HEARING DATE:	NA
BOCC LUM MEETING DATE:	December 14, 2021

Case Reviewer: Tania C. Chapela

9.0 FULL TRANSPORTATION REPORT (see following pages)

CURRENTLY APPROVED



Development Services

October 16, 2015

Reference: PRS 15-0840 BR

Omar Bourassa Trademark Nitrogen Corp. 1216 Old Hopewell Rd. Tampa, FL 33619-2630

Dear Applicant:

At the regularly scheduled public meeting on October 13, 2015, the Board of County Commissioners approved your request for a minor modification to PD ZC 92-0084, with the attached amended final conditions.

A condition of approval is that the applicant submit a revised General Site Plan reflecting all changes, within 90 days of approval. Failure to submit the site plans within the time period will place your property in violation.

To comply with this condition, please complete and submit to the Development Services Department, 20th floor of the County Center, 601 E. Kennedy Boulevard, the enclosed application for General Site Plan Review/Certification. For information concerning the certification process, please contact our office at 272-5600.

Please keep this letter for your records. If we may be of service to you in the future, feel free to contact me at 272-5600.

Sincerely,

Joseph Moreda, AICP, Zoning Administrator

JM/ml Attachments cc: Robert E. Wallace, P.E. – Environmental Engineering Consultants, Inc.

Board of County Commissioners Kevin Beckner Victor D. Crist Ken Hagan Al Higginbotham Lesley "Les" Miller, Jr. Sandra L. Murman Stacy R. White

County Administrator Michael S. Merrill

County Administrator

Executive Team Lucia E. Garsys Carl S. Harness Gregory S. Horwedel Ramin Kouzehkanani Liana Lopez Bonnie M. Wise

County Internal Auditor Peggy Caskey

> County Attorney Chip Fletcher

Development Services PO Box 1110 Tampa, FL 33601-1110 FINAL CONDITIONS OF APPROVAL

Approval of the request, subject to the conditions listed below, is based on the general site plan submitted May 29, 2015.

- 1. Maximum FAR of the parcels shown on the General Site Plan shall be as follows:
 - 1.1 Area I Parcel A and Area II may be developed up to a gross intensity of 0.4 FAR, however any specific parcel or portion thereof may be developed up to a 0.6 FAR provided that the overall FAR of Area I Parcel A and Area II combined does not exceed a gross intensity of 0.4 FAR.
 - 1.2 Area I Parcel B may be developed up to a gross intensity of 0.4 FAR, however any specific portion of the parcel may be developed up to a 0.6 FAR provided that the overall FAR of the Area I Parcel B does not exceed a gross intensity of 0.4 FAR.
- 2. Permitted Uses:
 - A. The following uses shall be permitted uses in Area I and Area II:
 - Communication facilities; public use facilities; public service facilities; child care centers; mail order pickup facilities; banking; automatic teller; banks; drive-in banks; business services; health services; professional services; personal services; recreation services; repair services; general dry cleaners; contractors offices; exterminators; food catering; lawn care/landscaping; mail order offices; manufacturing, processing and assembly; office-showroom; warehousedistribution; conference centers; photography studios; interior cleaning services; sign painting services; warehousing; dry cleaning plants; publishing and printing; recyclable household goods facilities; rental and leasing operations; research activities; wholesale distribution; truck terminals; mini-warehouses, interim wastewater treatment plants (special use permit required, also refer to Development Order Condition Section IV.GA) and all M(L) uses not previously listed herein as such uses are defined in the Hillsborough County Zoning Code, July 1985, as revised through January 31, 1990; and
 - 2. Retail convenience goods; retail shoppers goods; retail stores; liquor stores; Christmas tree sales lots; flea market; theaters; and all C-I uses not previously listed herein; as such uses are defined in the Hillsborough County Zoning Code, July 1985, as revised through January 31, 1990; and
 - B. Infrastructure to serve the development shall be permitted. Interim agricultural uses shall be permitted.
- 3. Buffers and Landscaping: The development shall comply with applicable provisions of the Hillsborough County Land Development Code.
- 4. Building Setbacks:
 - A. Minimum setbacks from the Property boundaries shall be as follows:

	PETITION NUMBER:	PRS 15-0840 BR	
FINAL CONDITIONS	MEETING DATE:	October 13, 2015	
OF APPROVAL	DATE TYPED:	October 14, 2015	

- 1. Within Area 1, Parcel A and B, buildings setbacks shall be set back in accordance with Manufacturing zoning standards of the Land Development Code.
- 2. Within Area II, buildings setback shall be setback in accordance with Commercial Intensive zoning standards of the Land Development Code.
- 3. Rear yard and side yard setbacks within areas I and II shall be waived on lots or tracts that abut railroad rights of-way for the purpose of ramp loading and/or unloading.
- 5. Maximum Height: The maximum height shall be 100 feet provided that one foot shall be added to any required minimum external setback from the Property boundary for each foot of structure height over 35 feet.
- 6. Parking shall be in accordance with the Land Development Code.
- 7. Internal Roads: Alignment of all internal roadways are approximate and subject to change. Exact alignments will be established at Detailed Site Plan review.
- 8. Access: Locations of internal access points are approximate, subject to change and will be established at Detailed Site Plan review. Specific locations of rail spurs to serve the project are subject to approval of SCL Railroad, or its successors.
- 9. Prior to construction plan approval, the developer shall submit documentation of CSX's approval of the new driveway crossing and design. Design of the crossing shall also be subject to the review and approval of Hillsborough County Public Works. All improvements required to facilitate the new crossing shall be done at the developer's sole expense.
- 10. As Old Hopewell Rd. is a substandard roadway, the developer shall improve Old Hopewell Rd., between the new driveway and US 301, to current County standards, unless otherwise approved by Hillsborough County.
- 11. Retention/Detention Facilities: Retention areas shown are based on preliminary drainage plans, and may be subject to revisions at Detailed Site Plan review.
- 12. Sewer Service: Sanitary sewer service to be provided by Hillsborough County.
- 13. Water Service: To be provided by the City of Tampa.
- 14. Wetlands/Mitigation: Wetland areas shown are conceptual. The exact location of each will be established at Detailed Site Plan review.
- 15. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

	PETITION NUMBER:	PRS 15-0840 BR	
FINAL CONDITIONS	MEETING DATE:	October 13, 2015	
OF APPROVAL	DATE TYPED:	October 14, 2015	

- 16. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
- 17. Within 90 days of approval by Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which confirms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LCD). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval and requirements of the LDC, said plan will be deemed invalid and certification of a revised plan will be required.

HILLSBOROUGH COUNTY DEVELOPMENT SERVICES DEPARTMENT GENERAL SITE PLAN REVIEW/CERTIFICATION APPLICATION INFORMATION PACKET

The attached application form must be completed and submitted with the set of site plans to the Community Development Section, ATTENTION: SITE PLAN CERTIFICATION, 20th Floor of the County Center, 601 E. Kennedy Blvd., Tampa, FL 33602

INSTRUCTIONS

<u>ROLLED</u> copies of the general site plan must be provided. DO NOT COPY FINAL CONDITIONS OF APPROVAL ON THE GENERAL SITE PLAN.

Certification Submittal Check List:

- 1. Rezoning (RZ) and Major Modification (MM) applications: Three (3) rolled copies of the General Site Plan.
- 2. Personal Appearance (PRS) application: <u>Three (3) rolled copies</u> of the General Site Plan.
- NOTE: If you wish to receive a paper copy of the Certified Site Plan, you must submit your request it in writing to Marylou Laycock, Development Services Department, Community Development Section, 601 E. Kennedy Blvd., Tampa, FL 33602 or email to laycockm@hillsboroughcounty.org.

REVIEW AND PROCESSING SCHEDULES

1. <u>Rezoning applications for Planned Development (PD) or Major Modification (MM):</u>

Within 21 calendar days of the submittal date of the general site plan, the Applicant/Applicant's Representative shall be notified by the Development Services Department of the plan approval/disapproval.

- 1-A If the general site plan is approved, then formal processing shall require ten (10) additional calendar days. Total processing time for an approved general site plan shall require a maximum of 30 calendar days.
- 1-B If the general site plan is disapproved, the Applicant/Applicant's Representative shall be required to submit a revised set of general site plans utilizing the same submittal requirements and time frames as outlined above.
- 2. <u>Rezoning applications for Planned Development (PD), Planned Development-Specific (PD-S), Planned Development-Specific with concurrent Site Development Review, or Major Modification (MM):</u>

Within ten (10) calendar days after the date of the filing of the Zoning Hearing Master's (ZHM) recommendation the Applicant's Representative shall submit a set of general site plans for certification and approval by the BOCC at the BOCC Land Use Meeting.

- 2-A The general site plan will be reviewed by staff to determine if it is eligible for certification and approval by the BOCC at the BOCC Land Use Meeting.
 - 2-A-1 If the general site plan is determined to be eligible for certification, it will go before the BOCC for approval at the BOCC Land Use Meeting.
 - 2-A-2 If the general site plan is determined to <u>not</u> be eligible for certification, then the application will be automatically continued to the next scheduled BOCC Land Use Meeting, and a resubmittal of a set of revised general site plans for certification will be required.
- 2-B If the general site plan is approved for certification by the BOCC, then formal processing shall require ten (10) additional calendar days from the date of the BOCC Land Use Meeting.
- 2-C If the general site plan is <u>not</u> approved for certification by the BOCC, then the application will be automatically continued to the next scheduled BOCC Land Use Meeting and a resubmittal of a set of revised general site plans for certification will be required if applicable.

3. <u>Minor Modification (PRS) submitted any time:</u>

Within 21 calendar days of the submittal date of the general site plan, the Applicant's Representative shall be notified by the Development Services Department of the plan approval/disapproval.

- 3-A If the plan is approved for certification, then formal processing shall require ten (10) additional calendar days. Total processing time for an approved site plan shall require a maximum of 30 calendar days.
- 3-B If the plan is disapproved, the Applicant shall be required to submit a revised set of plans utilizing the same submittal requirements and time frames as outlined in 3-A above.

HILLSBOROUGH COUNTY PLANNING AND GROWTH MANAGEMENT DEPARTMENT GENERAL SITE PLAN REVIEW/CERTIFICATION APPLICATION

To Be Completed by Applicant or Representative

Rezoning File 1	No. RZ	
Related File Nu	umber (if applicable): MM	PRS
BOCC Land U	se Date:	
Project Name:		
Check the appr	opriate box(es):	
	ached site plan meets all conditions of approval and r ng and Growth Management Staff and by the Zoning	· · · · · · · · · · · · · · · · · · ·
The atta	ached site plan does not meeting the following condit ation:	ions of approval and/or requirements of
	As required by PGM Staff:	
	As required by the Zoning Hearing Master:	
Applying for O	Dral Argument? Yes No	
Applicant:	Phon	e Number:
Mailing Addres	ss:	
	s:	
Representative:	: Phon	e Number:
Mailing Addres	ss:	
E-mail Address	S:	
	ERTIFY that this application and all plans submitted h g the proposed General Site Plan Certification.	erewith are true representations of all

Signature of Applicant or Authorized Representative

AGENCY COMMNENTS

Adjoining Roadways (check if applicable)				
Road Name	Classification	Current Conditions	Select Future Improvements	
Columbus Dr.	County Collector - Urban	2 Lanes □Substandard Road ⊠ Sufficient ROW Width	 Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other 	
Regional Water Ln.	County Local - Urban	2 Lanes □ Substandard Road ⊠ Sufficient ROW Width	 Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other 	
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	 Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other 	
	Choose an item.	Choose an item. Lanes Substandard Road Sufficient ROW Width	 Corridor Preservation Plan Site Access Improvements Substandard Road Improvements Other 	

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

Project Trip Generation	n 🗵 Not applicable for this request		
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing			
Proposed			
Difference (+/-)			

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

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	Choose an item.
South		Choose an item.	Choose an item.	Choose an item.
East		Choose an item.	Choose an item.	Choose an item.
West		Choose an item.	Choose an item.	Choose an item.

Design Exception/Administrative Variance Not applicable for this request		
Road Name/Nature of Request	Туре	Finding
Number of Access Points – Regional Water Ln.	Administrative Variance Requested	Approvable
Number of Access Points – Columbus Dr.	Administrative Variance Requested	Approvable
Notes:		

4.0 Additional Site Information & Agency Comme	ents Summary		
Transportation	Objections	Conditions Requested	Additional Information/Comments
 Design Exception/Adm. Variance Requested Off-Site Improvements Provided 	□ Yes □N/A ⊠ No	⊠ Yes □ No	

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department DATE: 11/19/2021 AGENCY/DEPT: Transportation

REVIEWER: James Ratliff, AICP, PTP

PLANNING AREA/SECTOR: BR/ Central

PETITION NO: PRS 21-1137

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

NEW AND REVISED CONDITIONS OF APPROVAL

All existing transportation related conditions shall carryforward except as otherwise amended herein or within the zoning staff report. Additionally, staff requests the following new additional conditions:

- 1. With respect to development within folio 65474.0000:
 - a. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, all vehicular access connections to Columbus Dr. shall be spaced a minimum of 245 feet from other adjacent connections.
 - b. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
- 2. Access to Stennum Rd. from the project shall be gated. Use of such access shall be restricted to occasional maintenance traffic and/or emergency access only.
- 3. If PRS 21-1137 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated October 26, 2021) from the Section 6.04.03.I. requirement governing number of allowable access points, which was found approvable by the County Engineer (on November 19, 2021). Approval of this Administrative Variance will permit the developer to construct a third driveway connection to Columbus Dr. for a certain portion of the project within folio 65474.0000 and on the north side of Columbus Dr. (i.e. the Hillsborough County Tournament Sportsplex).
- 4. If PRS 21-1137 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated October 26, 2021) from the Section 6.04.03.I. requirement governing number of allowable access points, which was found approvable by the County Engineer (on November 19, 2021). Approval of this Administrative Variance will permit the developer to construct a second driveway connection to Regional Water Ln. for a certain portion of the project within folio 65474.0000 that is south of Columbus Dr. (i.e. the Hillsborough County Traffic Management Center).

