

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

Applicant: Erthel E. Hill

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):

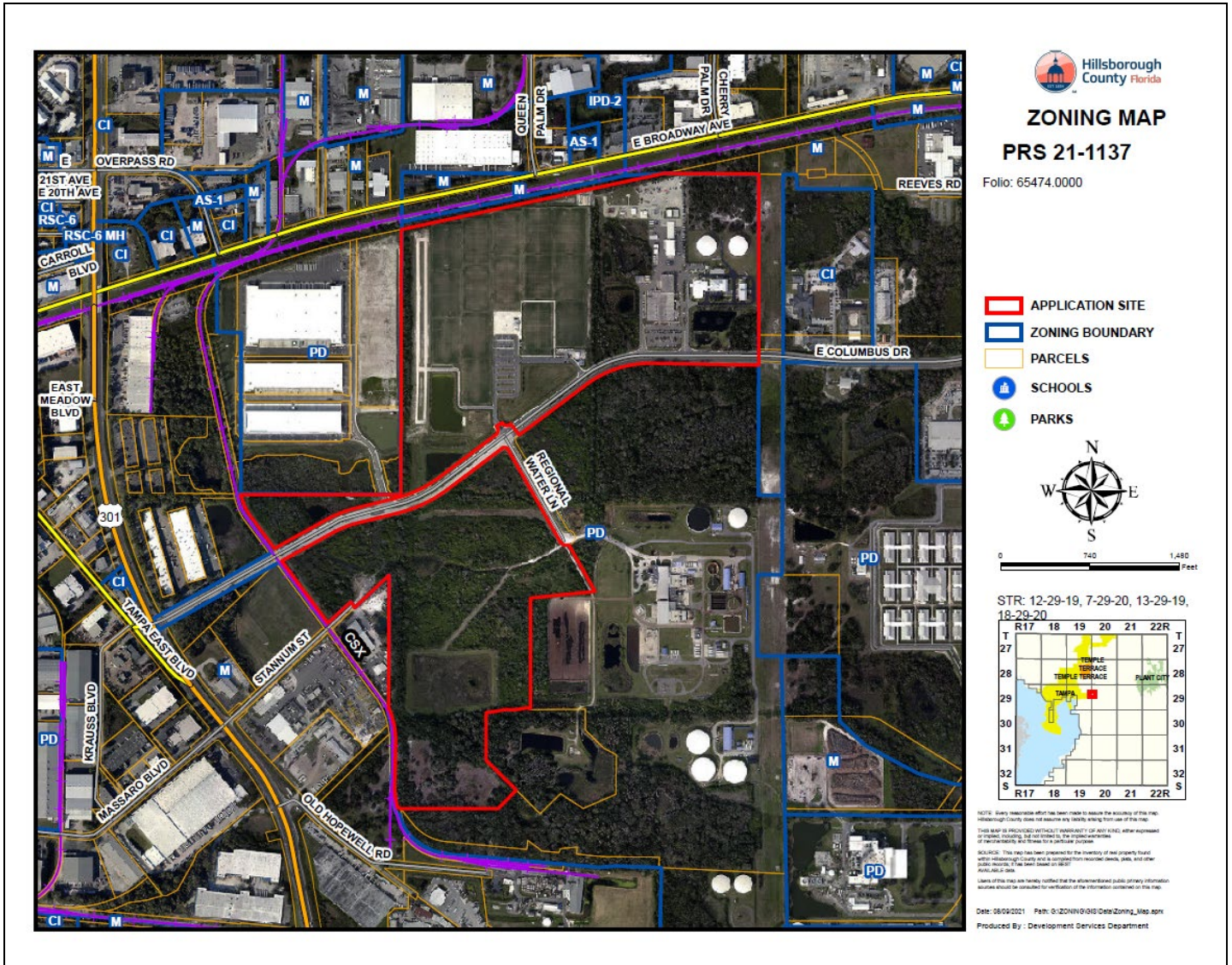
Allow the provision of additional access points on Columbus Drive and Regional Water Lane. No changes to the approved uses or lot development standards are proposed.

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

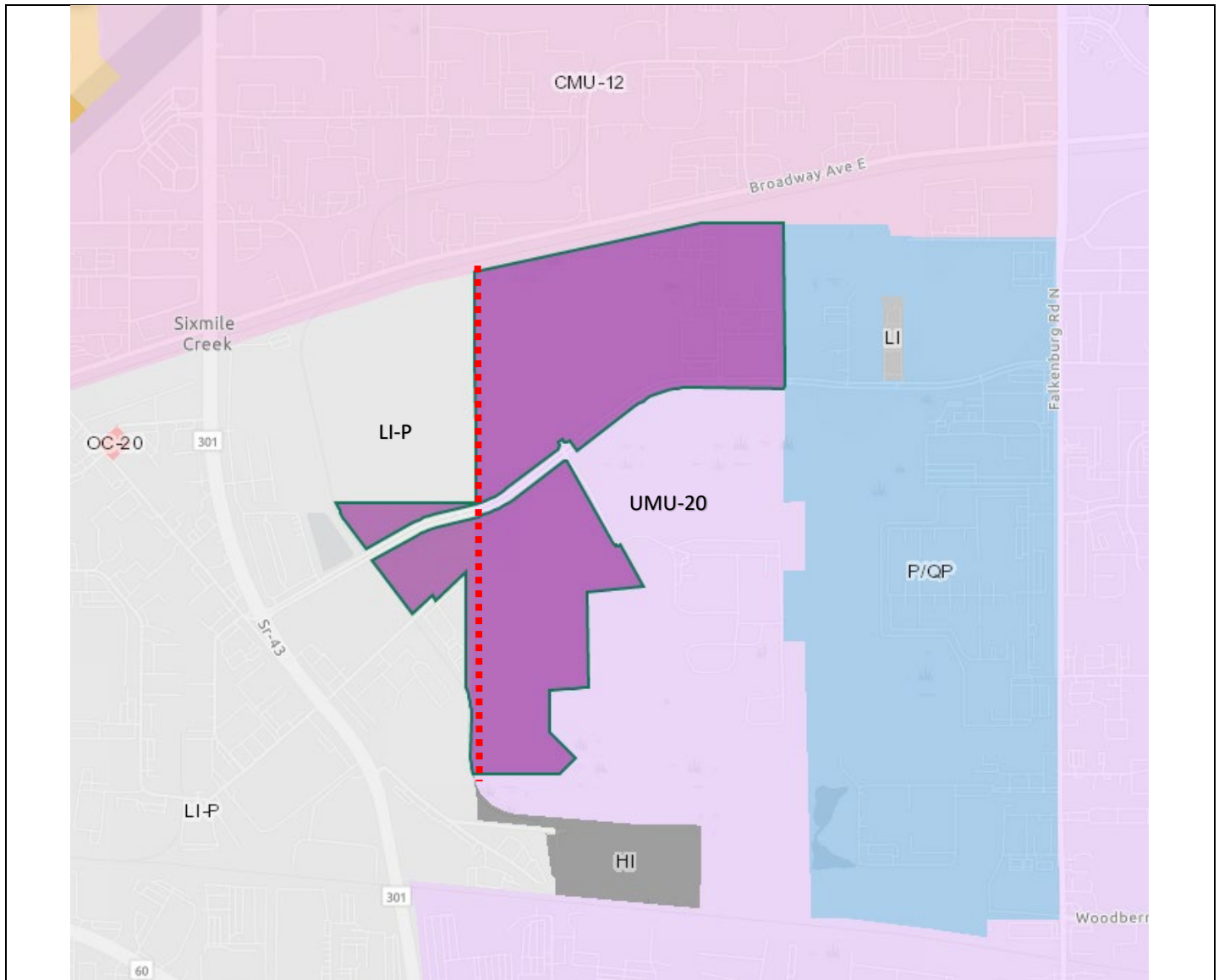


Context of Surrounding Area:

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.

2.0 LAND USE MAP SET AND SUMMARY DATA

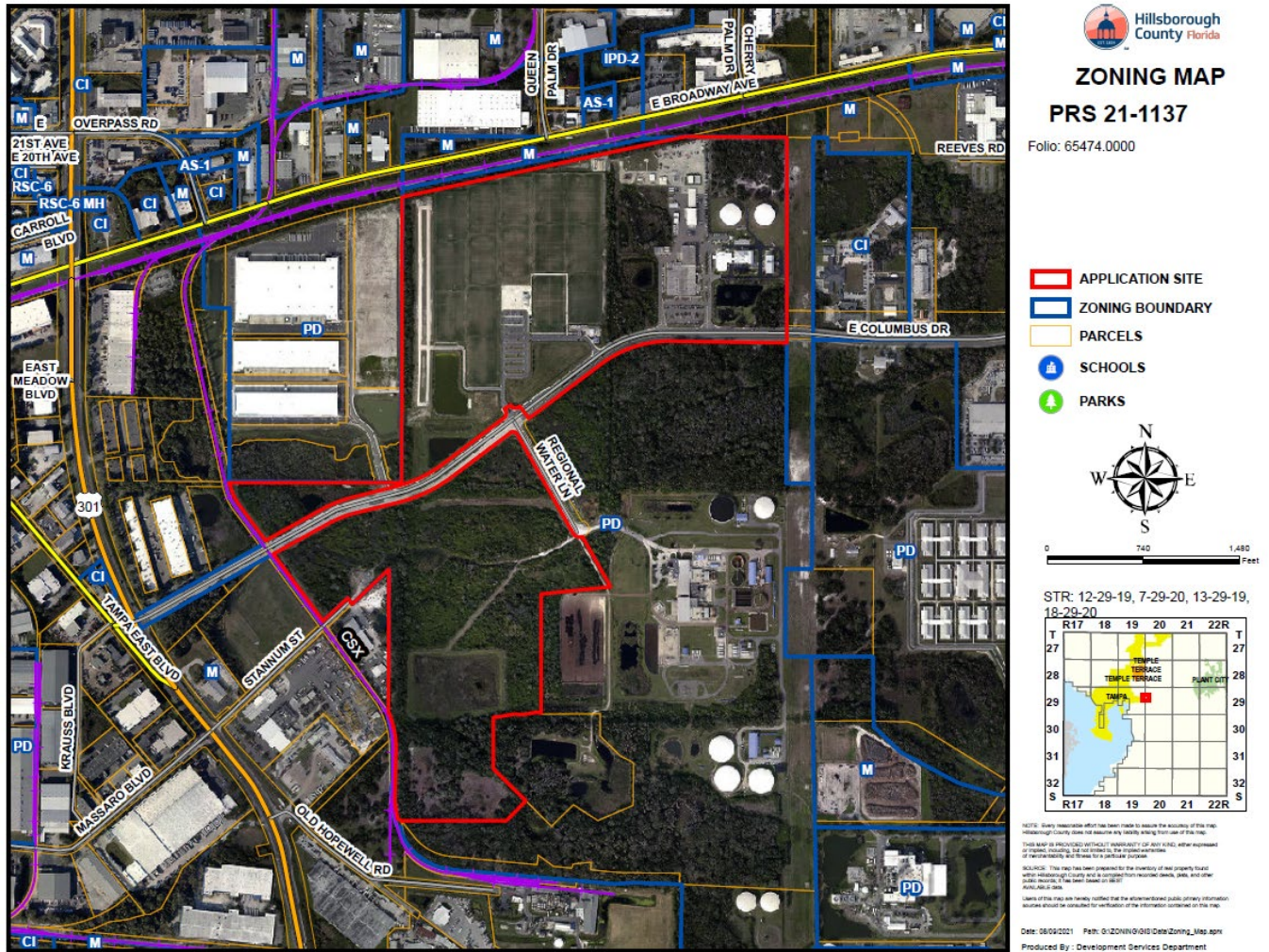
2.2 Future Land Use Map



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.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