DESCRIPTION OF REQUEST, STAFF ANALYSIS, AND CONCLUSIONS

The applicant is requesting a minor modification/personal appearance (PRS) to approved Zoning Conformance (ZC) Planned Development (PD) #92-0084, as most recently amended via PRS #17-0920. The PD consists of multiple parcels; however, the portion being modified consists of a single +/- 207.84 ac. parcel.

The applicant is seeking a PD modification to request the following changes:

- 1. The applicant is seeking a Section 6.04.02.B. Administrative Variance (AV) request from the Section 6.04.03.I. requirement regarding number of access points for the Tournament Sportsplex portion of the site. Per the Hillsborough County Land Development Code (LDC) only one (1) access is permitted to serve the Sportsplex based on generated peak hour volumes, while the applicant is seeking three (3) connections to Columbus Dr. For reasons outlined in the AV request, the County Engineer found the request approvable as described in the conditions proposed hereinabove.
- 2. The applicant is seeking a Section 6.04.02.B. Administrative Variance (AV) request from the Section 6.04.03.I. requirement regarding number of access points for the Hillsborough County Traffic Operations Center portion of the site. Per the Hillsborough County Land Development Code (LDC) only one (1) access is permitted to serve the Traffic Operations Center based on generated peak hour volumes, while the applicant is seeking two (2) connections to Regional Water Ln. to serve the site. For reasons outlined in the AV request, the County Engineer found the request approvable as described in the conditions proposed hereinabove.
- 3. During the course of the review, County Transportation staff requested the applicant clarify what appeared to be an access to Stannum Dr. which was not authorized via the current PD but appeared to be in use based on aerial photography. As a result, the applicant is proposing to add an access to the PD, which will be restricted to occasional maintenance and emergency use only. Given these restrictions, no substandard road improvements to Stannum Dr. are required.

The proposed modification will have no impact on maximum potential traffic generation to/from the proposed sites, as project entitlements are remaining unchanged. Transportation Review Section staff has no objection to the proposed zoning, subject to the conditions proposed herein above.

LEVEL OF SERVICE (LOS) INFORMATION

Columbus Dr. is not a roadway which was included within the Hillsborough County Level of Service (LOS) report. As such, no LOS information for the facility can be provided. Information for the next closest facility has been provided below.

Roadway	From	То	LOS Standard	Peak Hour Directional LOS
US 301	Adamo Dr.	MLK Blvd.	D	С

Source: 2020 Hillsborough County Level of Service Report.

From:	Williams, Michael		
То:	Michael Raysor		
Cc:	Ratliff, James; Steady, Alex; Chapela, Tania; Tirado, Sheida		
Subject:	FW: 21-1137 - County Engineer Recommendation Needed		
Date:	Friday, November 19, 2021 10:53:08 AM		
Attachments:	<u>21-1137+AVReq+2+10-27-21 (1).pdf</u> <u>21-1137+AV+Req+11-18-21.pdf</u> image003.png		
	image001.png		
Importance:	High		

Mike,

I have found the attached Section 6.04.02.B. Administrative Variances (AV) for PD 21-x1137 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Ingrid Padron (<u>padroni@hillsboroughcounty.org</u> 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 <u>PW-CEIntake@hillsboroughcounty.org</u>

Mike

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

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

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

Facebook | Twitter | YouTube | LinkedIn | HCFL Stay Safe

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

From: Ratliff, James <RatliffJa@hillsboroughcounty.org>
Sent: Thursday, November 18, 2021 9:52 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: Tirado, Sheida <TiradoS@hillsboroughcounty.org>; Steady, Alex
<SteadyA@hillsboroughcounty.org>
Subject: 21-1137 - County Engineer Recommendation Needed
Importance: High

This is for the December BOCC Hearing. I will draft my staff report on the assumption that it will be supported. If recommendation isn't received by tomorrow I will have to leave it in Alex or Sheida's hands for follow-up net week.

Thank you,

James Ratliff, AICP, PTP (he/him/his)

Principal Planner Development Services Department, Transportation Review Section

P: (813) 307-1924 E: <u>ratliffja@hcflgov.net</u> W: <u>www.hcflgov.net</u>

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

Facebook | Twitter | YouTube | LinkedIn | HCFL Stay Safe

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

Note: So that we can assist you more efficinetly, **please ensure** that the subject line of all email correspondence includes the Project Information (PI) Number or Zoning Case File (PD, RZ, PRS, MM, SU, or VAR) Number, where applicable.

Cour	borough Ity Florida nent Services
601 E. Kennedy Blvd., 19th I	loor (813) 272 5600

Additional / Revised Information Sheet

Date Stamp Here

, , , , , , , , , , , , , , , , , , , ,			
Application Number: PRS 21	-1137 Ar	oplicant's Name: Erthel H	ill
Reviewing Planner's Name: Bia	anca O. Vazquez		Date: 10/27/2021
Application Type:			
Planned Development (PD)	Minor Modification	/Personal Appearance (PRS)	Standard Rezoning (BZ)
Variance (VAR)	Development of Reg		Major Modification (MM)
			-
Special Use (SU)	Conditional Use (CL))	Other
Current Hearing Date (if applica	able): <u>12/14/2021</u>		
	The following mus	t be attached to this	Sheet.
Cover Letter with summary	/ of the changes and/or a	additional information prov	ided. If a revised Site Plan is being
submitted, all changes on the s	ite plan must be listed in	n detail in the Cover Letter.	
An updated Project Narrati	ve consistent with the c	hanges or additional inform	ation provided, if applicable.
Submittal Via:			
Email (Preferred). Note that	no follow up paper file is nece	essary. Pdf format only. Maximum	attachment(s) size is 15 MB.
Email this sheet along all the	additional/revised submi	ttal items in pdf to: ZoningInt	ake-DSD@hcflgov.net
Mail or delivery. Number o	f Plans Submitted: La	rge Small	
For PD, MM, PRS and SU: 7 large For RZ-Standard: if plot plan is la For Minor Change: 6 large copies For Variances or Conditional Use	copies 24"X36", one small 8.5 rger than 8.5"X11", 7 large co s.	5X11". pies should be submitted.	
Mail to:		Hand Delive	r to:
	t Services Department	County Cent	
-	Development Division	-	nt Services Department
P.O. Box 1110 Tampa, FL 33		19th Floor	edy Blvd., Tampa
iaiiipa, FL 33	001-1110	OUT E. KENN	εάγ δινά., ταπιμα
certify that changes describe changes will require an additio	-	-	e to the submission. Any further
Erthel Hi	'll		10/27/2021

Signature

Date

	FOR OFFICE USE ONLY		
Notification E-Mail Sent	Scanned into OPTIX		
Transmittal Completed	In-Take Completed by: _		

1 of 1



October 26, 2021

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

SUBJECT: HILLSBOROUGH COUNTY CONSOLIDATED HARDENED MAINTENANCE FACILITY (CHMF) COLUMBUS SITE REGIONAL WATER LANE – NUMBER OF ACCESS POINTS – ADMINISTRATIVE VARIANCE PD MINOR MODIFICATION 21-1137

Dear Mr. Williams,

This letter documents a request for a Section 6.04.02.B. **ADMINISTRATIVE VARIANCE** to Hillsborough County Land Development Code (LDC) §6.04.03.I. (Number of Access Points) in association with a PD Minor Modification (21-1137) for the Hillsborough County Consolidated Hardened Maintenance Facility (CHMF) Columbus Site.

The subject project site consists of a portion of Hillsborough County folio no. 065474-0000, upon which the referenced CHMF site is being developed, consisting of a 38,755 square foot building. The site is served by one (1) planned driveway connection to Regional Water Lane, and is currently proposed for a second (2^{nd}) driveway connection to Regional Water Lane to provide dedicated access to an overflow parking area, without cross access to the balance of the site. Refer to *Attachment A* for the project site location map and *Attachment B* for the project site plan.

Trip generation for the subject site was estimated using trip characteristic data in accordance with the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th edition); as summarized below and further documented in **ATTACHMENT C**.

\triangleright	Weekday Daily Trip Generation Estimate:	378 vpd
\succ	Weekday PM Peak Hour Trip Generation Estimate:	46 vph
\triangleright	Weekday PM Peak Hour Trip Generation Estimate:	46 vph

It is noted that **ATTACHMENT C** also includes trip generation estimates for the adjacent Tampa Bay Water facility, along with documentation of (a) a warrant evaluation for a right turn lane on Columbus Drive at Regional Water Lane (which was found to not be warranted), and (b) an evaluation of the length for the existing left turn lane on Columbus Drive at Regional Water Lane (which was found to be of adequate length).

Pursuant to LDC §6.04.03.I. (Number of Access Points), a non-residential access connection to a local roadway shall accommodate a maximum vehicular flow rate of 180 vehicles per hour (vph). Regional Water Lane is recognized by Hillsborough County as a local roadway, and thus pursuant to LDC §6.04.03.I., one site access connection is needed to accommodate weekday AM & PM peak hour traffic volumes [calculated as 46 / 180 = 0.26 >>> rounds up to 1.0].

Given the foregoing, an **ADMINISTRATIVE VARIANCE** is requested in association with approval of the proposed second (2nd) site access driveway connection to Regional Water Lane.

This request has been prepared in accordance with LDC §6.04.02.B., to address the following: (a) there is an unreasonable burden on the applicant, (b) the exception would not be detrimental to the public health, safety, and welfare, and (c) without the exception, reasonable access cannot be provided; as discussed herein. In addition, a crash data evaluation has been prepared, as documented in *ATTACHMENT D*, which indicates 3 crashes within the prior five years along the segment of Regional Water Lane adjacent to the subject site, with no discernable crash patterns; noting that each of the 3 identified crashes were found to occur at the intersection of Regional Water Lane & Columbus Drive.

RAYSOR Transportation Consulting



MICHAEL J. WILLIAMS, P.E. HILLSBOROUGH COUNTY CHMF COLUMBUS SITE (PD 21-1137) REGIONAL WATER LANE – NUMBER OF ACCESS POINTS – ADMINISTRATIVE VARIANCE OCTOBER 26, 2021 PAGE 2 OF 2

THERE IS AN UNREASONABLE BURDEN ON THE APPLICANT as the purpose of the proposed 2nd driveway connection to Regional Water Lane is to provide dedicated access to an overflow parking area, where cross access through the primary driveway connection serving the referenced CHMF site is not feasible, as that would preclude the potential for secure (isolated) access for the County CHMF site, if that should be desired at a future date. Further, lack of the 2nd driveway connection to Regional Water Lane would result in the referenced parking area not being served by a dedicated site access connection, thereby limiting the flexibility by the County for use of that parking area. *Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary such that an unreasonable burden is not unduly imparted upon the applicant.*

THE ADMINISTRATIVE VARIANCE WOULD NOT BE DETRIMENTAL TO THE PUBLIC HEALTH, SAFETY, AND WELFARE in consideration that (A) the adjacent segment of Regional Water Lane was found to not exhibit a safety deficiency, nor were any crash patterns identified that would indicate a potential for future safety concerns associated with the proposed 2nd driveway connection to Regional Water Lane, (B) applicable County driveway connection spacing will be met by the referenced 2nd driveway connection (where connection spacing requirements are established based on safety and operational considerations), and (C) traffic safety is generally inversely proportional to vehicular delay, and as such, the implementation of the referenced 2nd driveway connection, which will reduce delays for vehicular ingress & egress for both driveways as compared to a single driveway, which would have a corresponding theoretical increase in regard to traffic safety. *Therefore, approval of this ADMINISTRATIVE VARIANCE would not adversely affect, public health, safety, or welfare.*

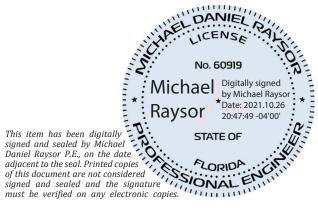
WITHOUT THE ADMINISTRATIVE VARIANCE, REASONABLE ACCESS CANNOT BE PROVIDED as cross access through the primary driveway connection serving the referenced CHMF site is not feasible, as that would preclude the potential for secure (isolated) access for the County CHMF site, if that should be desired at a future date. Further, lack of the 2nd driveway connection to Regional Water Lane would result in the referenced parking area not being served by a dedicated site access connection, thereby limiting the flexibility by the County for use of that parking area. *Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary to provide reasonable access to the project.*

The foregoing documents a request for an **ADMINISTRATIVE VARIANCE** to Hillsborough County Land Development Code (LDC) §6.04.03.1. (Number of Access Points) in association with a PD Minor Modification (21-1137) for the Hillsborough County Consolidated Hardened Maintenance Facility (CHMF) Columbus Site, to allow for a second (2nd) driveway connection to Regional Water Lane to provide dedicated access to an overflow parking area, and is recommended to be approved by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E President



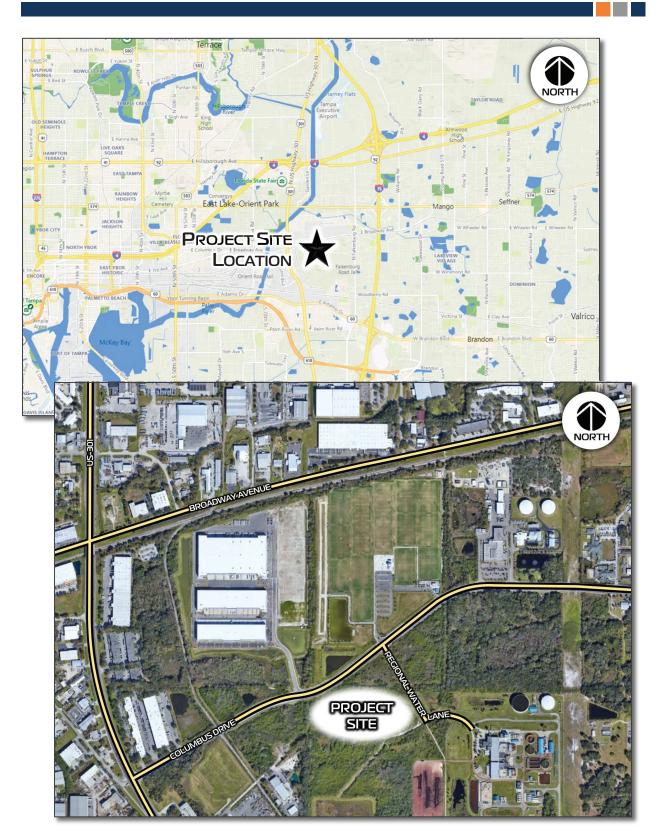
BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY APPROVED.

MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION date



RAYSOR Transportation Consulting

CHMF COLUMBUS SITE Project Site Location Map

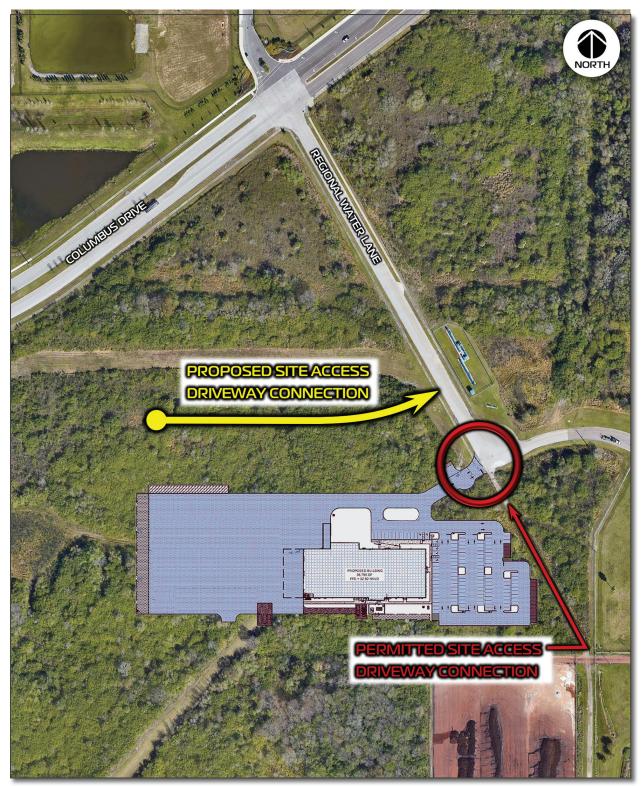


ATTACHMENT B



CHMF COLUMBUS SITE Project Site Plan







CHMF COLUMBUS SITE *Trip Generation & Traffic Volumes*

CHMF SITE TRIP GENERATION

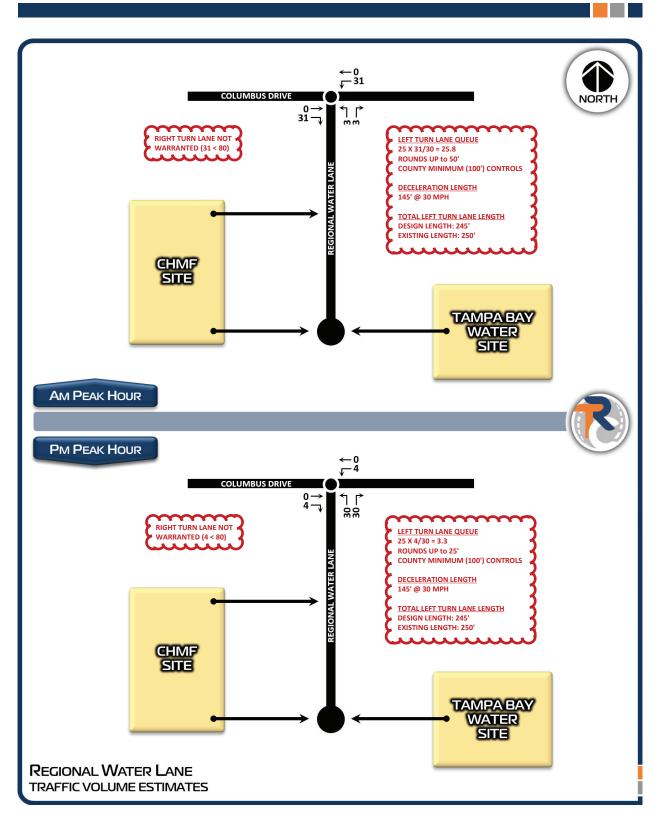
ITE	Land Use	Size	Wee	kday		AM Pe	ak Hour		_	PM Pea	k Hour	
LUC	Description	3126	Rate	Trips	Rate	Trips	Enter	Exit	Rate	Trips	Enter	Exit
710	General Office Building	38.755 ksf	9.74	378	1.16	46	40	6	1.15	46	8	38

TAMPA BAY WATER TRIP GENERATION

From:	Hand, William - RES <handw@hillsboroughcounty.org></handw@hillsboroughcounty.org>
Sent:	Friday, October 1, 2021 9:42 AM
То:	Michael Raysor
Cc:	Andrea College; Bose, Swati; Hill, Erthel
Subject:	Tampa Bay Water Plant - Regional Water Lane driveway traffic count
	purposes of your study, use the following current peak employee counts (during 7am – 4pm day shift), as mpa Bay Water for this facility's driveway:
during the cou Bill Hand	arrive 7am, depart 4pm. Also 8 tractor trailers enter/depart for chemical deliveries and sediment hauling rse of the day shift (not peak hour).
during the cou Bill Hand Manager	
during the cou Bill Hand Manager Capital Program	rse of the day shift (not peak hour).
during the cou Bill Hand Manager	AM PEAK HOUR: 22 IN / 0 OUT
during the cou Bill Hand Manager Capital Program P: (813) 307-10 M: (813) 853-1	AM PEAK HOUR: 22 IN / 0 OUT MA DEAK HOUR: 22 IN / 0 OUT
during the cou Bill Hand Manager Capital Program P: (813) 307-10	rse of the day shift (not peak hour). ms Department 134 014 FLGov.net AM PEAK HOUR: 22 IN / 0 OUT PM PEAK HOUR: 0 IN / 22 OUT
during the cou Bill Hand Manager Capital Program P: (813) 307-10 M: (813) 853-1 E: <u>Handw@HC</u>	AM PEAK HOUR: 22 IN / 0 OUT PM PEAK HOUR: 0 IN / 22 OUT PM PEAK HOUR: 0 IN / 22 OUT
during the cou Bill Hand Manager Capital Prograr P: (813) 307-10 M: (813) 853-1 E: Handw@HCI W: HCFLGov.ne Hillsborough	AM PEAK HOUR: 22 IN / 0 OUT PM PEAK HOUR: 0 IN / 22 OUT PM PEAK HOUR: 0 IN / 22 OUT



CHMF COLUMBUS SITE *Trip Generation & Traffic Volumes*





CHMF COLUMBUS SITE Crash Data Evaluation



CDMS - Crash Data Management System

Regional Water Lane (Columbus Dr to Stannum St) Report Memo:



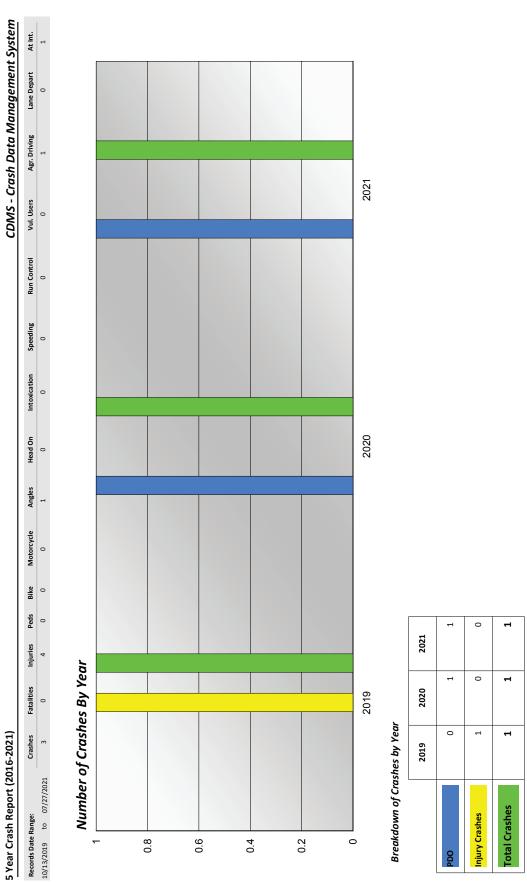


Selections used to generate this report: Saved Area 1: -82.3528557602007 27.963175363854326, -82.34759863053193 27.96633090406764, -82.34715874825355 27.965696013001008, -82.35245879326652 27.962445691271427, -82.3528235736925 27.963156411382105, -82.3528557602007 27.963175363854326

CDMS - Crash Data Management System

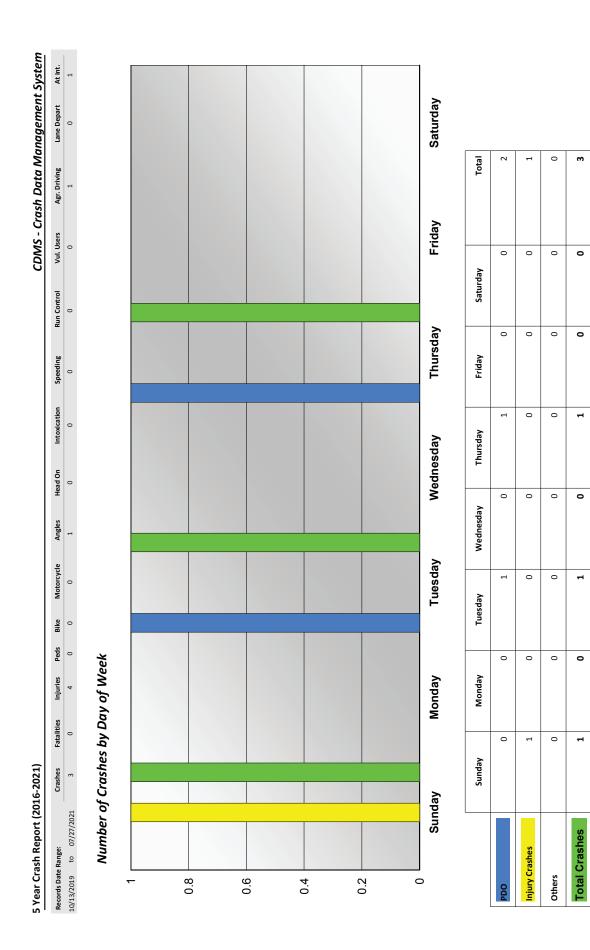
Records Date Range:	Crashes	Crashes Fatalities I	Injuries Peds	Peds	Bike	Motorcycle	e	Angles	Hea	Head On	Into	Intoxication		Speeding	Ru	Run Control		Vul. Users		Agr. Driving		Lane Depart At Int.	At Ini	
10/13/2019 to 07/27/2021	3	0	4	0	0	0		1		0		0		0		0		0		1		0	1	
Intersection Summary	nary						Injury (Injury Severity		Ped and Bike	p	Crash	Crash Type					0,	trategic Highway Safety Plan	Highway Plan				
Top 40 Report																	Speed	pe			Teen Aging	Aging		
			Total	Tota	al Total	Fatal			Non Possible			Left	Right	Head (Left Right Head Comm. Work No	ork	lo Ag	Agr. Lan	e At	Lane At Distract Driver Driver	Driver		Impaired M	Motor
CICK FOR DRIIL DOWN			Crashes	s Fatalit	ties Injurie	Crashes Fatalities Injuries Crashes	Incap	Incap	Injury	Ped 1	ike Ang	e Turn	Turn	On	Veh Zo	ne Rest	raint Driv	ng Dep;	irt Int.	Bike Angle Turn Turn On Veh Zone Restraint Driving Depart Int. Driving 15-19 65+	15-19	65+	C	Cycle
COLUMBUS DR @ REGIONAL WATER LN			3	0	4	0	1	0	0	0	0 0 1	0	0	0	0	0	0 1	0	1	0	0	0	0	0