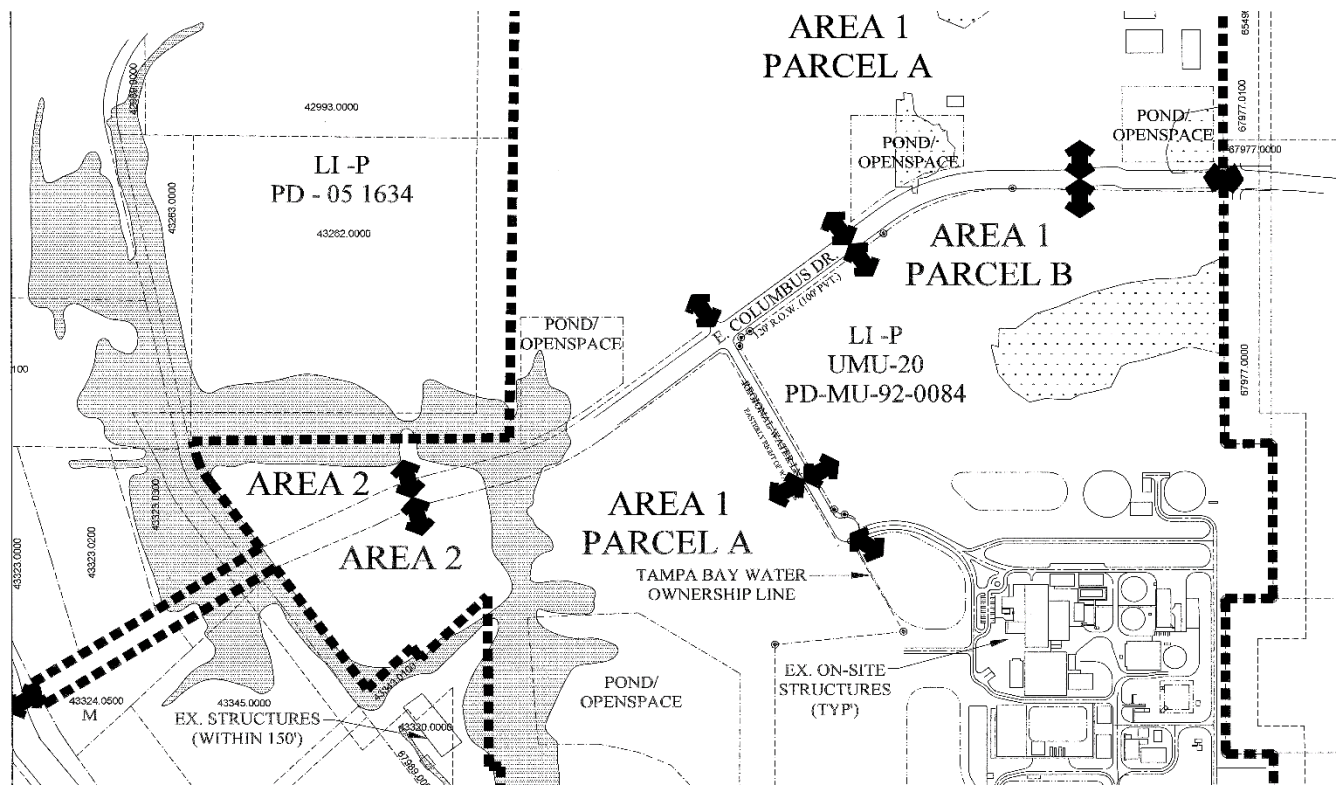
Adjacent Zonings and Uses

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

*subject to utilities

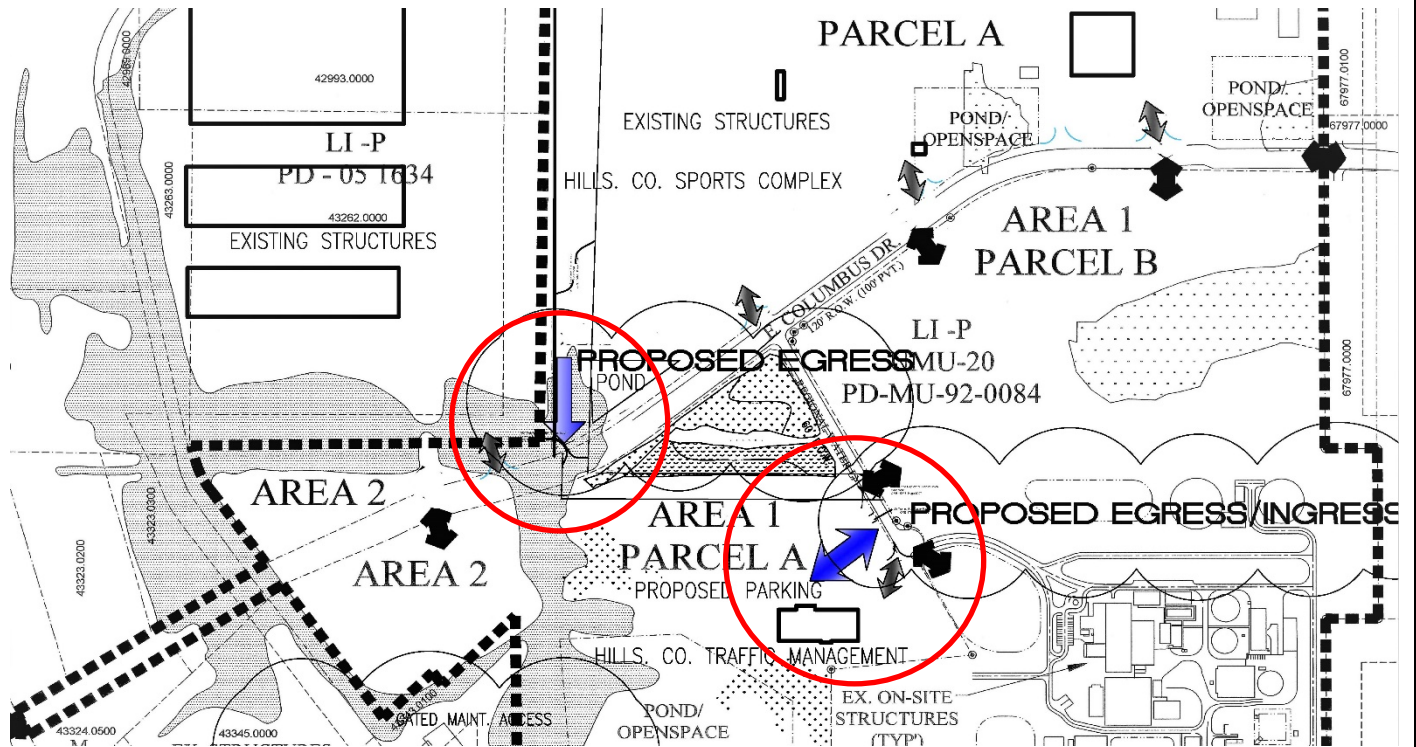
2.0 LAND USE MAP SET AND SUMMARY DATA

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



2.0 LAND USE MAP SET AND SUMMARY DATA

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



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 <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Regional Water Ln.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation ☒ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing			
Proposed			
Difference (+/-)			

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

Connectivity and Cross Access ☒ Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North				
South				
East				
West				
Notes:				

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				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees N/A				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

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
 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:
 - 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.
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. 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.

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).
- ~~12~~ 16. 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:



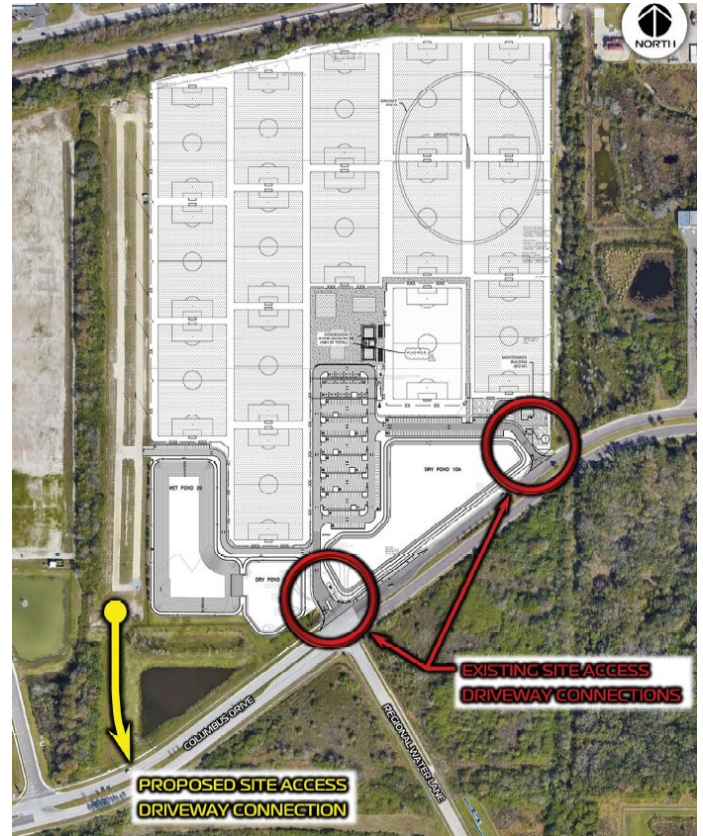
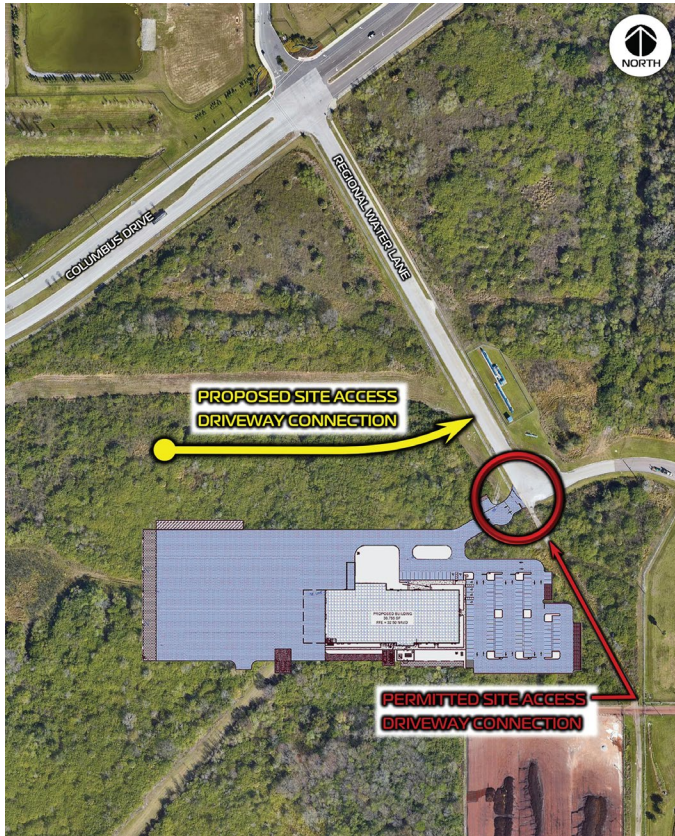
J. Brian Grady
Wed Nov 24 2021 15:11:50

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

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

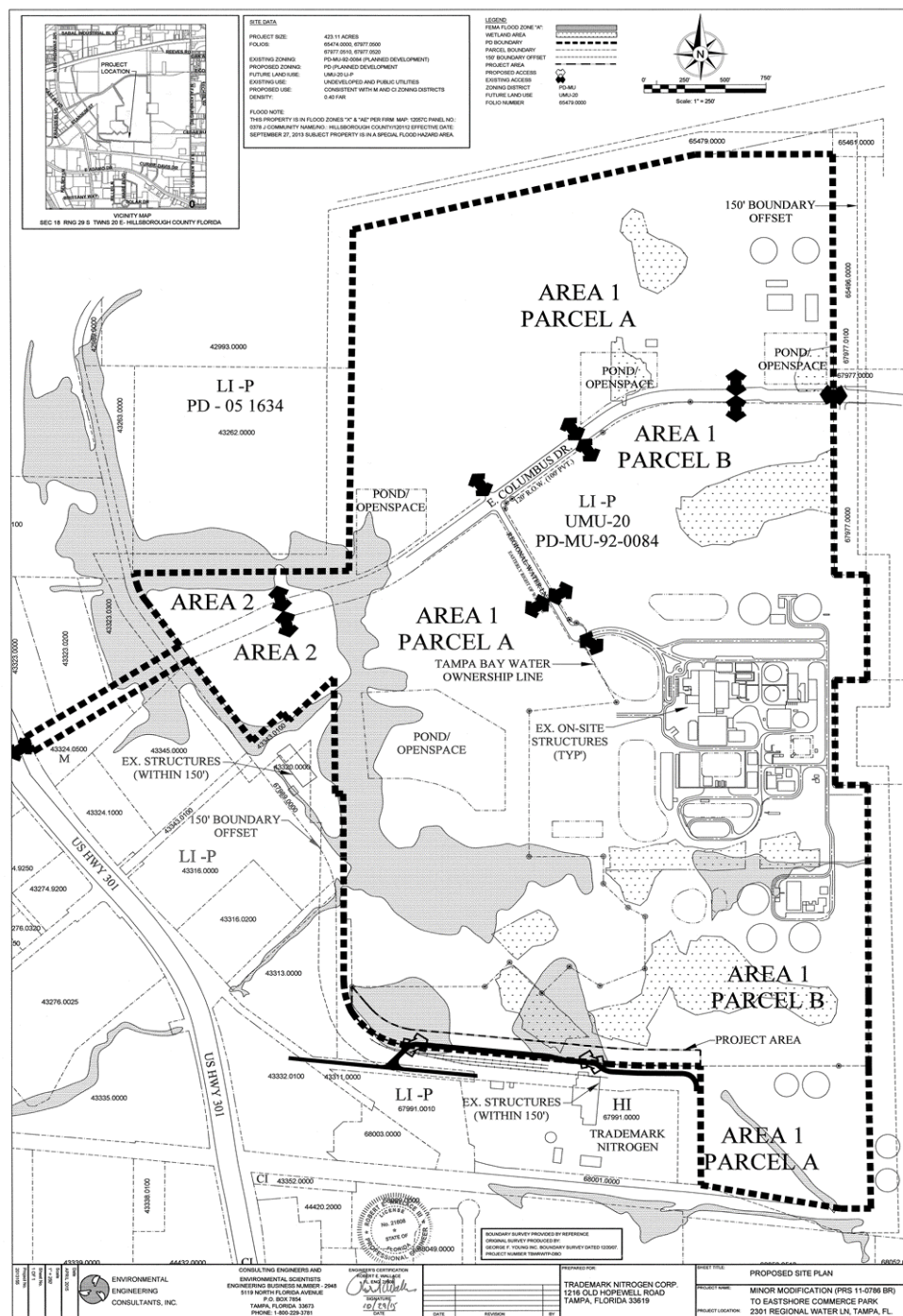
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Aerial Pictures