Page 2 of 13



	2019	2020	2021
PDO	0	1	
Injury Crashes	Ч	0	0
Total Crashes	1	1	

Monday, October 25, 2021



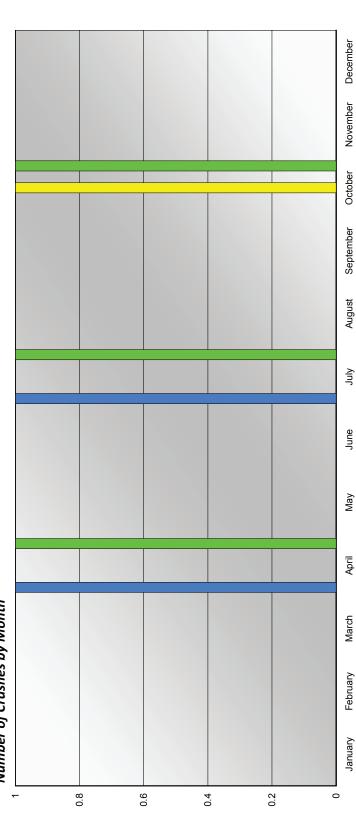
Page 4 of 13

Monday, October 25, 2021

CDMS - Crash Data Management System

Lane Depart At Int.	0 1
Agr. Driving L	1
Vul. Users	0
Run Control	0
Speeding	0
Intoxication	0
Head On	0
Angles	4
Motorcycle	0
Bike	0
Peds	0
Injuries	4
Fatalities	0
Crashes	£
Range:	to 07/27/2021
Records Date	10/13/2019





	January	February	March	April	May	June	Лuly	August	September	October	October November December	December	Total
PDO	0	0	0	1	0	0	1	0	0	0	0	0	2
Injury Crashes	0	0	0	0	0	0	0	0	0	1	0	0	1
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	0	0	0	1	0	0	1	0	0	1	0	0	m

6:0 2:0 8:0 1			Crashes by Time of Day
7:00 8:00 9:00 10:00 12:00 12:00 2:00 3:00 4:00 5:00 6:00 9:00 9:00 10:00 AM AM AM AM AM PM			
7:00 8:00 9:00 10:00 11:00 12:00 1:00 2:00 3:00 4:00 5:00 6:00 7:00 8:00 9:00 10:00 AM AM AM AM AM PM			
	10:00 11:00 12:00 1:00 2:00 AM AM PM PM PM PM	6:00 7:00 8:00 AM AM AM	5:00 6 AM



7

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Total

ATTACHMENT D - 7 of 14

Page 6 of 13

3 0 <th>OUTONAL I<!--</th--><th>13/2019 to 07/27/2021 3 11 Driver Age Summary (Vehicle 3 11 Down Rpt. Crashes 3 11 Down Rpt. 0 9 11 Down Rpt. 0 0 11 Down Rpt. 0 0 12 25 0 0 12 25 10 0 12 25 10 0 12 26 30 10 0 13 26 25 0 0 14 2 2 0 0 14 2 0 0 0 15 26 25 0 0 16 25 0 0 0 16 25 0 0 0 17 70 0 0 0 17 70 0 0 0 18 55 0 0 0 19 70 7 0 0 <tr< th=""><th></th><th></th><th></th><th>0</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></tr<></th></th>	OUTONAL I </th <th>13/2019 to 07/27/2021 3 11 Driver Age Summary (Vehicle 3 11 Down Rpt. Crashes 3 11 Down Rpt. 0 9 11 Down Rpt. 0 0 11 Down Rpt. 0 0 12 25 0 0 12 25 10 0 12 25 10 0 12 26 30 10 0 13 26 25 0 0 14 2 2 0 0 14 2 0 0 0 15 26 25 0 0 16 25 0 0 0 16 25 0 0 0 17 70 0 0 0 17 70 0 0 0 18 55 0 0 0 19 70 7 0 0 <tr< th=""><th></th><th></th><th></th><th>0</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></tr<></th>	13/2019 to 07/27/2021 3 11 Driver Age Summary (Vehicle 3 11 Down Rpt. Crashes 3 11 Down Rpt. 0 9 11 Down Rpt. 0 0 11 Down Rpt. 0 0 12 25 0 0 12 25 10 0 12 25 10 0 12 26 30 10 0 13 26 25 0 0 14 2 2 0 0 14 2 0 0 0 15 26 25 0 0 16 25 0 0 0 16 25 0 0 0 17 70 0 0 0 17 70 0 0 0 18 55 0 0 0 19 70 7 0 0 <tr< th=""><th></th><th></th><th></th><th>0</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></tr<>				0							
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			20 to 24				45 to 40		60 to 64		75 to 79	85 to 89	0

Monday, October 25, 2021

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Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike N	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019 to 07/27/2021	œ	0	4	0	0	0	1	0	0	0	0	0	1	0	1
Crash Type Summary	ary														
Impact Type											Strategic Hig	Strategic Highway Safety Plan (SHSP)	lan (SHSP)		
Click for Drill Down		Crashes	Fatalities	lities	Injuries	Peds	Bike	Motorcycle	Vulnera	Vulnerable Users	Aggressive Driving	Driving	Lane Departure	At Intersection	section
Angle		1	0		4	0	0	0		0	1		0		÷
Unknown		2	0	_	0	0	0	0		0	0		0		0

Relation to Intersection								Strategic Highway Safety Plan (SHSP)	Plan (SHSP)	٦
Click for Drill Down	Crashes	Fatalities	Injuries Peds	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Intersection	1	0	4	0	0	0	0	1	0	1
Non-Junction	2	0	0	0	0	0	0	0	0	0

Monday, October 25, 2021

0 0/27/201 3 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			-		Peds			Aligues	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Cle 1 Direction Summary Total Crashes By Vehicle 1 Direction			5	4	0	0	0	1	0	0	0	0	0	1	0	1
Total Crashes By Vehicle 1 Direction	Direction Sur	nmary														
rash Type By Vehicle 1 Direction	Crashes By Ve	hicle 1 I	Direction													
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CDMS - Crash Data Management System

	CLASHES	Fatalities	Injuries	Peds E	Bike Mo	Motorcycle	Angles	IIO DEAD	Intoxication speeding	speeding	Run Control	vui. Users	Agr. Uriving	Lane Depart At Int.	At Int.
10/13/2019 to 07/27/2021	æ	0	4	0	0	0	1	0	0	0	0	0	1	0	1
Vehicle Type											Strategic High	Strategic Highway Safety Plan (SHSP)	lan (SHSP)		
Click for Drill Down		Crashes	Crashes Fatalities	lities	Injuries	Peds	Bike	Motorcycle		Vulnerable Users	Aggressive Driving	Driving	Lane Departure	At Intersection	ection
Passenger Car		2	0		4	0	0	0	_	0	1		0	1	
No Data		1	0		0	0	0	0		0	0		0	0	1

Vehicle Movement								ытатедіс нідпмаў затету Ріап (энэ <i>Р)</i>	rian (אכאכ) Plan	
Click for Drill Down	Crashes	Crashes Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight Ahead	1	0	4	0	0	0	0	1	0	1
Making U-Turn	Ļ	0	0	0	0	0	0	0	0	0
Unknown	1	0	0	0	0	0	0	0	0	0

Monday, October 25, 2021

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Records Date Range: Crashes Fatalities Injuries Peds Bike Motorcycle Angles 10/13/2019 to 07/27/2021 3 0 4 0 0 0 1 Roadway Condition Summary Roadway Location	Head On	Intoxication Speeding			
³ 0 4 0 0 ion Summary	-		Run Control Vul. Users	rs Agr. Driving	Lane Depart At Int.
Roadway Condition Summary _{Roadway Location}	D T	0 0	0	1	0
Roadway Location					
			Strategic Highway Safety Plan (SHSP)	ty Plan (SHSP)	
Click for Drill Down Crashes Fatalities Fata	Bike Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
On Roadway 1 0 4 0 0	0 0	0	1	0	1
Off Roadway 2 0 0 0 0 0	0 0	0	0	0	0

Road Condition								Strategic Highway Safety Plan (SHSP)	Plan (SHSP)	
Click for Drill Down	Crashes	Fatalities	Injuries Peds	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Dry	œ	0	4	0	0	0	0	Ţ	0	1
Road Contributing Cause Summary	ıry							Strategic Highway Safety Plan (SHSP)	Plan (SHSP)	
Click for Drill Down	Crashes	Fatalities	Injuries Peds	Peds	Bike	Bike Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection

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None

Records Date Range:	Crashes	Crashes Fatalities Injuries Peds	njuries Pec	ds Bike		Motorcycle	Angles	Head On Ir	Intoxication Speeding	Speeding	Run Control	Vul. Users	Agr. Driving Lane Depart	Lane Depart	At Int.
10/13/2019 to 07/27/2021	e	0	4 0	0	0		1	0	0	0	0	0	1	0	-
Traffic Control											Strategic High	Strategic Highway Safety Plan (SHSP)	in (SHSP)		
Click for Drill Down		Crashes	Fatalities	H	Injuries	Peds	Bike	Motorcycle		Vulnerable Users	Aggressive	Aggressive Driving	Lane Departure	At Intersection	ection
Stop Sign		1	0		4	0	0	0		0	1		0		
No Controls		2	0		0	0	0	0		0	0		0	0	

Road Alignment								Strategic Highway Safety Plan (SHSP)	Plan (SHSP)	
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight	2		4	0	0	0	0	1	0	1
Unknown	1	0	0	0	0	0	0	0	0	0

Records Date Range:	Crashes	Fatalities Ir	Injuries Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019 to 07/27/2021	æ	0	4 0	0	0	1	0	0	0	0	0	1	0	1
Environment Summary Report	ary Repu	br												
Lighting										Strategic Hi	Strategic Highway Safety Plan (SHSP)	Plan (SHSP)		
Click for Drill Down		Crashes	Fatalities	Injuries	ies Peds	Bike	Motorcycle	Vulnera	Vulnerable Users	Aggressive Driving	riving	Lane Departure	At Intersection	section
Daylight		"	0	4	0	0	0		0	1		0		⊣
<i>Weather</i> Click for Drill Down Clear Cloudy		2.4 2.4 0.8 0.0 0.4 0.0 0.4 0.0 0.4 1.2 2.4 2.2 2.4 2.2 2.4 1.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	Paralities	1 0 0	o 0	o o	Not Dark Motorcycle 0		Vulnerable Users 0 0	Strategic Highway Aggressive Driving 0	Strategic Highway Safety Plan (SHSP)	Plan (SHSP) Lane Departure 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	At Intersection 1 0	sectio 0
		2, 1 8, 0 4, 0 0												
		5					Not Rain or Fog	bo						
Located Crashes _{Area}	Se	Crashes	s Fatalities		Injuries	I	A P	Private Pro Area	perty, Paı	rking Lot, aı ^{Cra}	and Unloca _{Crashes} F	Private Property, Parking Lot, and Unlocated Crashes Area Di	S Injuries	
BRANDON		-	o	4			I							
UNINCORPORATED H.C.	D H.C.	2	0	0	0			Totals:						
Totale.		c	-	4			-							

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October 26, 2021

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

SUBJECT: HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX COLUMBUS DRIVE – NUMBER OF ACCESS POINTS – ADMINISTRATIVE VARIANCE PD MINOR MODIFICATION 21-1137

Dear Mr. Williams,

This letter documents a request for a Section 6.04.02.B. **ADMINISTRATIVE VARIANCE** to Hillsborough County Land Development Code (LDC) §6.04.03.I. (Number of Access Points) in association with a PD Minor Modification (21-1137) for the Hillsborough County Tournament Sports Complex.

The subject project site consists of approximately 54 acres of Hillsborough County folio no. 065474-0000, which is currently developed as the Hillsborough County Tournament Sports Complex, consisting of 15 soccer fields and associated ancillary facilities, such as concessions, restrooms, maintenance buildings, etc. The site is served by two (2) existing driveway connections to Columbus Drive, and is currently proposed for a third (3rd) driveway connection to Columbus Drive to provide for egress-only traffic movements during event periods. The purpose of the *proposed* driveway connection is to enhance internal circulation and facilitate safe & efficient vehicular egress during event periods (such as tournaments). Refer to *ATTACHMENT A* for the project site location map and *ATTACHMENT B* for the project site plan.

Trip generation for the subject site was estimated using trip characteristic data in accordance with the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th edition); as summarized below and further documented in **ATTACHMENT C**.

\succ	Weekday Daily Trip Generation Estimate:	1,070 vpd
\succ	Weekday PM Peak Hour Trip Generation Estimate:	246 vph
\succ	Saturday Daily Trip Generation Estimate:	6,074 vpd

Saturday Peak Hour Trip Generation Estimate: 602 vph

Pursuant to LDC §6.04.03.1. (Number of Access Points), a non-residential access connection to a collector or arterial roadway shall accommodate a maximum vehicular flow rate of 300 vehicles per hour (vph). Columbus Drive is recognized by Hillsborough County as a collector roadway, and thus pursuant to LDC §6.04.03.1., (a) one site access connection is needed to accommodate weekday PM peak hour traffic volumes [calculated as 246 / 300 = 0.82 >>> rounds up to 1.0], and (b) three site access connections are needed to accommodate Saturday PM peak hour traffic volumes [calculated as 602 / 300 = 2.01 >>> rounds up to 3.0]. It has been stated by Hillsborough County transportation staff that the applicable time period to evaluate the required number of access points is the weekday PM peak hour; noting that the referenced code section does not specify the applicable peak hour period to be used to evaluate the required number of access points.