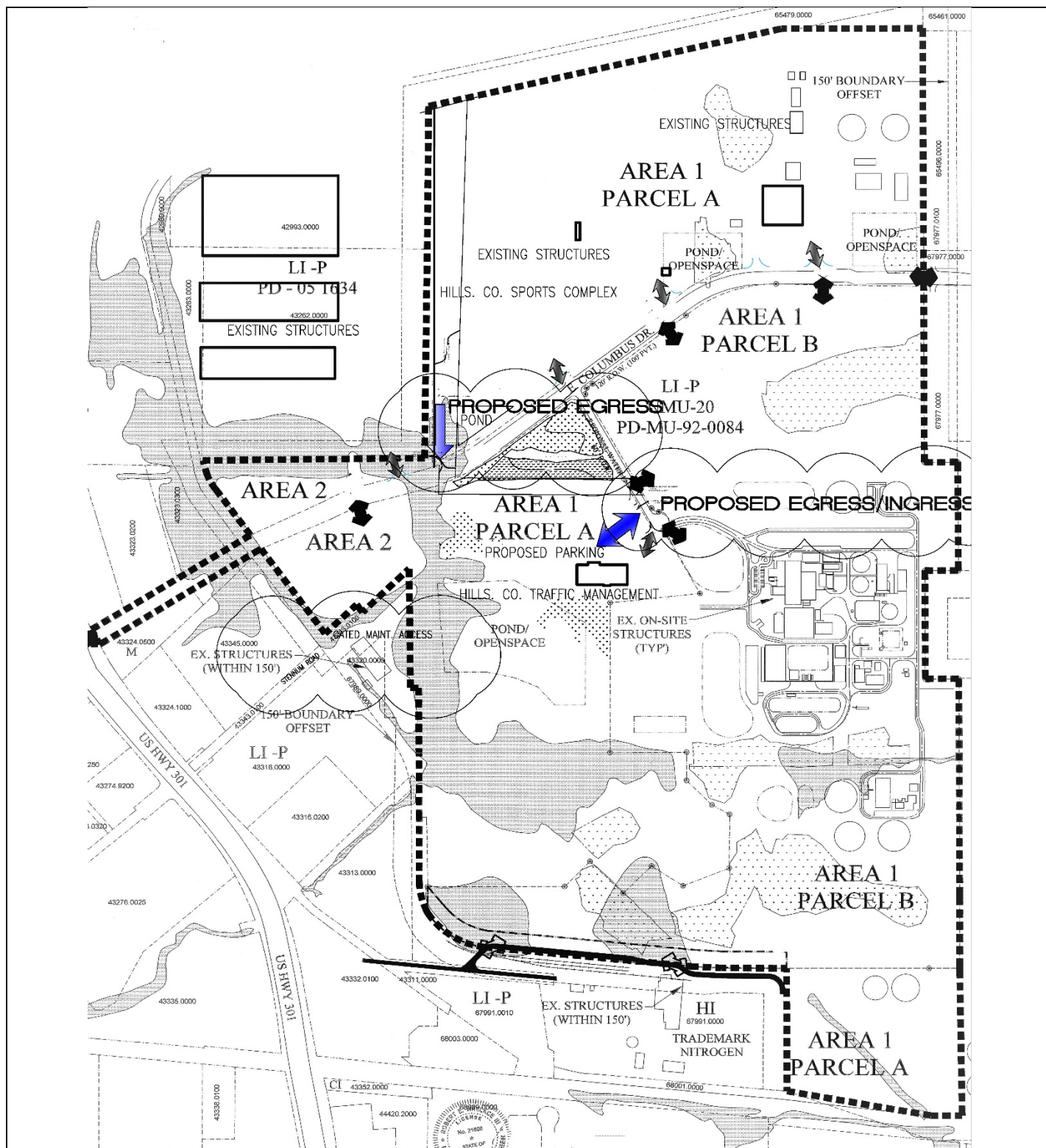


8.0 SITE PLANS (FULL)

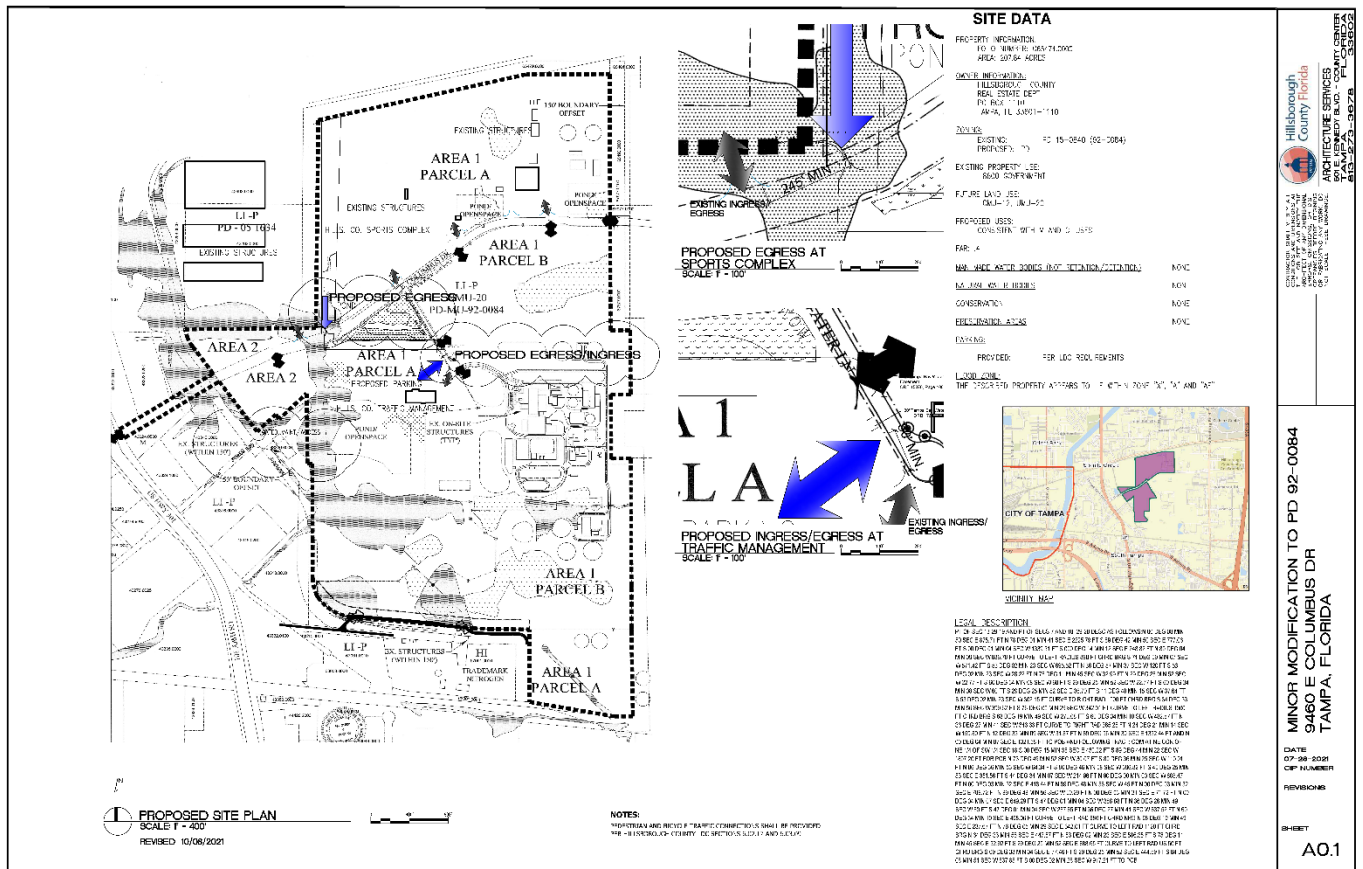
8.1 Approved Site Plan (Full)



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



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

**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

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.

FINAL CONDITIONS
OF APPROVAL

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

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:
 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
 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:

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: PRS 15-0840 BR

MEETING DATE: October 13, 2015

DATE TYPED: October 14, 2015

1. Within Area I, 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.

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: PRS 15-0840 BR
MEETING DATE: October 13, 2015
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

ROLLED 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: **Three (3) rolled copies** 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. **Rezoning applications for Planned Development (PD) or Major Modification (MM):**

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. **Rezoning applications for Planned Development (PD), Planned Development-Specific (PD-S), Planned Development-Specific with concurrent Site Development Review, or Major Modification (MM):**

Within ten (10) calendar days after the date of the filing of the Zoning Hearing Master's (ZHM) recommendation the Applicant/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 **not** 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 **not** 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. **Minor Modification (PRS) submitted any time:**

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 No. RZ _____

Related File Number (if applicable): MM _____ PRS _____

BOCC Land Use Date: _____

Project Name: _____

Check the appropriate box(es):

☐ The attached site plan meets all conditions of approval and requirements of certification as required by Planning and Growth Management Staff and by the Zoning Hearing Master.

☐ The attached site plan does not meeting the following conditions of approval and/or requirements of certification:

☐ As required by PGM Staff: _____

☐ As required by the Zoning Hearing Master: _____

Applying for Oral Argument? ☐ Yes ☐ No

Applicant: _____ Phone Number: _____

Mailing Address: _____

E-mail Address: _____

Representative: _____ Phone Number: _____

Mailing Address: _____

E-mail Address: _____

I HEREBY CERTIFY that this application and all plans submitted herewith are true representations of all facts concerning the proposed General Site Plan Certification.

Signature of Applicant or Authorized Representative

Date



AGENCY COMMENTS

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Columbus Dr.	County Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Regional Water Ln.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input checked="" type="checkbox"/> 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 <input checked="" type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	Choose an item.
South		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.
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> 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:		

Transportation Comment Sheet

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

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 11/19/2021

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: BR/ Central

PETITION NO: PRS 21-1137

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

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 Stenum 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	To	LOS Standard	Peak Hour Directional LOS
US 301	Adamo Dr.	MLK Blvd.	D	C

Source: 2020 Hillsborough County Level of Service Report.

From: [Williams, Michael](#)
To: [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: [21-1137+AVReq+2+10-27-21 \(1\).pdf](#)
[21-1137+AV+Req+11-18-21.pdf](#)
[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 (padroni@hillsboroughcounty.org or 813-307-1709) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

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

Mike

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

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

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

[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 next week.

Thank you,

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

Principal Planner

Development Services Department, Transportation Review Section

P: (813) 307-1924

E: ratliffja@hcflgov.net

W: www.hcflgov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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-

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

-

Note: So that we can assist you more efficiently, ***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.



**Hillsborough
County Florida**
Development Services

601 E. Kennedy Blvd., 19th Floor | (813) 272 5600

Additional / Revised Information Sheet

Date Stamp Here

Application Number: PRS 21-1137 Applicant's Name: Erthel Hill

Reviewing Planner's Name: Bianca O. Vazquez Date: 10/27/2021

Application Type:

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

Current Hearing Date (if applicable): 12/14/2021

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 (Preferred). Note that no follow up paper file is necessary. Pdf format only. Maximum attachment(s) size is 15 MB.

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

- ☐ Mail or delivery. Number of Plans Submitted: Large _____ Small _____

For PD, MM, PRS and SU: 7 large copies 24"X36", one small 8.5X11".
For RZ-Standard: if plot plan is larger than 8.5"X11", 7 large copies should be submitted.
For Minor Change: 6 large copies.
For Variances or Conditional Use permits: one 8.5"X11" or larger)

Mail to:
Development Services Department
Community Development Division
P.O. Box 1110
Tampa, FL 33601-1110

Hand Deliver to:
County Center
Development Services Department
19th Floor
601 E. Kennedy Blvd., Tampa

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.

Erthel Hill

Signature

10/27/2021

Date

FOR OFFICE USE ONLY

- ☐ Notification E-Mail Sent
 ☐ Scanned into OPTIX
- ☐ Transmittal Completed

In-Take Completed by: _____

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 (2nd) 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**.

- Weekday Daily Trip Generation Estimate: **378 vpd**
- Weekday PM Peak Hour Trip Generation Estimate: **46 vph**
- 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 $46 / 180 = 0.26 >>> \text{rounds up to } 1.0$].

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.



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.***

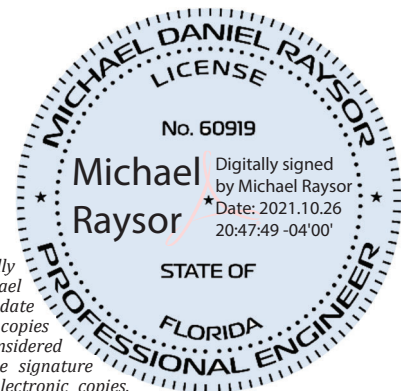
WITHOUT THE ADMINISTRATIVE VARIANCE, REASONABLE ACCESS CANNOT BE PROVIDED as cross access through the primary driveway connection serving the referenced CHMF site is not feasible, as that would preclude the potential for secure (isolated) access for the County CHMF site, if that should be desired at 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.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, 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



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

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

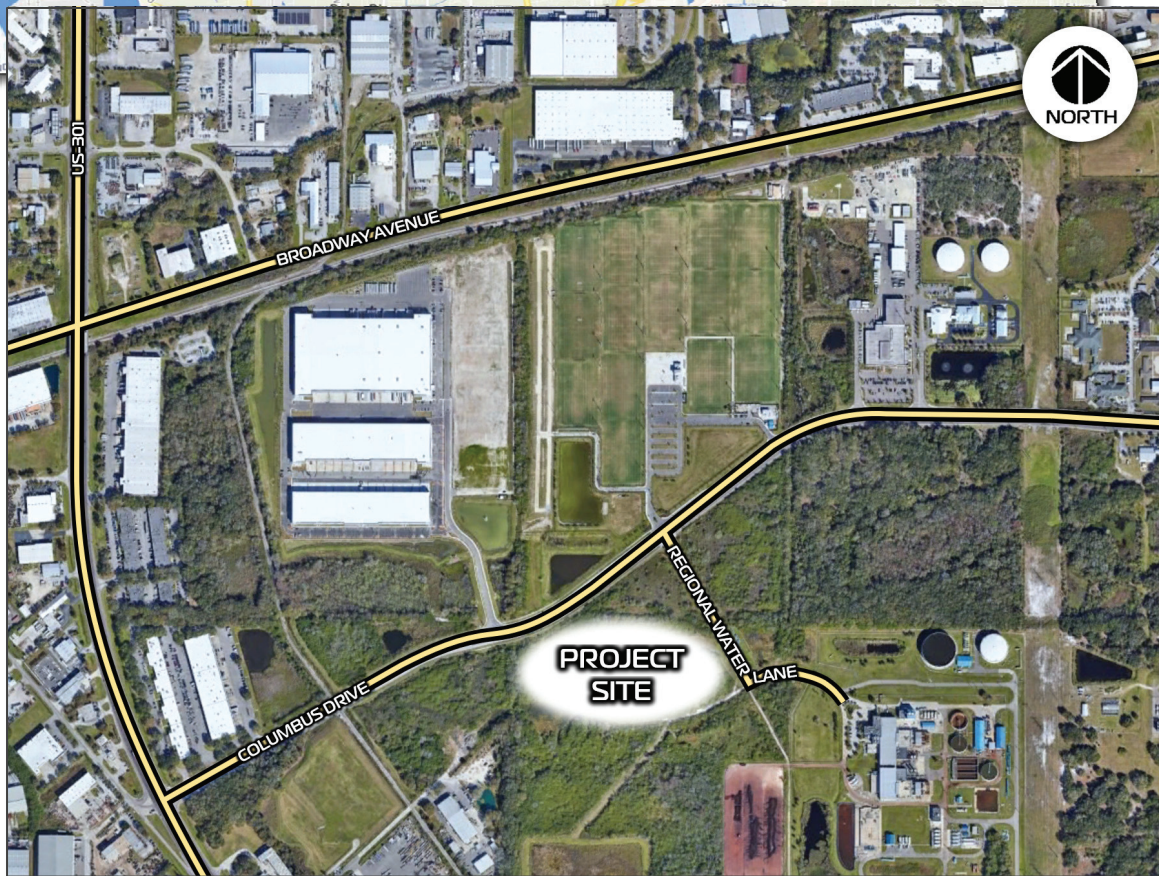
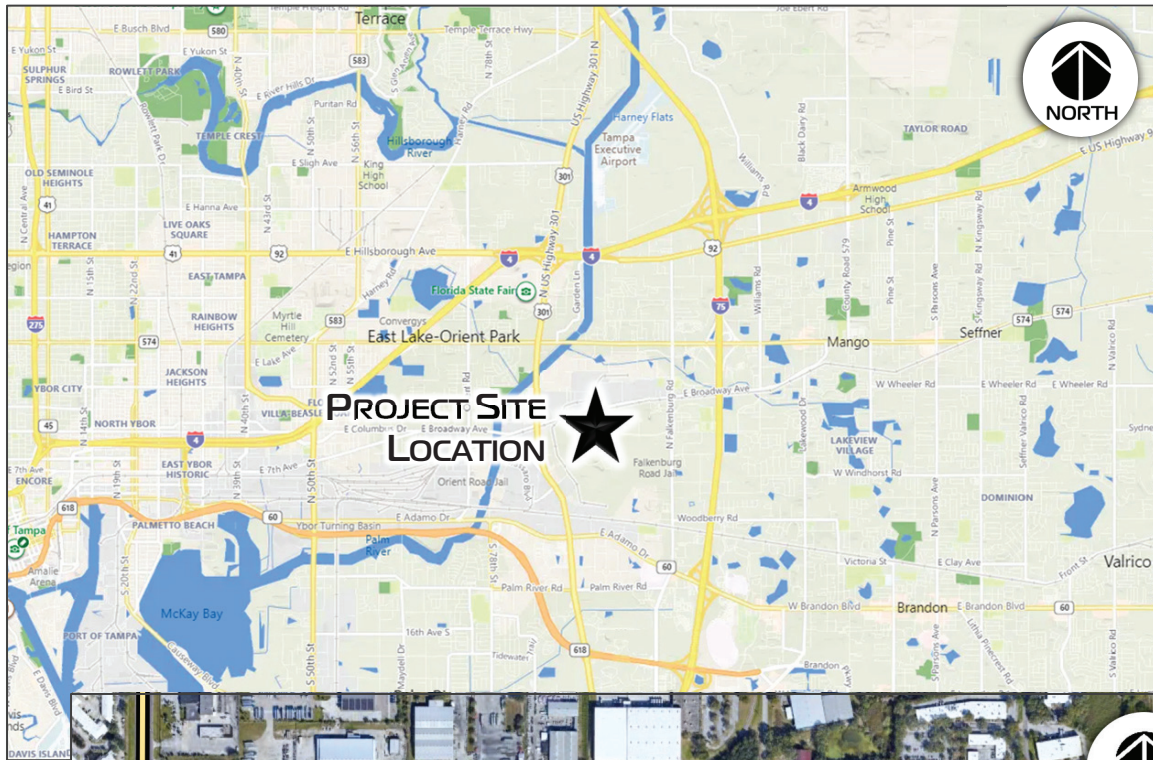
MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION

date

ATTACHMENT A



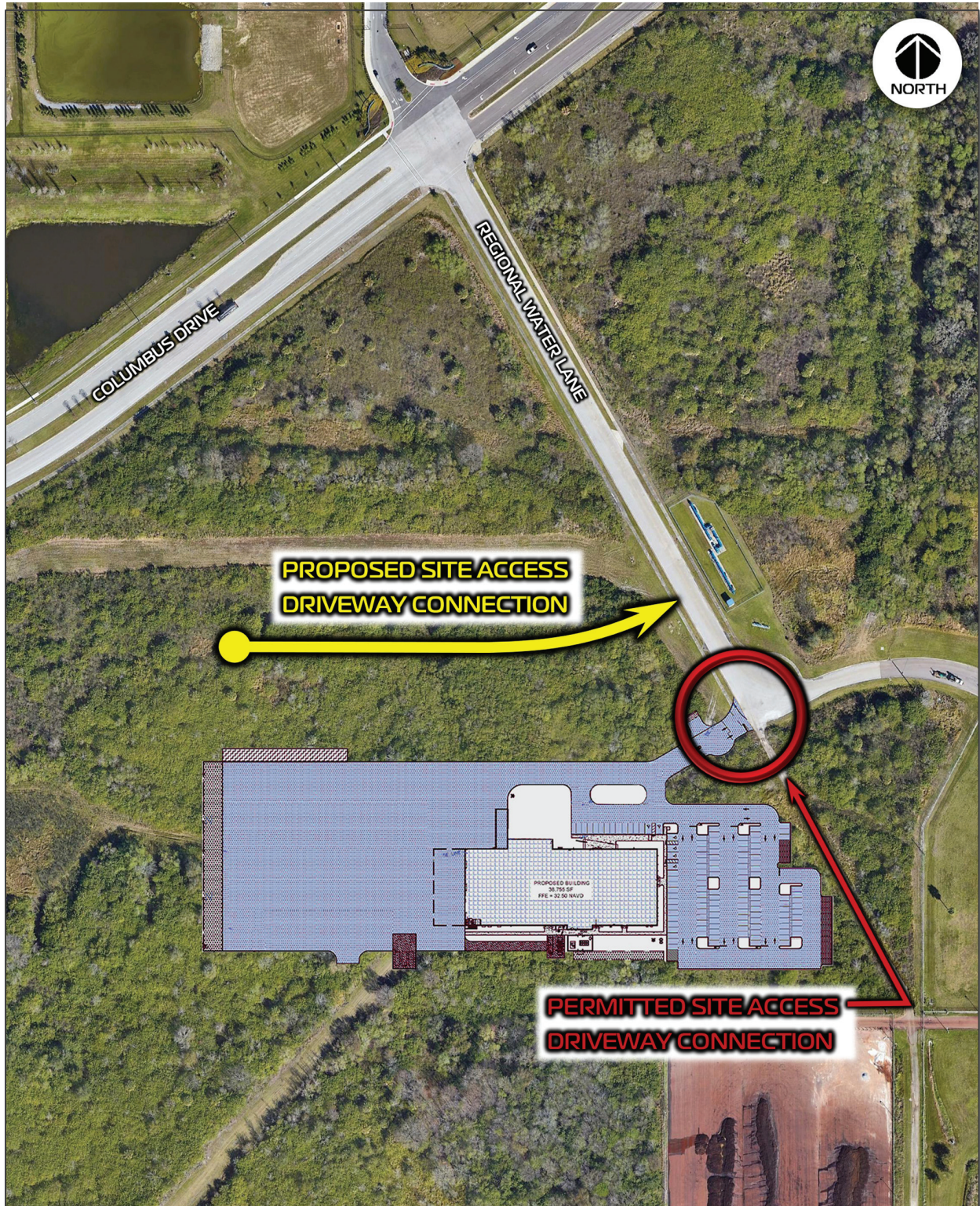
CHMF COLUMBUS SITE Project Site Location Map



ATTACHMENT B



CHMF COLUMBUS SITE
Project Site Plan



ATTACHMENT C



CHMF COLUMBUS SITE Trip Generation & Traffic Volumes

CHMF SITE TRIP GENERATION

ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
			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

Michael Raysor

From: Hand, William - RES <HandW@HillsboroughCounty.ORG>
Sent: Friday, October 1, 2021 9:42 AM
To: Michael Raysor
Cc: Andrea College; Bose, Swati; Hill, Erthel
Subject: Tampa Bay Water Plant - Regional Water Lane driveway traffic count

Mike: For the purposes of your study, use the following current peak employee counts (during 7am – 4pm day shift), as provided by Tampa Bay Water for this facility's driveway:

22 employees, arrive 7am, depart 4pm. Also 8 tractor trailers enter/depart for chemical deliveries and sediment hauling during the course of the day shift (not peak hour).