Given the foregoing, an **ADMINISTRATIVE VARIANCE** is requested in association with approval of the proposed third (3rd) site access driveway connection to Columbus Drive.

This request has been prepared in accordance with LDC §6.04.02.B., to address the following: (a) there is an unreasonable burden on the applicant, (b) the exception would not be detrimental to the public health, safety, and welfare, and (c) without the exception, reasonable access cannot be provided; as discussed herein. In addition, a crash data evaluation has been prepared, as documented in **ATTACHMENT D**, which indicates 3 crashes within the prior five years along the segment of Columbus Drive adjacent to the subject site, with no discernable crash patterns.



MICHAEL J. WILLIAMS, P.E. HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX (PD 21-1137) COLUMBUS DRIVE – NUMBER OF ACCESS POINTS – ADMINISTRATIVE VARIANCE OCTOBER 26, 2021 PAGE 2 OF 2

THERE IS AN UNREASONABLE BURDEN ON THE APPLICANT as (A) the subject section of the LDC does not specify that the maximum flow rate criteria is only applicable to PM peak hour traffic conditions; where Saturday peak hour traffic conditions support the proposed third (3rd) site access driveway connection to Columbus Drive, and (B) the purpose of the referenced 3rd driveway connection is to enhance internal circulation and facilitate safe & efficient vehicular egress during event periods (such as tournaments), where precluding the referenced 3rd driveway connection results in otherwise unnecessary delay to egressing patrons at the conclusion of events. Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary such that an unreasonable burden is not unduly imparted upon the applicant.

THE ADMINISTRATIVE VARIANCE WOULD NOT BE DETRIMENTAL TO THE PUBLIC HEALTH, SAFETY, AND WELFARE in consideration that (A) the adjacent segment of Columbus Drive was found to not exhibit a safety deficiency, nor were any crash patterns identified that would indicate a potential for future safety concerns associated with the proposed third (3rd) site access driveway connection to Columbus Drive, (B) the applicable County driveway connection spacing criteria of 245 feet would be met by the referenced 3rd driveway connection at approximately 250 feet to the next westerly driveway connection and approximately 800 feet to the next easterly driveway connection (where connection spacing requirements are established based on safety and operational considerations), and (C) traffic safety is generally inversely proportional to vehicular delay, and as such, the implementation of the referenced 3rd driveway connection, which will reduce delays for vehicular egress during event periods, would have a corresponding increase in regard to traffic safety. *Therefore, approval of this ADMINISTRATIVE VARIANCE would not adversely affect, public health, safety, or welfare.*

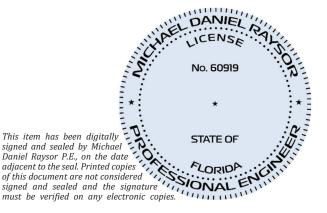
<u>WITHOUT THE ADMINISTRATIVE VARIANCE, REASONABLE ACCESS CANNOT BE PROVIDED</u> as safe an efficient egress for patrons at the conclusion of events is a reasonable expectation, especially in consideration that the proposed third (3rd) site access driveway connection to Columbus Drive is supported by Saturday peak hour traffic conditions, which correlates with the trip generation for event periods (such as tournaments) during which use of the referenced 3rd driveway connection is sought. *Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary to provide reasonable access to the project.*

The foregoing documents a request for an **ADMINISTRATIVE VARIANCE** to Hillsborough County Land Development Code (LDC) §6.04.03.I. (Number of Access Points) in association with a PD Minor Modification (21-1137) for the Hillsborough County Tournament Sports Complex, to allow for a third (3rd) driveway connection to Columbus Drive to provide for egress-only traffic movements during event periods, and is recommended to be approved by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E. President



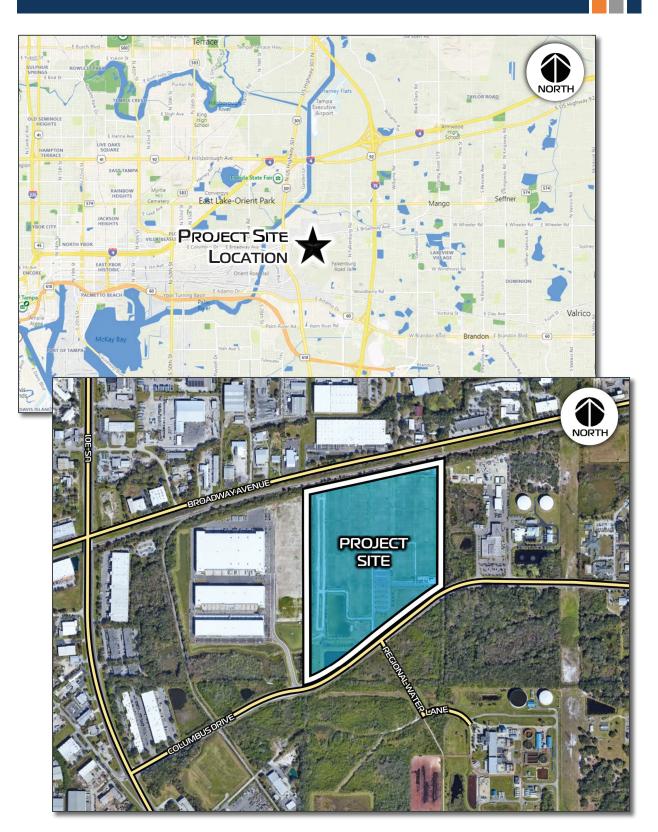
BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY APPROVED.

MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION date



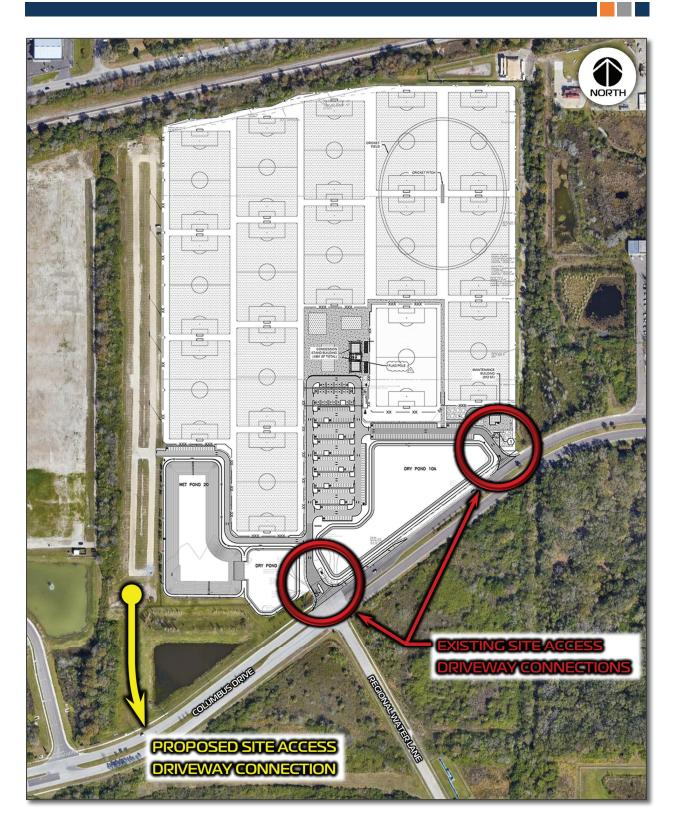


HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX Project Site Location Map





HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX
Project Site Plan







HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX Project Site Trip Generation Estimate

ITE	Land Use	Size	Wee	kday	PM Pea	ık Hour	Satu	rday	Saturday P	eak Hour
LUC	Description	5120	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Exit
488	Soccer Complex	15 fields	71.33	1,070	16.43	246	404.88	6,074	40.10	602





Columbus Drive (Adjacent to Site Frontage) Report Memo:



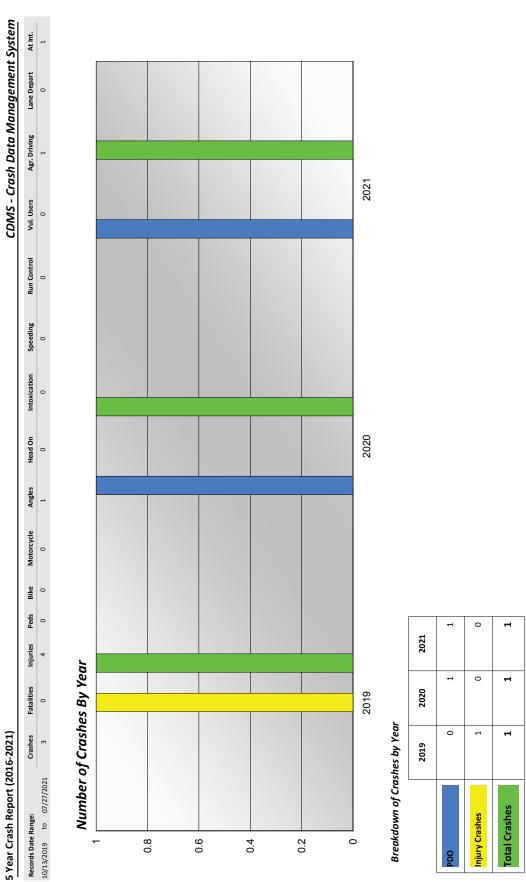


Selections used to generate this report: Saved Area 1: -82.3528557602007 27.963175363854326, -82.34759863053193 27.96633090406764, -82.34715874825355 27.965696013001008, -82.35245879326652 27.962445691271427, -82.3528235736925 27.963156411382105, -82.3528557602007 27.963175363854326

CDMS - Crash Data Management System

Records Date Range:	Crashes	Crashes Fatalities	Injuries Peds	Peds	Bike	Motorcycle	e	Angles	Hea	Head On	Into	Intoxication		Speeding	RL	Run Control		Vul. Users		Agr. Driving		Lane Depart At Int.	At Ir	÷
10/13/2019 to 07/27/2021	3	0	4	0	0	0		1		0		0		0		0		0		1		0	1	
Intersection Summary	nary						Injury S	Injury Severity		Ped and Bike	p	Crash	Crash Type						Strategic Highw Safety Plan	trategic Highway Safety Plan				
Top 40 Report																	Spt	Speed			Teen Aging	Aging		
			Total	Tota	al Total	Fatal			Non Possible			Left	Right	Head	Left Right Head Comm. Work No	'ork	No A	Agr. Lai	he At	Lane At Distract Driver Driver	Driver		Impaired N	Motor
CICK FOR DRIIL DOWN			Crashes	s Fatalit	ties Injurie	Crashes Fatalities Injuries Crashes	Incap	Incap	Injury	Ped E	ike Angl	e Turn	Turn	on	Veh Z.	one Res	Bike Angle Turn Turn On Veh Zone Restraint Driving Depart Int. Driving 15-19 65+	ing Dep	art Int.	Driving	15-19	65+		Cycle
COLUMBUS DR @ REGIONAL WATER LN			3	0	4	0	1	0	0	0	0 0 1	0	0	0	0	0	0	0	1	0	0	0	0	0

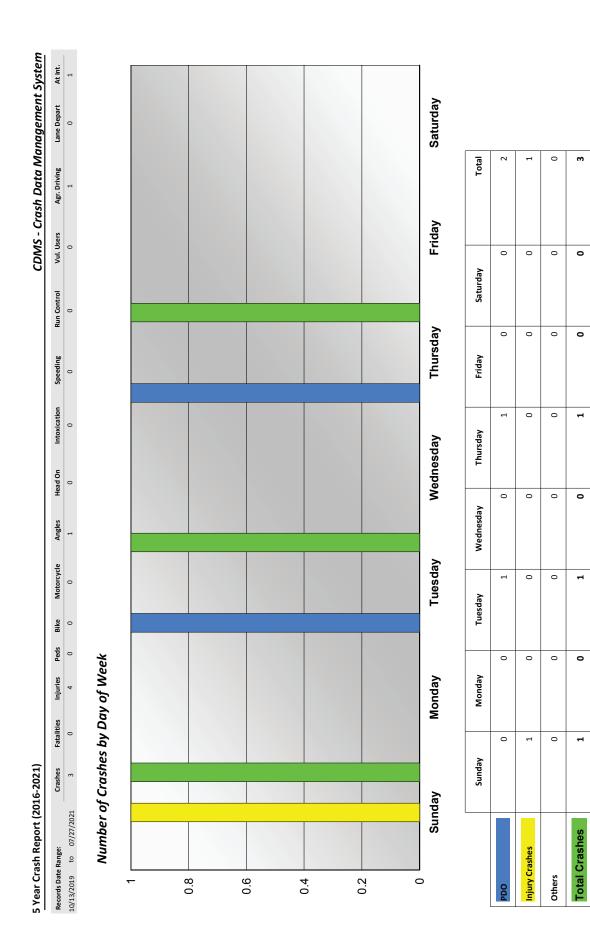
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	2019	2020	2021
PDO	0	1	
Injury Crashes	1	0	
Total Crashes	1	1	

Monday, October 25, 2021

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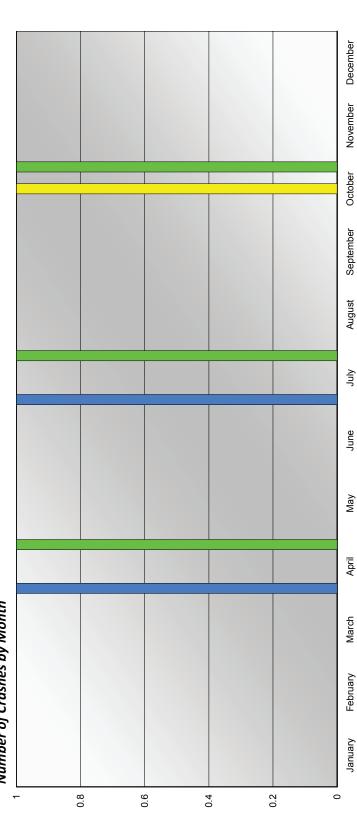
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Monday, October 25, 2021

CDMS - Crash Data Management System

نہ	
At Int.	
Lane Depart	0
Agr. Driving	1
Vul. Users	0
Run Control	0
Speeding	0
Intoxication	0
Head On	0
Angles	-
Motorcycle	0
Bike	0
Peds	0
Injuries	4
Fatalities	0
Crashes	£
ate Range:	l9 to 07/27/2021
Records D	10/13/201





	January	February	March	April	Мау	June	ylul	August	September	October	November	December	Total
PDO	0	0	0	1	0	0	1	0	0	0	0	0	2
Injury Crashes	0	0	0	0	0	0	0	0	0	1	0	0	1
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	0	0	0	1	0	0	1	0	0	1	0	0	ŵ

Monday, October 25, 2021

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10/14/2019 to 0/12//2021 3 0 Crashes by Time of Day 1.6	^s Time	of Day	4	0	0	0	-	0	9	0	c	•		0	1			
	y Time	of Day									5	0					0	1
16																		
16																		
1.2																		
0.8																		
0.4																		
0																		
12:00 1:00 AM AM	2:00 3 AM	3:00 4:00 AM AM	0 5:00 1 AM	6:00 AM	7:00 AM	8:00 AM A	9:00 10:0 AM AM	10:00 11:00 AM AM	12:00 PM	1:00 PM F	2:00 3:00 PM PM	00 4:00 A PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 10:00 PM PM	0 11:00 PM
10:00 5 AM	5:00 PM																	
0	2																	
Injury Crashes 1	0																	

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Total

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1 1	WITTORAT 0<	10/13/2019 to 07/27/20 Driver Age Summa Drill Down Rpt. Age < 15 Age 20 to 24 Age 30 to 34 Age 35 to 39		Fatalities	Iniuries Peds	s Bike	Motorcycle	Angles	Head On	Intoxication S	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Capitals Families Material Material Capitals Families Injures Risk Materials Capital Families Injures Risk Materials Materials 0 0 0 0 0 0 0 0 0	Summary (Vehicle 1, Diver 1) Dever Actions Dever Actions Dever Actions Dever Actions Cashus Taylines Taylines Tess Bite Monorcial Immodel in the Actions Immodel in the Actions Dever A	Driver Age Summa Drill Down Rpt. Age < 15 Age 15 to 19 Age 20 to 24 Age 30 to 34 Age 35 to 39					. 0					0	0	- -	. 0	1
Cashes Fatalities Introversion Cashes Introversion Introvers	Crastes Testatistics Introduction Event of the sectors Introduction Introduction Distraction Distraction 0	Drill Down Rpt. Age <15 Age 15 to 19 Age 20 to 24 Age 25 to 29 Age 30 to 34 Age 35 to 39	ry (Vehicle 1,	Driver 1)								Drive	r Actions			
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 <t< th=""><th>Age <15 Age <15 Age 15 to 19 Age 20 to 24 Age 30 to 34 Age 35 to 39 Age 35 to 39</th><th>Crashes</th><th>Fatalities</th><th>Injuries</th><th>Peds</th><th>Bike</th><th>Motorcycle</th><th>Intoxicati</th><th></th><th></th><th></th><th>Run Off-Road</th><th>Distraction</th><th></th><th>iving</th></t<>	Age <15 Age <15 Age 15 to 19 Age 20 to 24 Age 30 to 34 Age 35 to 39 Age 35 to 39	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Intoxicati				Run Off-Road	Distraction		iving
Alterialize Director Comparison Comparison <td>1000000000000000000000000000000000000</td> <td></td> <td> •</td> <td>0</td> <td>•</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td></td> <td></td>	1000000000000000000000000000000000000		•	0	•	0	0	0	0	0	0		0	0		
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1000000000000000000000000000000000000	10044 20055 2 0 1 0 <td< td=""><td></td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td></td><td>0</td><td>0</td><td>0</td><td>_</td></td<>		0	0	0	0	0	0	0	0	0		0	0	0	_
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1041 Company	Total Crashe O <t< td=""><td></td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td></td><td>0</td><td>0</td><td></td><td>_</td></t<>		0	0	0	0	0	0	0	0	0		0	0		_
Output Market Crashes Market Crashe	Total frame Total frame <thtotal frame<="" th=""> <thtotal frame<="" th=""></thtotal></thtotal>		0	0	0	0	0	0	0	0	0		0	0		_
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Total Crashes	70031 0 <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>_</td>		0	0	0	0	0	0	0	0	0		0	0	0	_
10416 10416 <th< td=""><td>756/37 0<td></td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td></td><td>0</td><td>0</td><td></td><td>_</td></td></th<>	756/37 0 <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td></td> <td>_</td>		0	0	0	0	0	0	0	0	0		0	0		_
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Construct	Since Sinc Sinc Since Since Since Since Since Since Since Since Sin		0	0	0	0	0	0	0	0	0		0	0		_
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DiverAge	10 10 0		1	0	0	0	0	0	0	0	0		0	0		_
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	16 12 12 13 08 0 04 0 05 0 06 0 07 0 07 0 15 15 15 15 15 15 15 15 16 0 17 15 18 0 19 0 10 0 10 0 15 15 15 15 15 15 15 15 15 15	2					2									4
	15 12 08 04 0 <															,
	12 08 04 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.6														(
	12 08 04 0															,
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	0. 0. - 15 15 10 19 20 to 24 25 to 29 30 to 34 35 to 39 40 to 44 45 to 49 50 to 54 55 to 59 60 to 64 65 to 69 70 to 74 75 to 79 80 to 84 85 to 89 >=														-	_
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	<15 15 h19 20 h24 25 h29 30 h34 35 h39 40 h44 45 h49 50 h54 55 h59 60 h64 65 h69 70 h74 75 h79 80 h84 85 h89 >=			c			-	c	c		c	c		c		
	15 to 19 20 to 24 25 to 29 30 to 34 35 to 39 40 to 44 45 to 49 50 to 54 55 to 59 60 to 64 65 to 69 70 to 74 75 to 79 80 to 84 85 to 89 >=	0				1									1	7

Monday, October 25, 2021

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ATTACHMENT D - 8 of 14

														רקונות בומתו המנת ומומות לרוורנור הלאוריוו	
Records Date Range:	Crashes	Crashes Fatalities Injuries Peds	Injuries	Peds	Bike N	Motorcycle	Angles	Head On	Intoxication Speeding	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart At Int.	At Int
10/13/2019 to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1
Crash Type Summary	lary														
Impact Type											Strategic Hig	Strategic Highway Safety Plan (SHSP)	lan (SHSP)		
Click for Drill Down		Crashes	Fatalities	ities	Injuries	Peds	Bike	Motorcycle	Vulnera	Vulnerable Users	Aggressive Driving	Driving	Lane Departure	At Intersection	section
Angle		Ļ	0		4	0	0	o		0	1		0		÷
Unknown		2	0		0	0	0	0		0	0		0	_	0

Relation to Intersection								Strategic Highway Safety Plan (SHSP)	Plan (SHSP)	
Click for Drill Down	Crashes	Fatalities	Injuries	Peds Bike	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Intersection	1	0	4	0	0	0	0	Ļ	0	1
Non-Junction	2	0	0	0	0	0	0	0	0	0

Monday, October 25, 2021

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
9 to	10/13/2019 to 07/27/2021	œ	0	4	0	0	0	÷	0	0	0	0	0	1	0	4
hicle 1	Vehicle 1 Direction Summary	Summa	Ž													
Tota	Total Crashes Bv Vehicle 1 Direction	v Vehicle	1 Directio	ua												
S												2				
Others							-									
Cras	Crash Type By Vehicle 1 Direction	/ehicle 1	Direction													
	Angle	Unknown	ų													
	-	-														
Others	0	~														
Total	-	ſ														

At Fault Vehicle Summary

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CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike N	Motorcycle	Angles	Head On	Intoxication Speeding	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019 to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1
Vehicle Type											Strategic High	Strategic Highway Safety Plan (SHSP)	lan (SHSP)		
Click for Drill Down		Crashe	Crashes Fatalities		Injuries	Peds	Bike	Motorcycle		Vulnerable Users	Aggressive Driving	Driving	Lane Departure	At Intersection	ection
Passenger Car		2	0		4	0	0	0		0	1		0	-	
No Data		ч	0		0	0	0	0		0	0		0	0	

Vehicle Movement								Strategic Highway Safety Plan (SHSP)	Plan (SHSP)	
Click for Drill Down	Crashes	Crashes Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight Ahead	1	0	4	0	0	0	0	1	0	7
Making U-Turn	1	0	0	0	0	0	0	0	0	0
Unknown	1	0	0	0	0	0	0	0	0	0

Monday, October 25, 2021

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Records Date Range: Crashes Fatilities Injuries Peeds Bite Motorcycle Angles Head On Introxication Speeding Run Contro 10/13/2019 to 0/12/2021 3 0 4 0 0 1 0 0 0 0 10/13/2019 to 0/12/2021 3 0 4 0													
3 0 4 0 0 0 0 0 cion Summary	Crashes Fatalities			Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
hes Fatalities Injuries Peds Bike Motorcycle Vulnerable Users	07/27/2021 3 0	4 0	0	0	1	0	0	0	0	0	1	0	1
Cation Crashes Fatalities Injuries Peds Bike Motorcycle Vulnerable Users 1 0 4 0 0 0 0	Condition Summary												
own Crashes Fatalities Injuries Peds Bike Motorcycle Vulnerable Users 1 0 4 0 0 0 0	cation								Strategic Higl	Strategic Highway Safety Plan (SHSP)	lan (SHSP)		
		Fatalities	\mathbb{H}	\square	Bike	Motorcycle	Vulnera	ble Users	Aggressive Driving	Driving	Lane Departure	At Intersection	ection
	1	0	4	0	0	0		0		1	0	1	
Off Roadway 2 0 0 0 0 0 0 0 0	2	0	0	0	0	0		0	-	0	0	0	

Road Condition								Strategic Highway Safety Plan (SHSP)	Plan (SHSP)	
Click for Drill Down	Crashes	Fatalities	Injuries Peds	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Dry	œ	0	4	0	0	0	0	H	0	t,
Road Contributing Cause Summary	ıry							Strategic Highway Safety Plan (SHSP)	Plan (SHSP)	
Click for Drill Down	Crashes	Fatalities	Injuries Peds	Peds	Bike	Bike Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection

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None

Monday, October 25, 2021

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Records Date Range:	Crashes	Crashes Fatalities Injuries Peds	njuries Pec	ds Bike		Motorcycle	Angles	Head On Ir	Intoxication Speeding	Speeding	Run Control	Vul. Users	Agr. Driving Lane Depart	Lane Depart	At Int.
10/13/2019 to 07/27/2021	e	0	4 0	0	0	0	Ţ.	0	0	0	0	0	1	0	-
Traffic Control											Strategic High	Strategic Highway Safety Plan (SHSP)	n (SHSP)		
Click for Drill Down		Crashes	Fatalities	H	Injuries	Peds	Bike	Motorcycle		Vulnerable Users	Aggressive	Aggressive Driving	Lane Departure	At Intersection	ection
Stop Sign		1	0		4	0	0	0		0	1		0		
No Controls		2	0		0	0	0	0		0	0		0	0	

Road Alignment								Strategic Highway Safety Plan (SHSP)	Plan (SHSP)	
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight	2	0	4	0	0	0	0	1	0	1
Unknown	1	0	0	0	0	0	0	0	0	0

2021
October 25,
Monday,

Records Date Range:	Crashes	Fatalities In	Injuries Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019 to 07/27/2021	e	0	4 0	0	0	1	0	0	0	0	0	1	0	1
Environment Summary Report	ary Repo	tr												
Lighting										Strategic Hig	Strategic Highway Safety Plan (SHSP)	Plan (SHSP)		
Click for Drill Down		Crashes	Fatalities	Injuries	es Peds	Bike	Motorcycle	Vulnera	Vulnerable Users	Aggressive Driving	iving	Lane Departure	At Intersection	section
Daylight		m	0	4	0	0	0		0	1		0		-
		2.8.2 2.4 2.4 1.2 0.8 2.1 2.1 2.4 0.8 0.8												
		0					Not Dark							
Weather										Strategic Hi	Strategic Highway Safety Plan (SHSP)	Plan (SHSP)		
Click for Drill Down		Crashes	Fatalities	Injuries	ies Peds	Bike	Motorcycle	Vulnera	Vulnerable Users	Aggressive Driving	riving	Lane Departure	At Intersection	sectior
Clear		2	0	4	0	0	0		0	1		0		Ļ
Cloudy		1	0	0	0	0	0		0	0		0		0
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							Not Rain or Fog	bo						
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	Hillsborough County Florida Development Services
601 E. Kennedy B	lvd., 19th Floor (813) 272 5600

Additional / Revised Information Sheet

Date Stamp Here

Application Number: PRS 21-	1137	Applicant's Name:	Erthel H	ill
Reviewing Planner's Name: Bia	inca O. Vazquez			Date: 10/27/2021
Application Type:				
Planned Development (PD)	Minor Modificat	ion/Personal Appeara	ance (PRS)	Standard Rezoning (RZ)
Variance (VAR)	Development of	Regional Impact (DRI)	Major Modification (MM)
Special Use (SU)	Conditional Use	(CU)		Other
Current Hearing Date (if applica	ıble): <u>12/14/2021</u>			
	on the above, a Revise		Property li	nformation Sheet, Affidavit to Authorize d sign posting requirements are met.
Will this revision remove land fr	rom the project?	Yes No		

The following must be attached to this Sheet.