Bill Hand
Manager
 Capital Programs Department

P: (813) 307-1034
 M: (813) 853-1014
 E: Handw@HCFLGov.net
 W: HCFLGov.net

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

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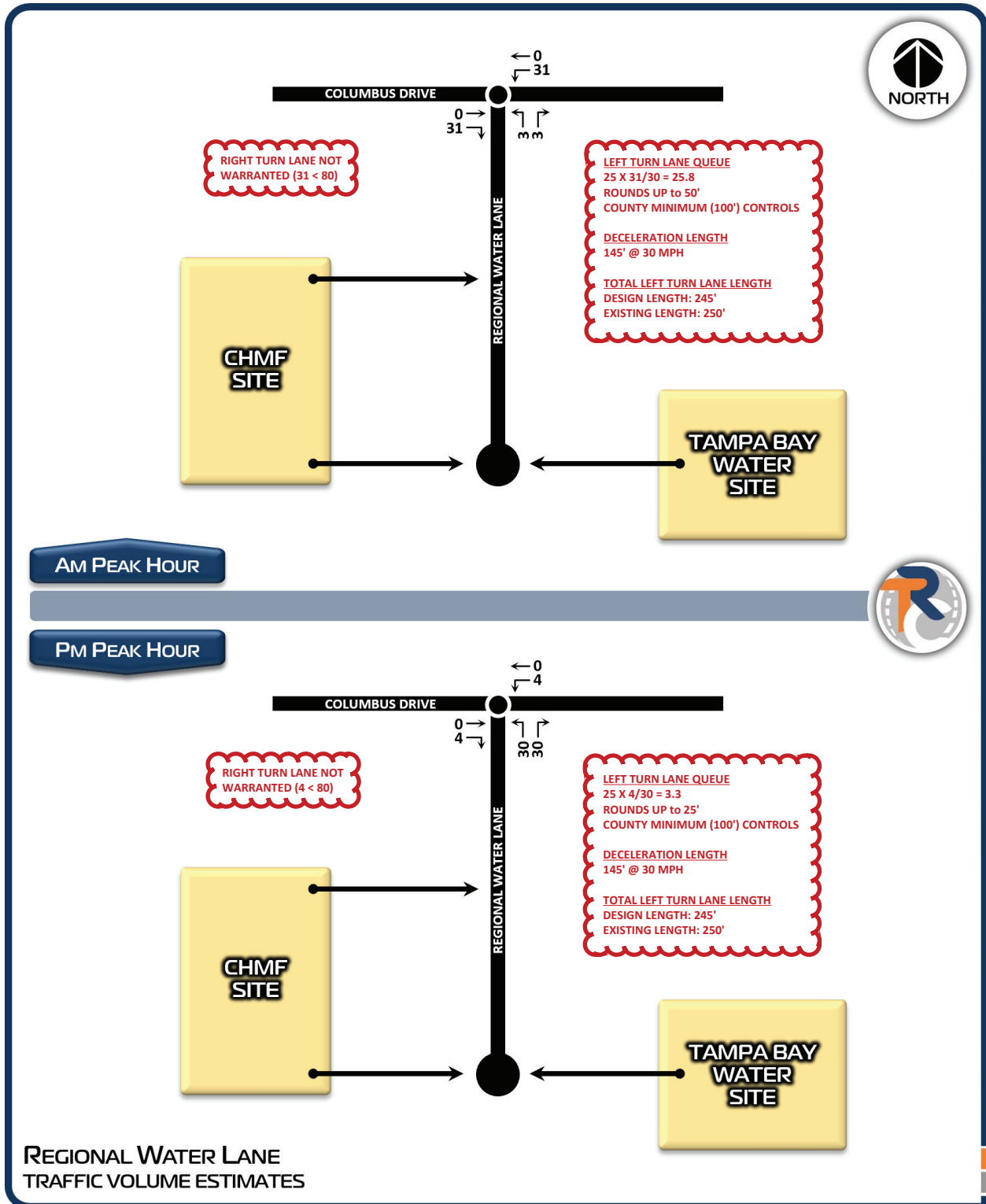
Please note: All correspondence to or from this office is subject to Florida's Public Records law.

AM PEAK HOUR: 22 IN / 0 OUT
PM PEAK HOUR: 0 IN / 22 OUT

ATTACHMENT C



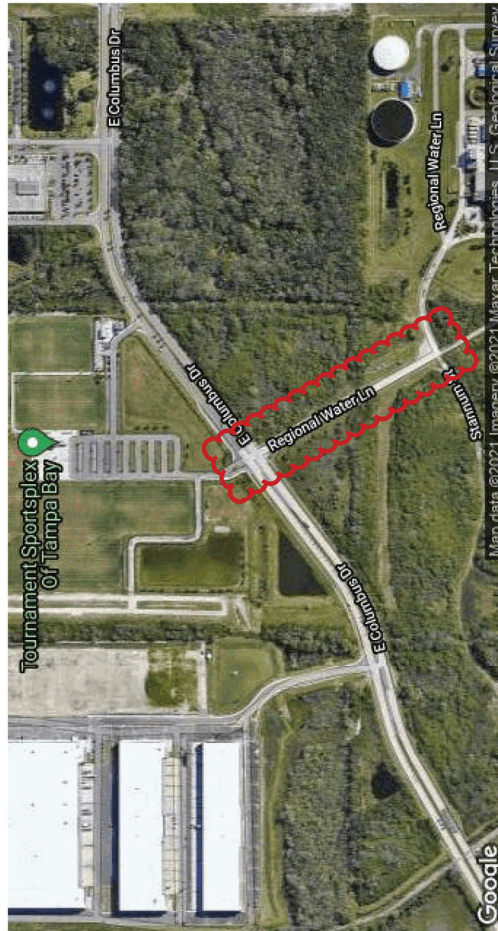
CHMF COLUMBUS SITE Trip Generation & Traffic Volumes



CDMS - Crash Data Management System

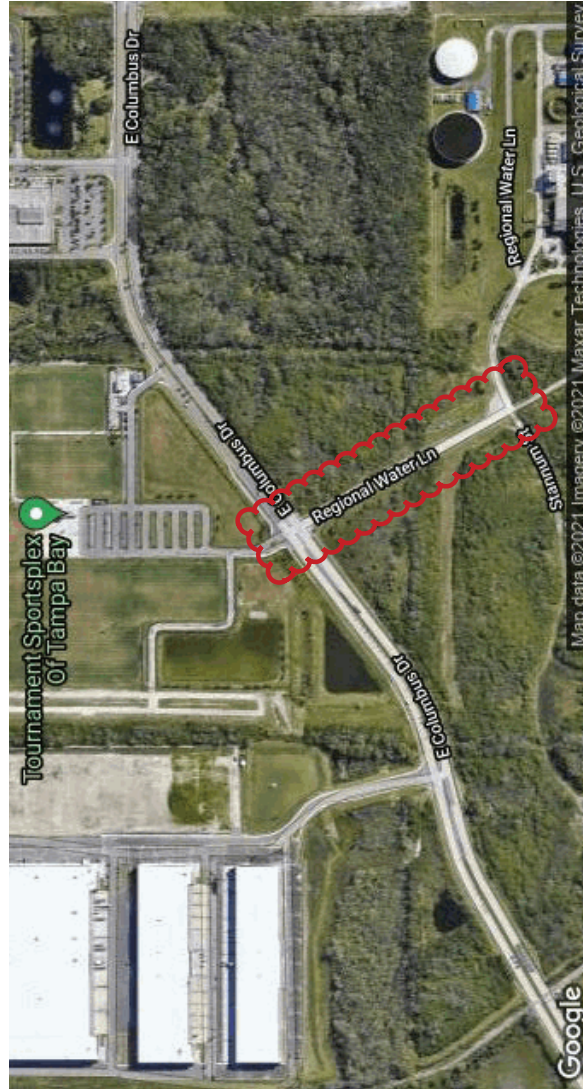
5 Year Crash Report (2016-2021)

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



Selections used to generate this report:
Saved Area 1: -82.3528557602007 27.963175363854326, -82.34759863053183 27.96633090406764, -82.34715874825355 27.965696013001008, -82.35245879326852 27.962445691271427,
-82.3528235736925 27.963156411382105, -82.3528557602007 27.963175363854326

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



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

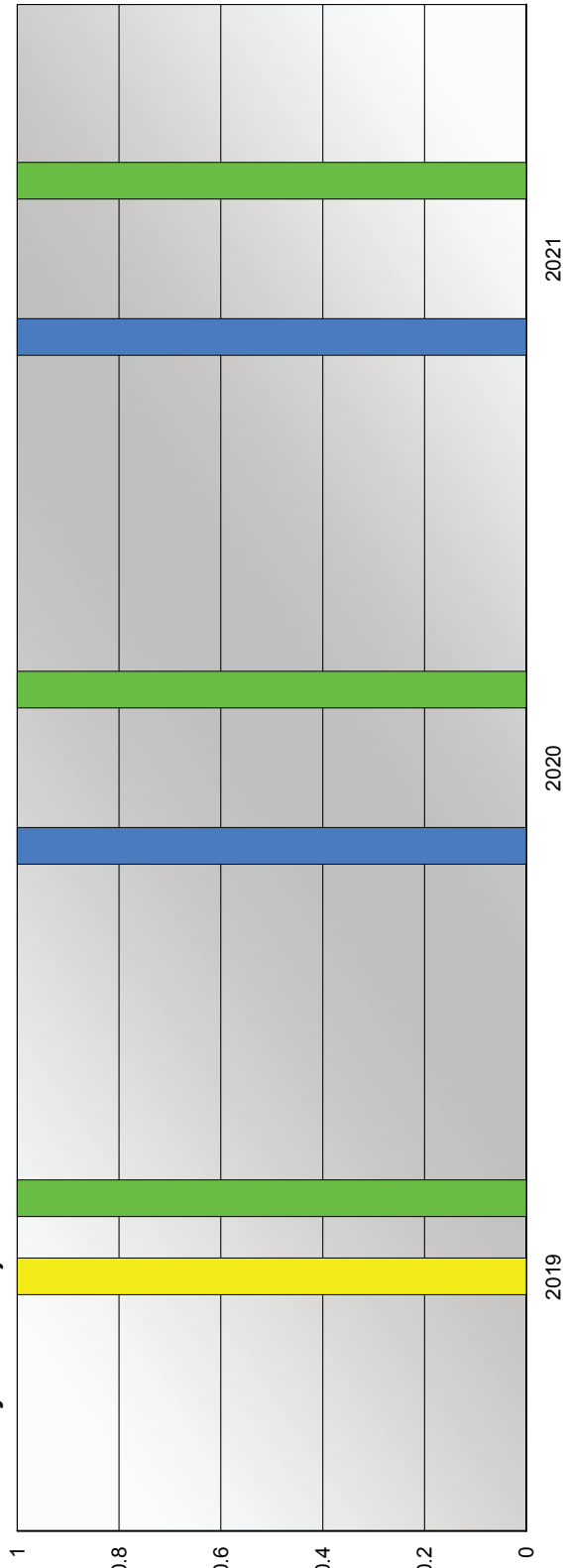
Records Date Range:		Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.												
10/13/2019	to 07/27/2021	3	4	0	0	0	1	0	0	0	0	0	1	0	1												
Intersection Summary Top 40 Report Click for Drill Down		Total Crashes		Total Fatalities		Total Injuries		Injury Severity		Ped and Bike		Crash Type				Strategic Highway Safety Plan											
								Fatal Crashes	Incap	Non Incap	Possible Injury	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle	
								0	1	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	
								3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		COLUMBUS DR @ REGIONAL WATER LN																									

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

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

Number of Crashes By Year



Breakdown of Crashes by Year

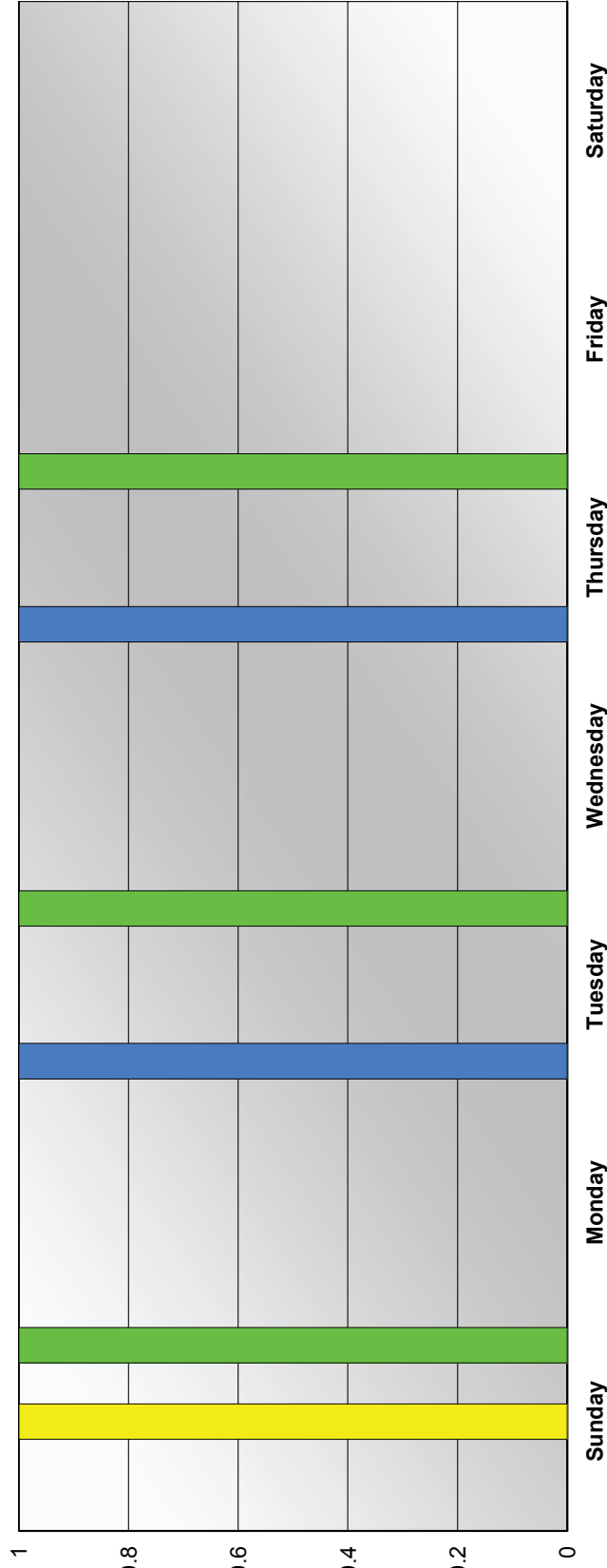
	2019	2020	2021
PDO	0	1	1
Injury Crashes	1	0	0
Total Crashes	1	1	1