Cover Letter with summary of the changes and/or additional information provided. If a revised Site Plan is being submitted, all changes on the site plan must be listed in detail in the Cover Letter.

An updated Project Narrative consistent with the changes or additional information provided, if applicable.

Submittal Via:

Email - Note that no follow up paper file is necessary. Files must be in pdf format and minimum resolution of 300 dpi. Maximum attachment(s) size is 15 MB.

Email this sheet along with all the additional/revised submittal items in pdf to: ZoningIntake-DSD@hcflgov.net

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

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

Esthel Hill

Signature

10/27/2021

Date

Notification E-Mail Sent Transmittal Completed FOR OFFICE USE ONLY
Scanned into OPTIX

In-Take Completed by:

CHANGES:

- 1. Revised narrative.
- 2. Administrative Variance requests for the requested egress and ingress/egress.
- 3. Previously submitted revised site plan (for information only, no additional revisions).





October 26, 2021

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

SUBJECT: HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX COLUMBUS DRIVE – NUMBER OF ACCESS POINTS – ADMINISTRATIVE VARIANCE PD MINOR MODIFICATION 21-1137

Dear Mr. Williams,

This letter documents a request for a Section 6.04.02.B. **ADMINISTRATIVE VARIANCE** to Hillsborough County Land Development Code (LDC) §6.04.03.I. (Number of Access Points) in association with a PD Minor Modification (21-1137) for the Hillsborough County Tournament Sports Complex.

The subject project site consists of approximately 54 acres of Hillsborough County folio no. 065474-0000, which is currently developed as the Hillsborough County Tournament Sports Complex, consisting of 15 soccer fields and associated ancillary facilities, such as concessions, restrooms, maintenance buildings, etc. The site is served by two (2) existing driveway connections to Columbus Drive, and is currently proposed for a third (3rd) driveway connection to Columbus Drive to provide for egress-only traffic movements during event periods. The purpose of the *proposed* driveway connection is to enhance internal circulation and facilitate safe & efficient vehicular egress during event periods (such as tournaments). Refer to *ATTACHMENT A* for the project site location map and *ATTACHMENT B* for the project site plan.

Trip generation for the subject site was estimated using trip characteristic data in accordance with the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th edition); as summarized below and further documented in **ATTACHMENT C**.

\succ	Weekday Daily Trip Generation Estimate:	1,070 vpd
\geq	Weekday PM Peak Hour Trip Generation Estimate:	246 vph
\geq	Saturday Daily Trip Generation Estimate:	6,074 vpd

Saturday Peak Hour Trip Generation Estimate: 602 vph

Pursuant to LDC §6.04.03.1. (Number of Access Points), a non-residential access connection to a collector or arterial roadway shall accommodate a maximum vehicular flow rate of 300 vehicles per hour (vph). Columbus Drive is recognized by Hillsborough County as a collector roadway, and thus pursuant to LDC §6.04.03.1., (a) one site access connection is needed to accommodate weekday PM peak hour traffic volumes [calculated as 246 / 300 = 0.82 >>> rounds up to 1.0], and (b) three site access connections are needed to accommodate Saturday PM peak hour traffic volumes [calculated as 602 / 300 = 2.01 >>> rounds up to 3.0]. It has been stated by Hillsborough County transportation staff that the applicable time period to evaluate the required number of access points is the weekday PM peak hour; noting that the referenced code section does not specify the applicable peak hour period to be used to evaluate the required number of access points.

Given the foregoing, an **ADMINISTRATIVE VARIANCE** is requested in association with approval of the proposed third (3rd) site access driveway connection to Columbus Drive.

This request has been prepared in accordance with LDC §6.04.02.B., to address the following: (a) there is an unreasonable burden on the applicant, (b) the exception would not be detrimental to the public health, safety, and welfare, and (c) without the exception, reasonable access cannot be provided; as discussed herein. In addition, a crash data evaluation has been prepared, as documented in **ATTACHMENT D**, which indicates 3 crashes within the prior five years along the segment of Columbus Drive adjacent to the subject site, with no discernable crash patterns.

RAYSOR Transportation Consulting



MICHAEL J. WILLIAMS, P.E. HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX (PD 21-1137) COLUMBUS DRIVE – NUMBER OF ACCESS POINTS – ADMINISTRATIVE VARIANCE OCTOBER 26, 2021 PAGE 2 OF 2

THERE IS AN UNREASONABLE BURDEN ON THE APPLICANT as (A) the subject section of the LDC does not specify that the maximum flow rate criteria is only applicable to PM peak hour traffic conditions; where Saturday peak hour traffic conditions support the proposed third (3rd) site access driveway connection to Columbus Drive, and (B) the purpose of the referenced 3rd driveway connection is to enhance internal circulation and facilitate safe & efficient vehicular egress during event periods (such as tournaments), where precluding the referenced 3rd driveway connection results in otherwise unnecessary delay to egressing patrons at the conclusion of events. *Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary such that an unreasonable burden is not unduly imparted upon the applicant.*

THE ADMINISTRATIVE VARIANCE WOULD NOT BE DETRIMENTAL TO THE PUBLIC HEALTH, SAFETY, AND WELFARE in consideration that (A) the adjacent segment of Columbus Drive was found to not exhibit a safety deficiency, nor were any crash patterns identified that would indicate a potential for future safety concerns associated with the proposed third (3rd) site access driveway connection to Columbus Drive, (B) the applicable County driveway connection spacing criteria of 245 feet would be met by the referenced 3rd driveway connection at approximately 250 feet to the next westerly driveway connection and approximately 800 feet to the next easterly driveway connection (where connection spacing requirements are established based on safety and operational considerations), and (C) traffic safety is generally inversely proportional to vehicular delay, and as such, the implementation of the referenced 3rd driveway connection, which will reduce delays for vehicular egress during event periods, would have a corresponding increase in regard to traffic safety. *Therefore, approval of this ADMINISTRATIVE VARIANCE would not adversely affect, public health, safety, or welfare.*

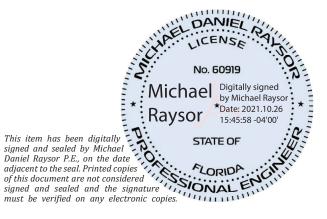
<u>WITHOUT THE ADMINISTRATIVE VARIANCE, REASONABLE ACCESS CANNOT BE PROVIDED</u> as safe an efficient egress for patrons at the conclusion of events is a reasonable expectation, especially in consideration that the proposed third (3rd) site access driveway connection to Columbus Drive is supported by Saturday peak hour traffic conditions, which correlates with the trip generation for event periods (such as tournaments) during which use of the referenced 3rd driveway connection is sought. *Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary to provide reasonable access to the project.*

The foregoing documents a request for an **ADMINISTRATIVE VARIANCE** to Hillsborough County Land Development Code (LDC) §6.04.03.1. (Number of Access Points) in association with a PD Minor Modification (21-1137) for the Hillsborough County Tournament Sports Complex, to allow for a third (3rd) driveway connection to Columbus Drive to provide for egress-only traffic movements during event periods, and is recommended to be approved by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E. President



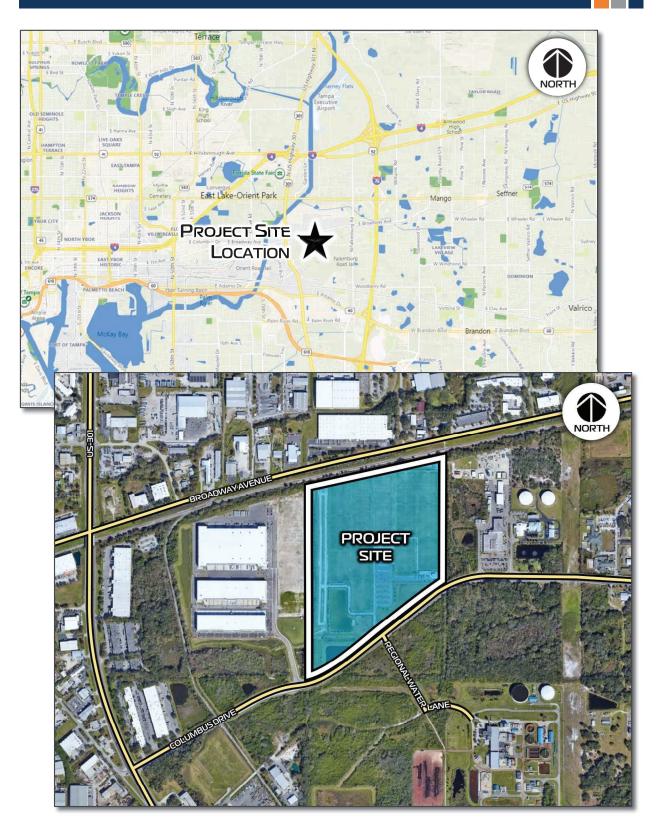
BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY APPROVED.

MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION date





HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX Project Site Location Map

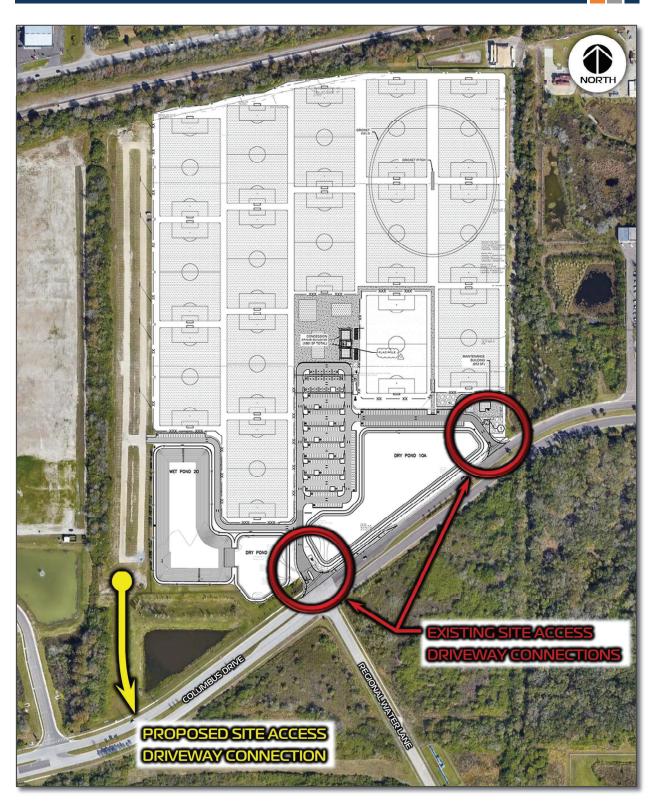






HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX
Project Site Plan









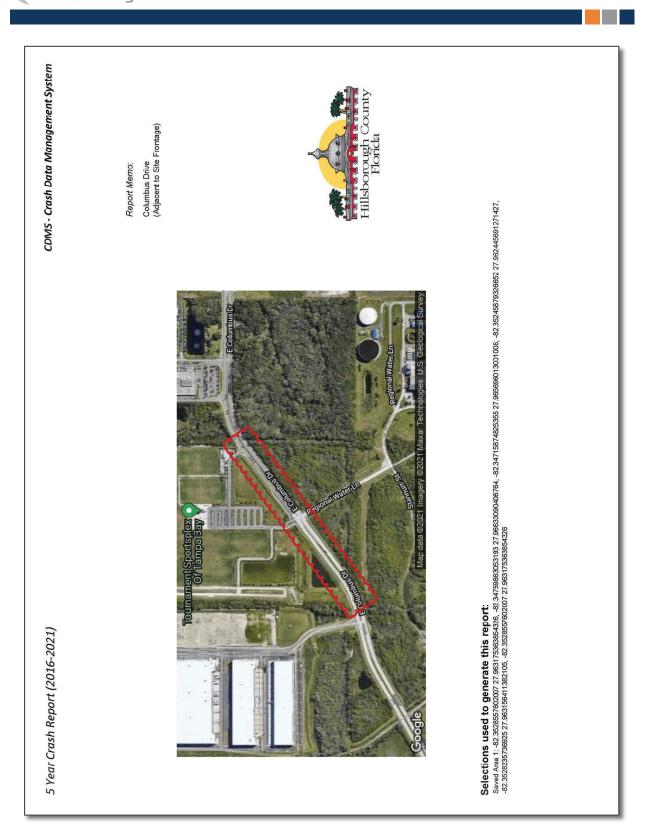
HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX Project Site Trip Generation Estimate