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

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

Number of Crashes by Day of Week



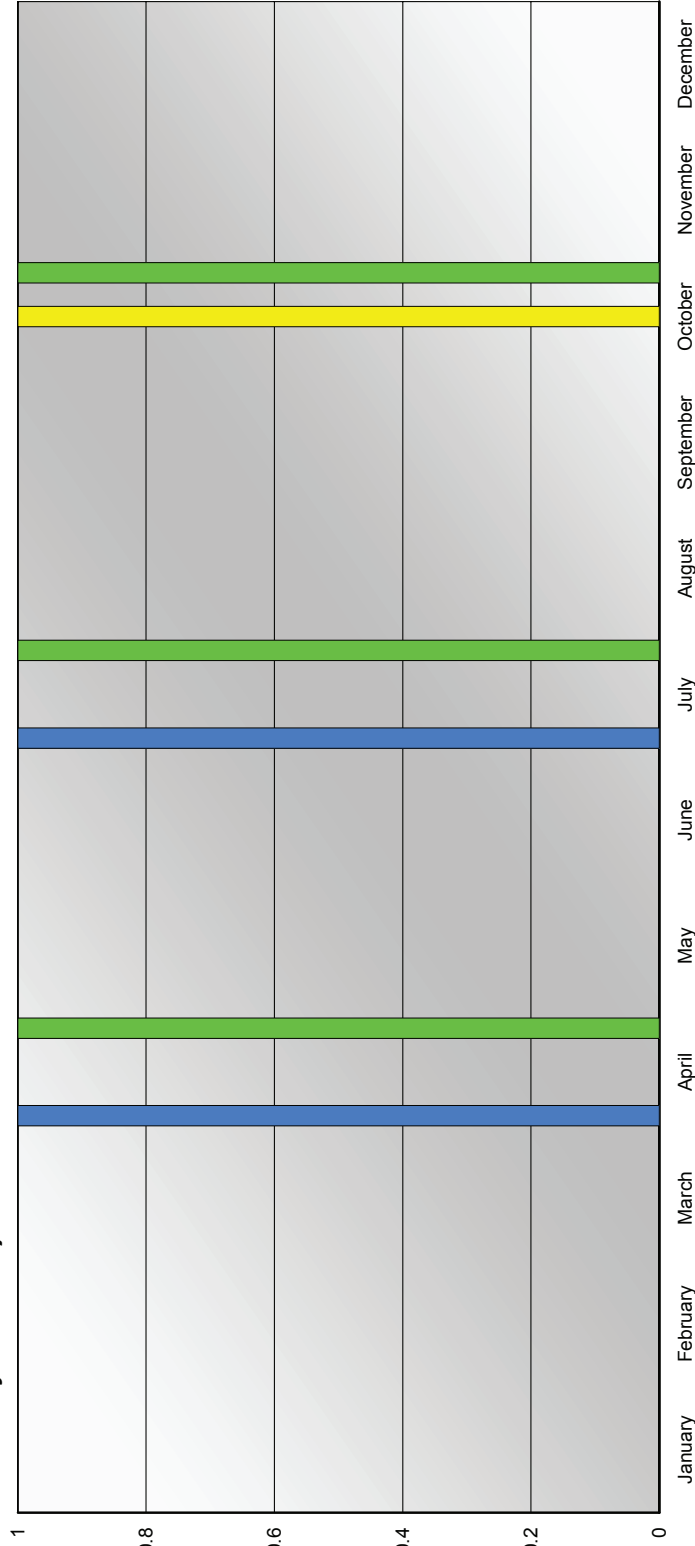
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	0	0	1	0	1	0	0	2
Injury Crashes	1	0	0	0	0	0	0	1
Others	0	0	0	0	0	0	0	0
Total Crashes	1	0	1	0	1	0	0	3

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019	to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1

Number of Crashes by Month



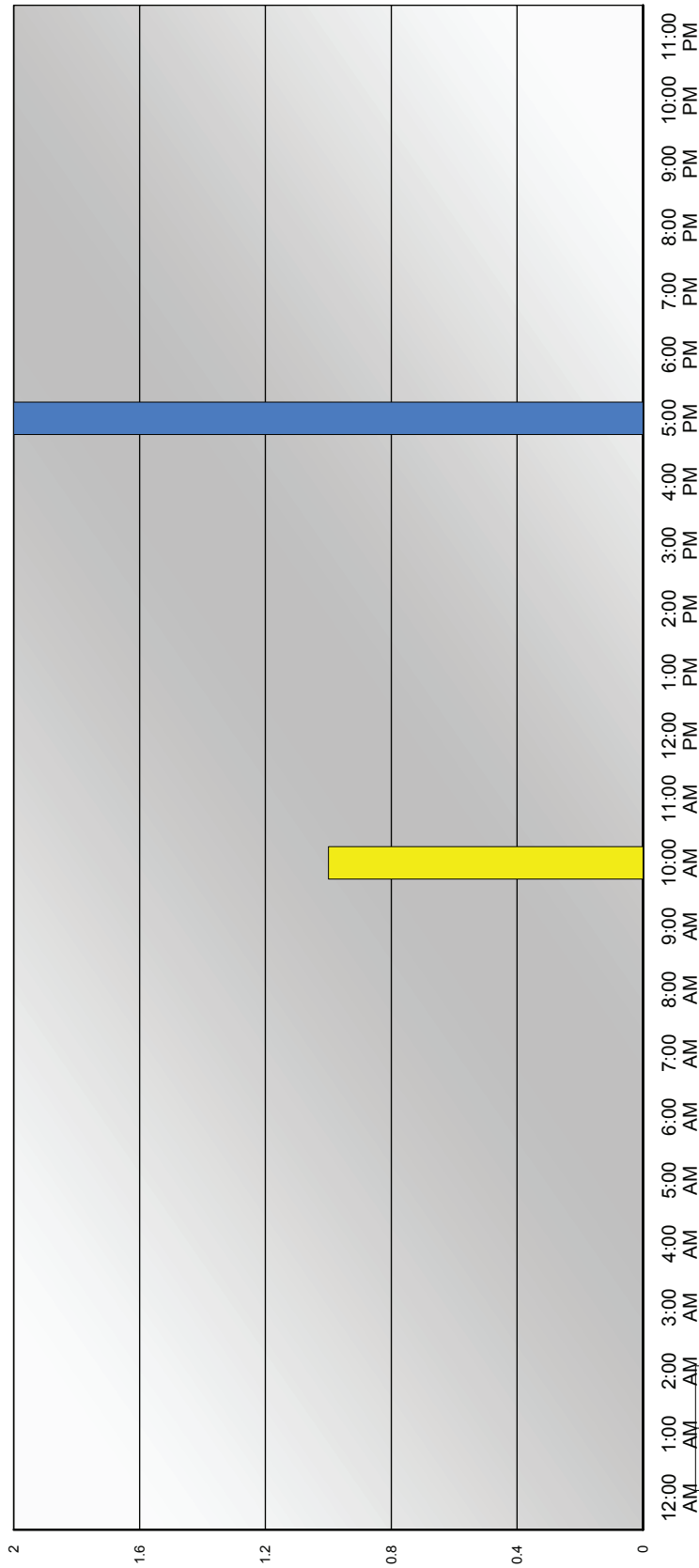
	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	0	0	0	1	0	0	1	0	0	0	0	0	2
Injury Crashes	0	0	0	0	0	0	0	0	0	1	0	0	1
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	0	0	0	1	0	0	1	0	0	1	0	0	3

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

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

Crashes by Time of Day



PDO	0	2
Injury Crashes	1	0
Total	1	2

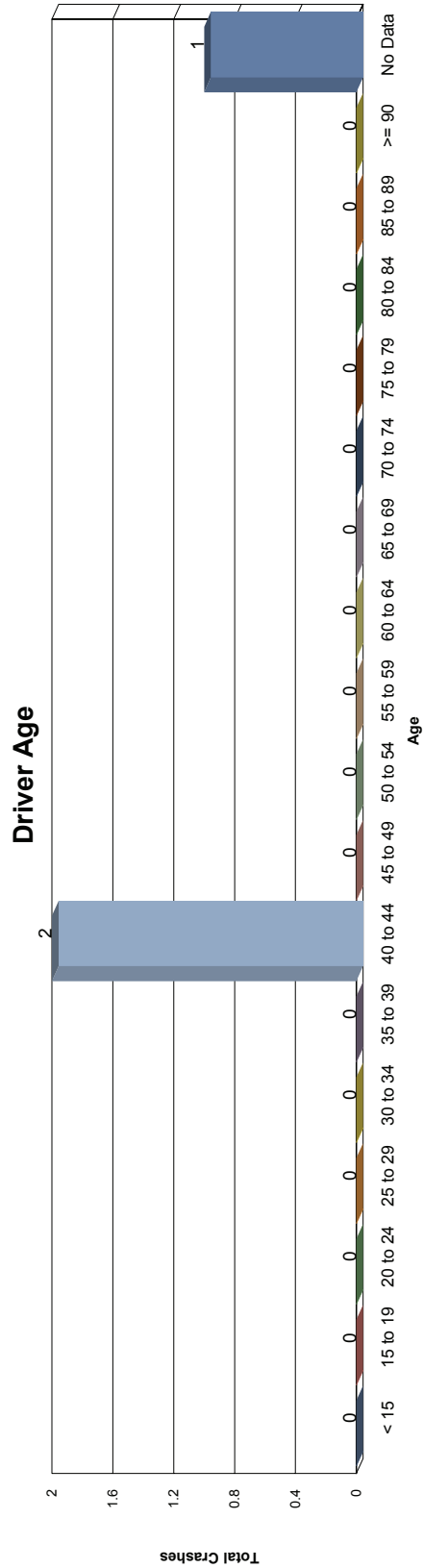
5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019	to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1

Driver Age Summary (Vehicle 1, Driver 1)

Drill Down Rpt.	Driver Actions															
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving		
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 15 to 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 30 to 34	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 35 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 40 to 44	2	0	4	0	0	0	0	0	0	0	0	0	0	0		
Age 45 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 50 to 54	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 55 to 59	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 60 to 64	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 65 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 70 to 74	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 75 to 79	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 80 to 84	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age No Data	1	0	0	0	0	0	0	0	0	0	0	0	0	0		



5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
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

Impact Type

Click for Drill Down

Angle

Unknown

Strategic Highway Safety Plan (SHSP)														
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
1	0	4	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Relation to Intersection

Click for Drill Down

Intersection

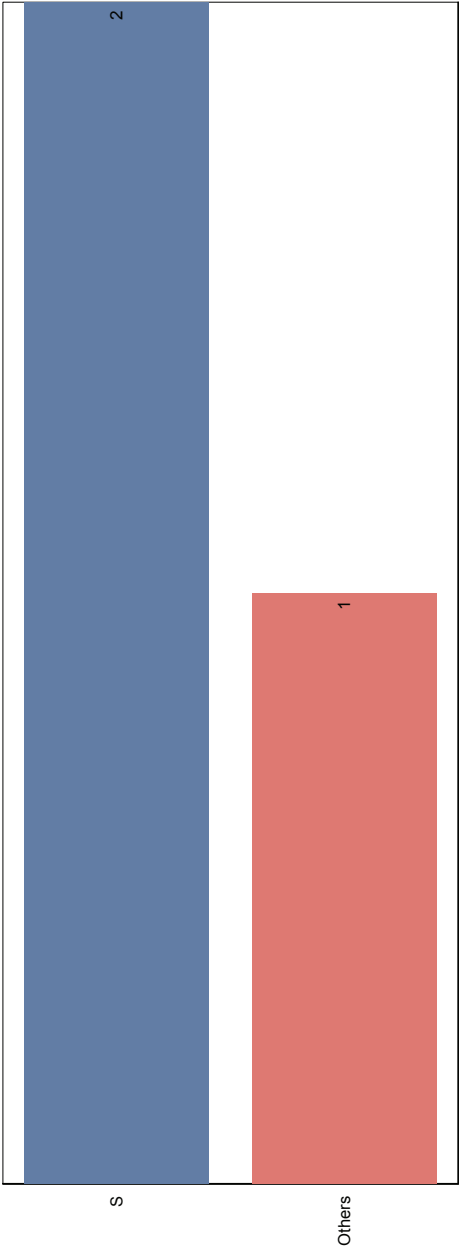
Non-Junction

Strategic Highway Safety Plan (SHSP)									
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
1	0	4	0	0	0	0	1	0	1
2	0	0	0	0	0	0	0	0	0

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	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 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Angle	Unknown
S	1	1
Others	0	1
Total	1	2

At Fault Vehicle Summary

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
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 Highway Safety Plan (SHSP)																
Click for Drill Down																
Passenger Car		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
		2	0	4	0	0	0	0	0	0	0	1	1	0	0	1
No Data		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Movement

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

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:		Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019	to 07/27/2021	3	4	0	0	0	1	0	0	0	0	0	1	0	1

Roadway Condition Summary

Roadway Location

Strategic Highway Safety Plan (SHSP)														
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection			
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)											
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Dry		3	0	4	0	0	0	0	1	0	1

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)											
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
None		3	0	4	0	0	0	0	1	0	1

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

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

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Stop Sign

No Controls

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

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Straight

Unknown

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
2	0	4	0	0	0	0	1	0	1
1	0	0	0	0	0	0	0	0	0

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

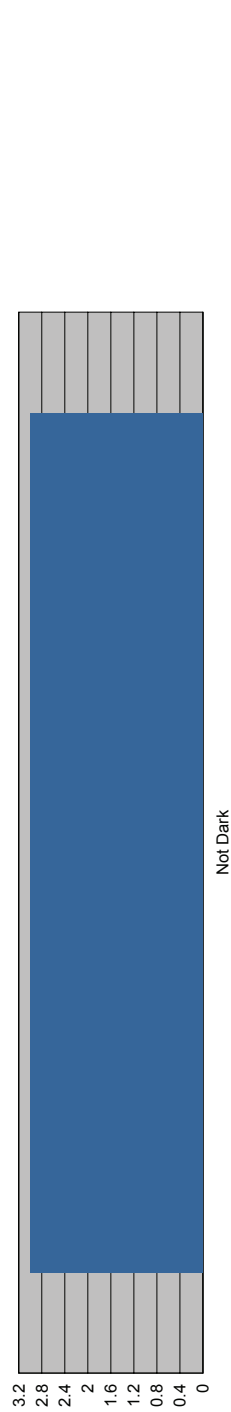
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019	to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1

Environment Summary Report

Lighting

Click for Drill Down

Daylight

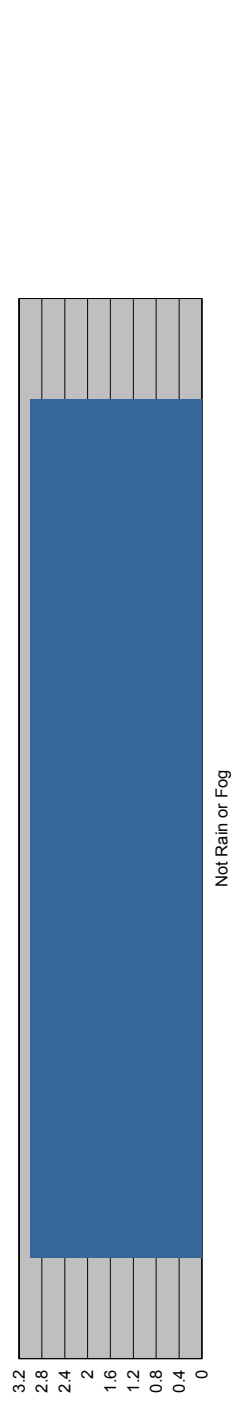


Weather

Click for Drill Down

Clear

Cloudy



Located Crashes

Area	Crashes	Fatalities	Injuries
------	---------	------------	----------

BRANDON	1	0	4
UNINCORPORATED H.C.	2	0	0
Totals:	3	0	4

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
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Totals:

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**.

- | | |
|--|------------------|
| ➤ Weekday Daily Trip Generation Estimate: | 1,070 vpd |
| ➤ Weekday PM Peak Hour Trip Generation Estimate: | 246 vph |
| ➤ Saturday Daily Trip Generation Estimate: | 6,074 vpd |
| ➤ Saturday Peak Hour Trip Generation Estimate: | 602 vph |

Pursuant to LDC §6.04.03.I. (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.I., (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.***

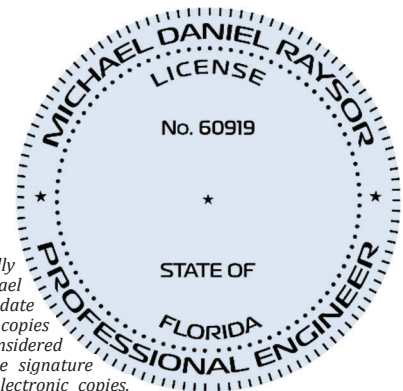
WITHOUT THE ADMINISTRATIVE VARIANCE, REASONABLE ACCESS CANNOT BE PROVIDED as safe and efficient egress for patrons at the conclusion of events is a reasonable expectation, especially in consideration that the proposed third (3rd) site access driveway connection to Columbus Drive is supported by Saturday 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



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

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

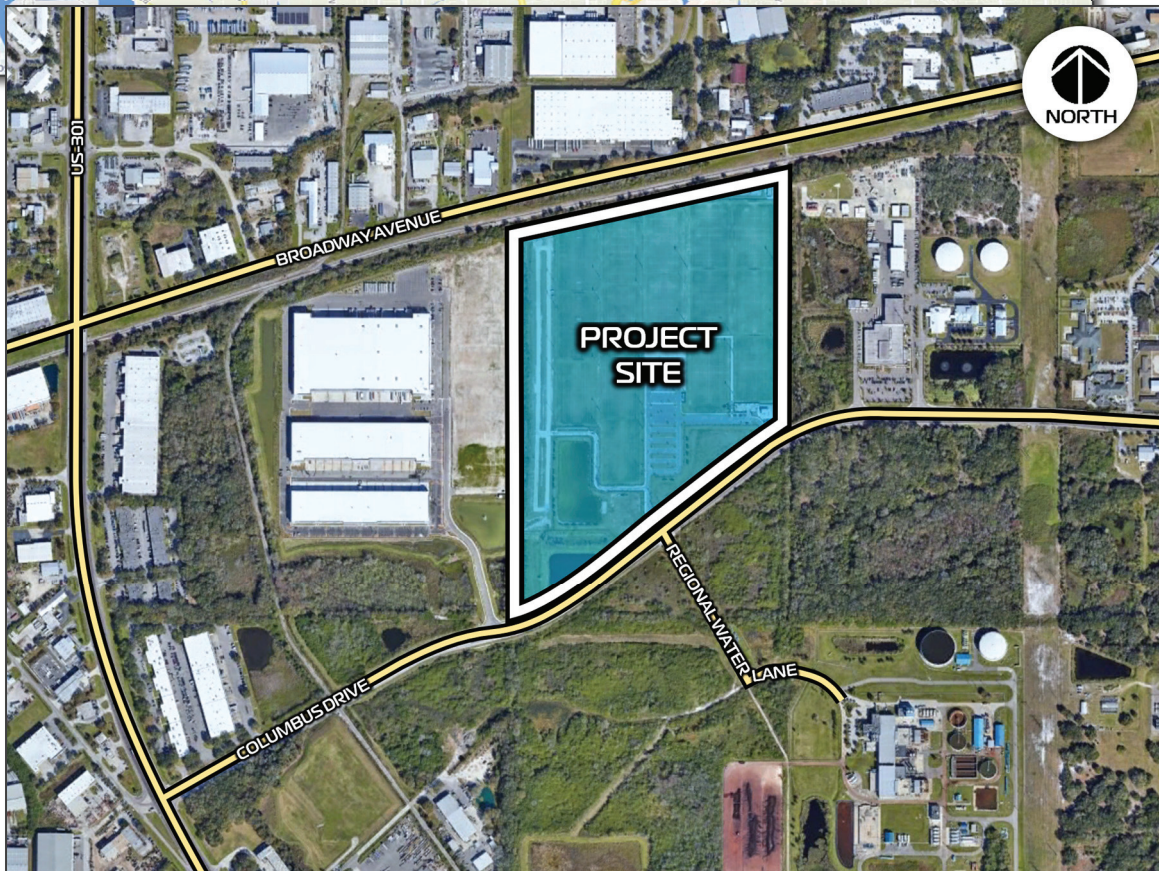
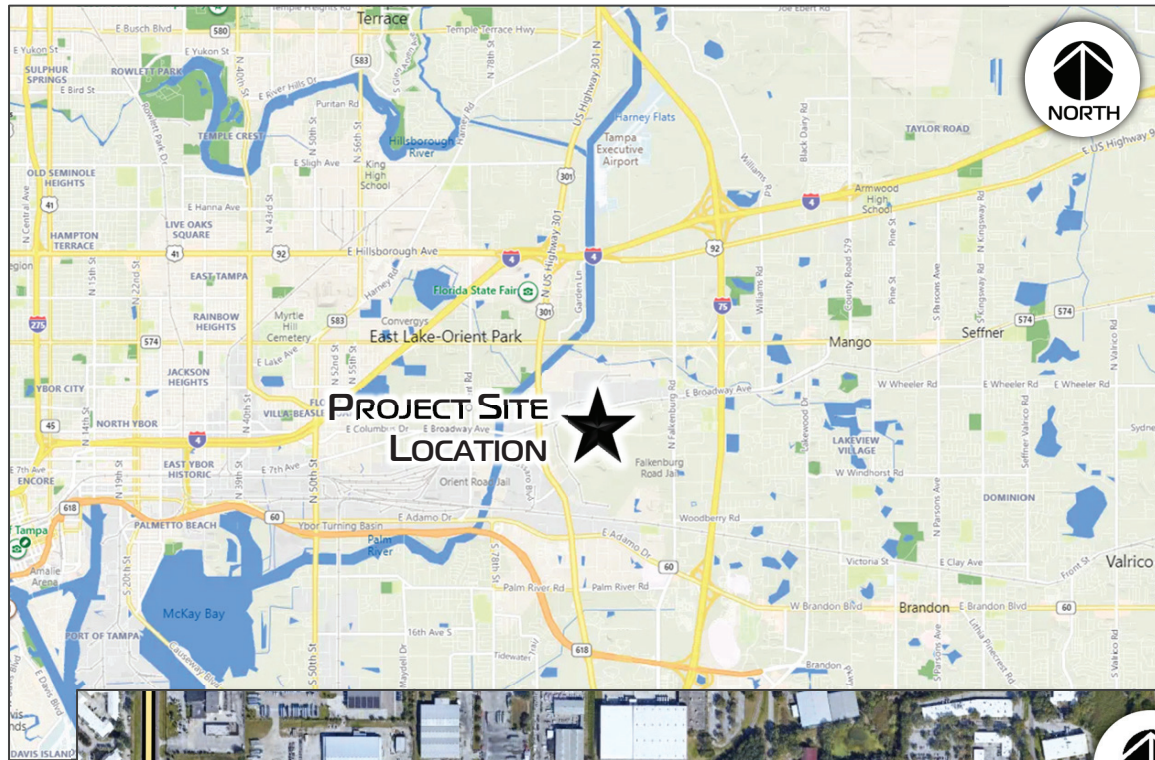
MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION