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ITE	Land Use	Size	Wee	kday	PM Pea	ık Hour	Satu	rday	Saturday P	eak Hour
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488	Soccer Complex	15 fields	71.33	1,070	16.43	246	404.88	6,074	40.10	602



HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX Crash Data Evaluation



Report Memo: Columbus Drive (Adjacent to Site Frontage)



Selections used to generate this report: Saved Area 1.-82.3528557602007 27.963175363854326, -82.34759863053193 27.96633090406764, -82.34715874825355 27.965696013001008, -82.35245879326652 27.962445691271427, -82.3528235736925 27.963156411382105, -82.3528557602007 27.963175363854326

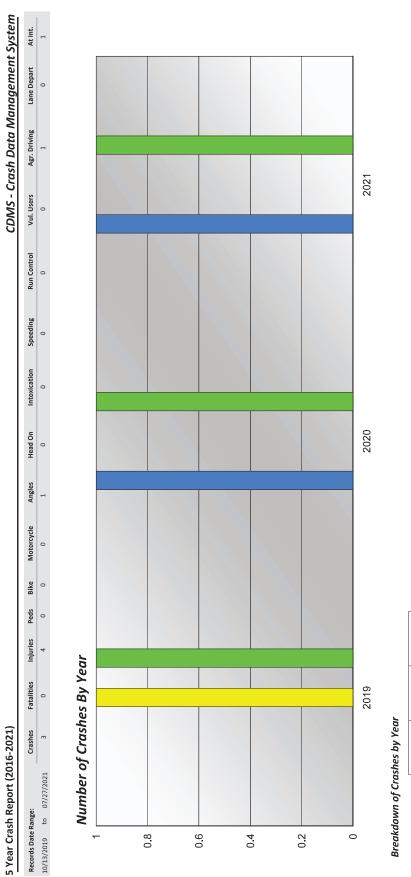
5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

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Monday, October 25, 2021

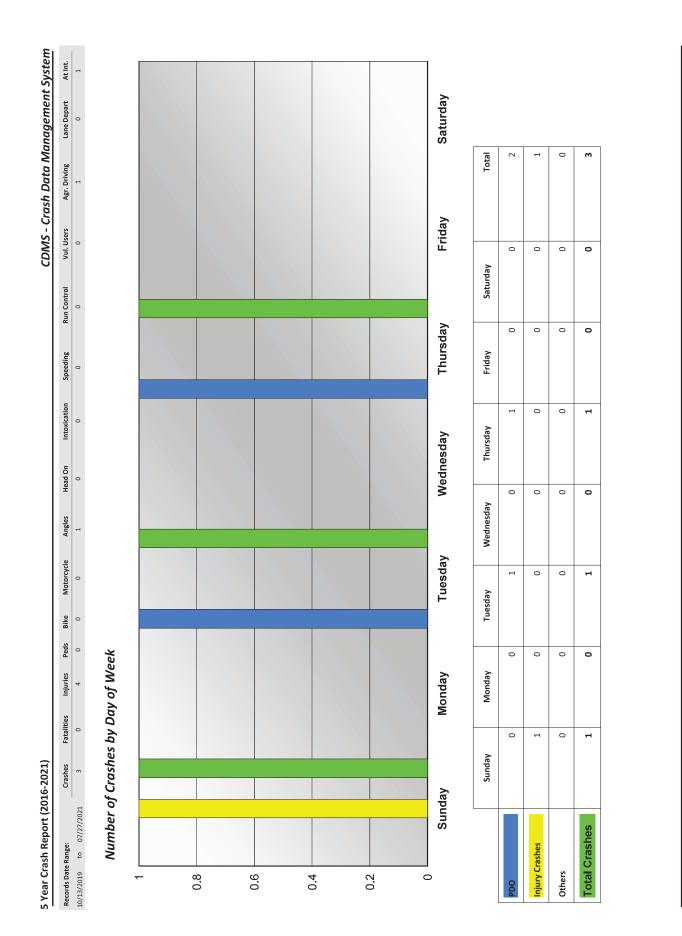


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Total Crashes	1	1	1

Monday, October 25, 2021

Received October 27, 2021 Development Services

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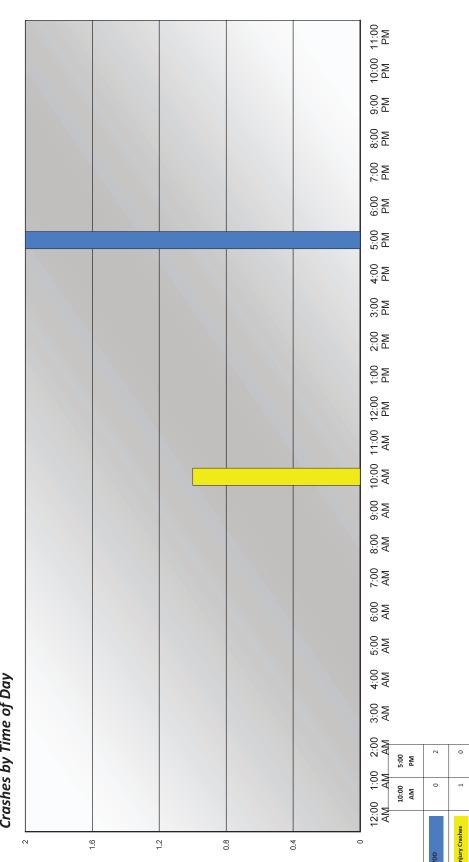
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5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

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Received October 27, 2021 Development Services

Records Date Range: Crashes	Fatalities	Injuries Peds	Bike	Motorcycle	Angles	Head On	Intoxication Sp	Speeding	Run Control VL	Vul. Users	Agr. Driving	Lane Depart At Int.
10/13/2019 to 07/27/2021 3	0	4 0	0	0	1	0	0	0	0	0	1	0
Crash Type Summary												
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Monday, October 25, 2021

At Fault Vehicle Summary

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CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds 1	Bike Mo	Motorcycle	Angles	Head On	Intoxication Speeding	Speeding	Run Control	Vul. Users	Vul. Users Agr. Driving Lane Depart	Lane Depart	At Int.
10/13/2019 to 07/27/2021	æ	0	4	0	0	0	1	0	0	0	0	0	1	0	1
Vehicle Type											Strategic Highway Safety Plan (SHSP)	way Safety Pli	an (SHSP)		
Click for Drill Down		Crashes	s Fatalities	lities	Injuries	Peds	Bike	Motorcycle	Ц	Vulnerable Users	Aggressive Driving	Driving	Lane Departure	At Intersection	ection
Passenger Car		2	0		4	0	0	0		0			0	1	
No Data		1	0		0	0	0	0		0	0		0	0	

Vehicle Movement								Strategic Highway Safety Plan (SHSP)	Plan (SHSP)	
Click for Drill Down	Crashes	Crashes Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight Ahead	Ļ	0	4	0	0	0	0	1	0	1
Making U-Turn	Ļ	0	0	0	0	0	0	0	0	0
Unknown	1	0	0	0	0	0	0	0	0	0

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	Crashes	Fatalities	Injuries F	Peds Bike		Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019 to 07/27/2021	3	0	4	0 0		0	1	0	0	0	0	0	1	0	
Roadway Condition Summary	on Sum	mary													
Roadway Location											Strategic Highway Safety Plan (SHSP)	vay Safety Pl	an (SHSP)		
Click for Drill Down		Crashes	Fatalities	님	njuries	Peds	Bike	Motorcycle	Vulnerable Users	le Users	Aggressive Driving	iving	Lane Departure	At Intersection	ion
On Roadway		1	0		4	0	0	0)	0	1		0	1	
Off Roadway		2	0		0	0	0	0)	0	0		0	0	
Road Condition											Strategic Highway Safety Plan (SHSP)	ay Safety Pla	ın (SHSP)		
Click for Drill Down		Crashes	Fatalities		njuries	Peds	Bike	Motorcycle	Vulnerable Users	le Users	Aggressive Driving	iving	Lane Departure	At Intersection	tion
Dry		æ	0		4	0	0	0		0	1		0	1	
Road Contributing Cause Summary	use Summ	ary									Strategic Highway Safety Plan (SHSP)	/ay Safety Pla	n (SHSP)		
Click for Drill Down		Crashes	Fatalities		Injuries	Peds	Bike	Motorcycle	Vulnerable Users	le Users	Aggressive Driving	iving	Lane Departure	At Intersection	tion
		"		1	4						-		. c	-	

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-															
Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike N	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019 to 07/27/2021	m	0	4	0	0	0		0	0	0	0	0	1	0	ц.
Traffic Control											Strategic Highway Safety Plan (SHSP)	way Safety Pla	an (SHSP)		
Click for Drill Down		Crashes		Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnera	Vulnerable Users	Aggressive Driving	Driving	Lane Departure	At Intersection	section
Stop Sign		1		0	4	0	0	0		0	1		0		1
No Controls		2		0	0	0	0	0		0	0		0		0

Road Alignment								Strategic Highway Safety Plan (SHSP)	Plan (SHSP)	
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight	2	0	4	0	0	0	0	1	0	1
Unknown	1	0	0	0	0	0	0	0	0	0

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10/13/2019 to 07/27/2021 Environment Summary	Crashes Fatalities	s Injuries	Peds	Bike Mo	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
Environment Summary Report			0		. 0	-	0	0	0	0	0		. 0	
	Report													
Lighting										Strategic Hi _i	Strategic Highway Safety Plan (SHSP)	Plan (SHSP)		
Click for Drill Down	Crashes		Fatalities	Injuries	Peds	Bike	Motorcycle	Vulner	Vulnerable Users	Aggressive Driving	Triving	Lane Departure		ection
Daylight		 m	0	4	0	0	0		0	1		0		-
	2.2.3.2 2.4.2 2.5.													
)						Not Dark							
Weather										Strategic Hi	Strategic Highway Safety Plan (SHSP)	Plan (SHSP)		
Click for Drill Down	Crashes		Fatalities	Injuries	Peds	Bike	Motorcycle	Vulner	Vulnerable Users	Aggressive Driving	Driving	Lane Departure	At Intersection	ection
Clear		2	0	4	0	0	0		0	1		0		1
Cloudy		-1	0	0	0	0	0		0	0		0		0
	332 34 35 35 35 35 35 35 35 35 35 35 35 35 35													
	>						Not Rain or Fog	Fog						
Located Crashes _{Area}	Cr	Crashes Fe	Fatalities	Injuries		I	 	Private Pro _{Area}	operty, Pai	king Lot, a ı _{Cra}	and Unloca _{Crashes} F	Private Property, Parking Lot, and Unlocated Crashes Area Crashes Fatalities Inj	sS Injuries	
BRANDON		~	o	4										
UNINCORPORATED H.C.	ö	2	0	0				Totals:						
Totals:		e	0	4										

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21-1137

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AGENCY COMMENT SHEET

REZO	NING
HEARING DATE: November 9, 2021	COMMENT DATE: October 14, 2021
PETITION NO.: 21-1137	PROPERTY ADDRESS: 9460 E Columbus Dr., 2310 Regional Water Ln.
EPC REVIEWER: Abbie Weeks	
CONTACT INFORMATION: (813)627-2600 X1101	FOLIO #: 0654740000
EMAIL: weeksa@epchc.org	STR: 07-29S-20E
REQUESTED ZONING: Minor Modification to PD	

FIND	INGS
WETLANDS PRESENT	YES
SITE INSPECTION DATE	n/a
WETLAND LINE VALIDITY	A portion of the folio has wetland lines that are
	valid through 3/12/2024
WETLANDS VERIFICATION (AERIAL PHOTO,	Wetlands and OSW exist in the northern portion of
SOILS SURVEY, EPC FILES)	Area 1 Parcel A that are approximately shown on
	the site plan.

The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:

- Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
- The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.

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- Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

INFORMATIONAL COMMENTS:

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

- Chapter 1-11, prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

aow/mst

cc: <u>mullerj@hillsboroughcounty.org</u> <u>hille@hillsboroughcounty.org</u>

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WATER RESOURCE SERVICES REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: <u>PD21-1137</u>	REVIEWED BY: <u>Randy Rochelle</u>	DATE: <u>8/9/2021</u>
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FOLIO NO.: 65474.0000

WATER

- The property lies within the <u>City of Tampa</u> 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 _____ inch water main exists (adjacent to the site), (approximately _____ feet from the site) _____.
- 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 <u>Hillsborough County</u> 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 <u>4</u> inch wastewater force main exists (adjacent to the site), (approximately <u>feet from the site) and is located within the North Right-of-Way of E. Columbus Drive</u>.
- 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 Wastewater Service Area, therefore the subject property should be served by Hillsborough County Wastewater Service. The site also falls within the City of Tampa Water Service Area. This comment sheet does not guarantee 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.