date

ATTACHMENT A



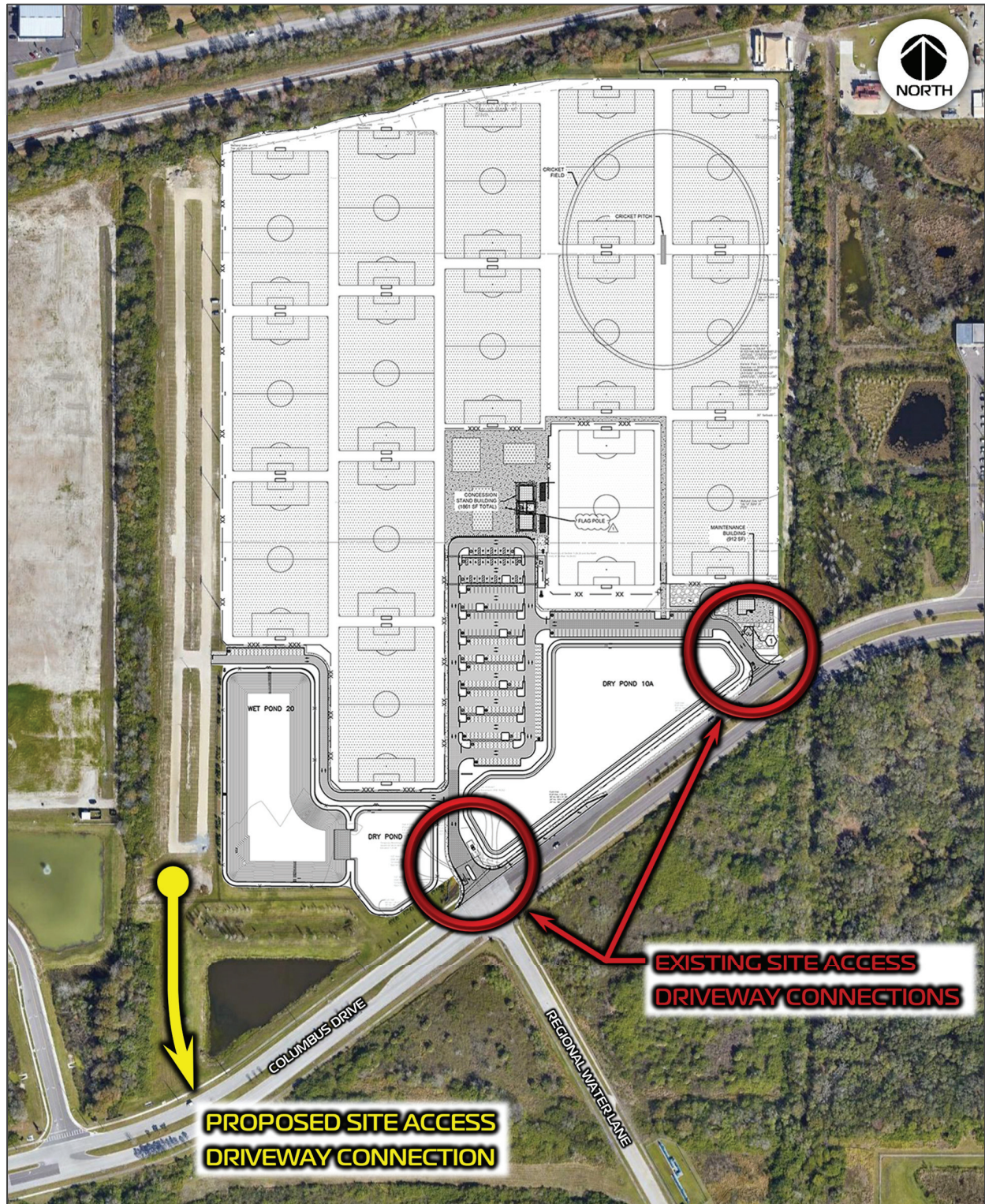
HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX Project Site Location Map



ATTACHMENT B



HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX Project Site Plan



ATTACHMENT C



HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX Project Site Trip Generation Estimate

ITE LUC	Land Use Description	Size	Weekday		PM Peak Hour		Saturday		Saturday Peak Hour	
			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

ATTACHMENT D

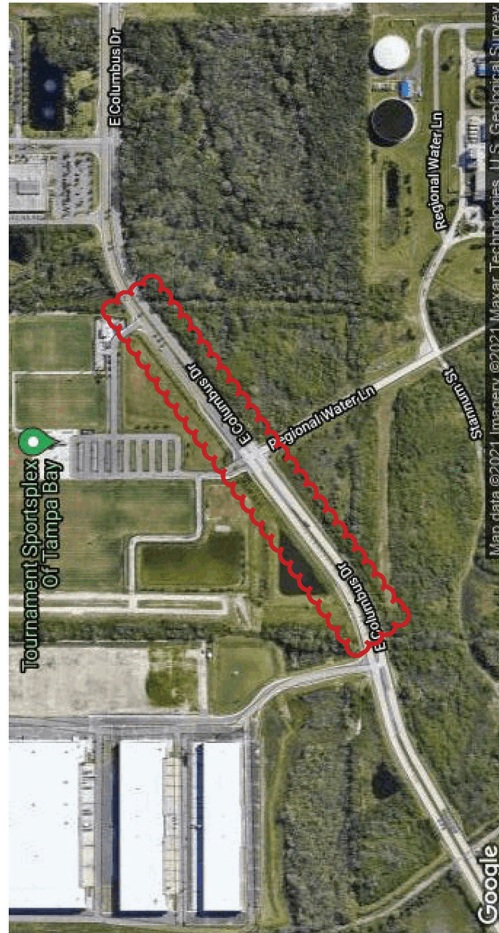


HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX Crash Data Evaluation

CDMS - Crash Data Management System

5 Year Crash Report (2016-2021)

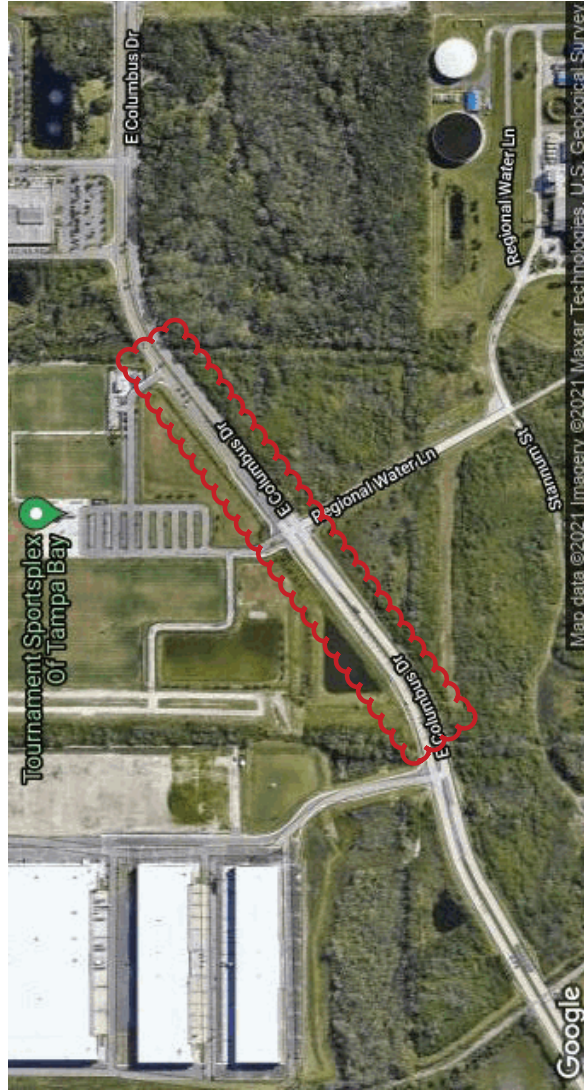
Report Memo:
Columbus Drive
(Adjacent to Site Frontage)



Selections used to generate this report:

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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

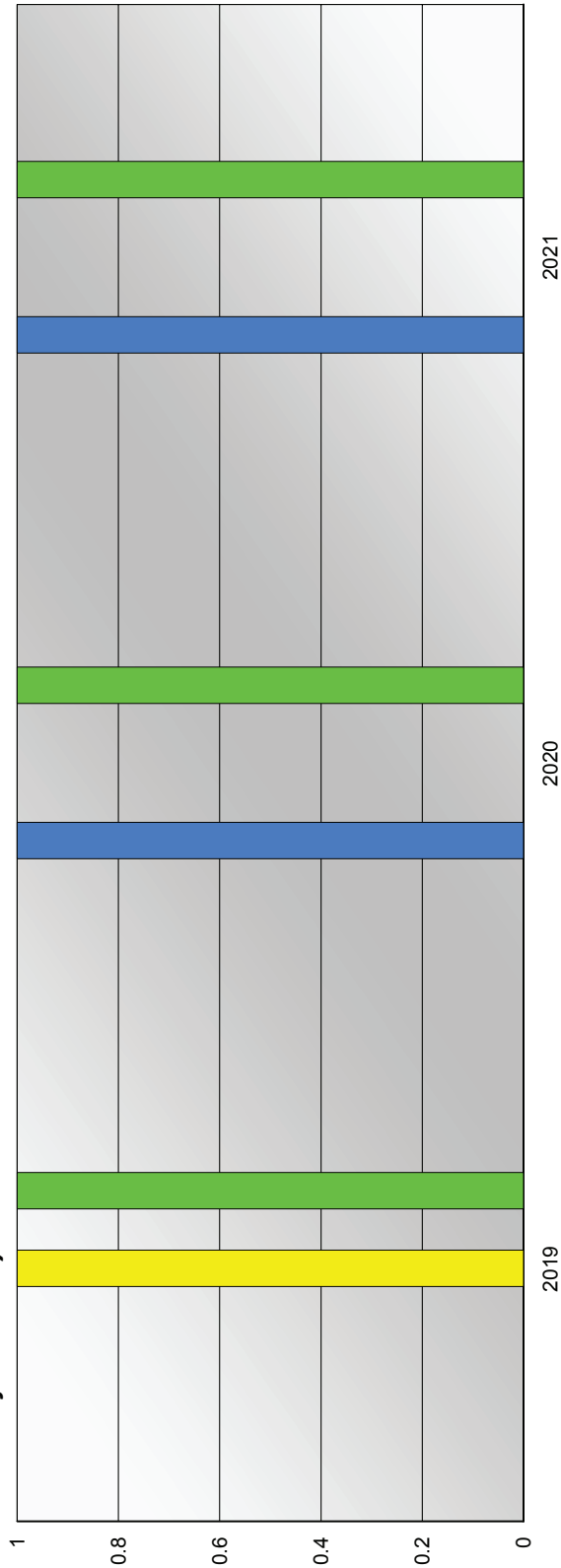
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019	to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1
<div> <div>Intersection Summary</div> <div>Top 40 Report</div> <div>Click for Drill Down</div> </div>																
COLUMBUS DR @ REGIONAL WATER LN																
Total Crashes				3	Total Fatalities				0	Total Injuries				4		
Fatal Crashes				0	Incap				1	Non Incap				0		
Possible Injury				0	Ped				0	Bike				0		
Angle				1	Left Turn				0	Right Turn				0		
Head On				0	Comm. Veh				0	Work Zone				0		
No Restraint				0	Speed Agr. Driving				1	Lane Depart				0		
At Int.				1	Distract Driving				0	Teen Driver 15-19				0		
Aging Driver 65+				0	Impaired				0	Motor Cycle				0		

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

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

Number of Crashes By Year



Breakdown of Crashes by Year

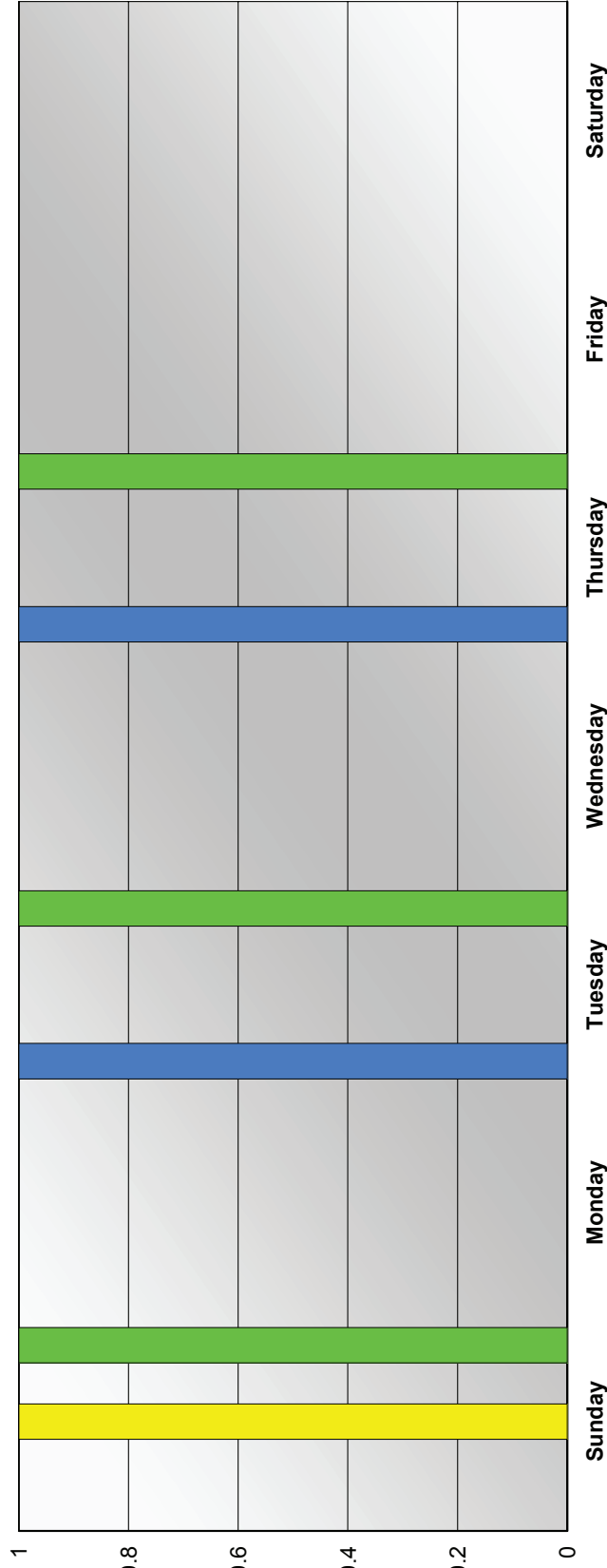
	2019	2020	2021
PDO	0	1	1
Injury Crashes	1	0	0
Total Crashes	1	1	1

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

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

Number of Crashes by Day of Week



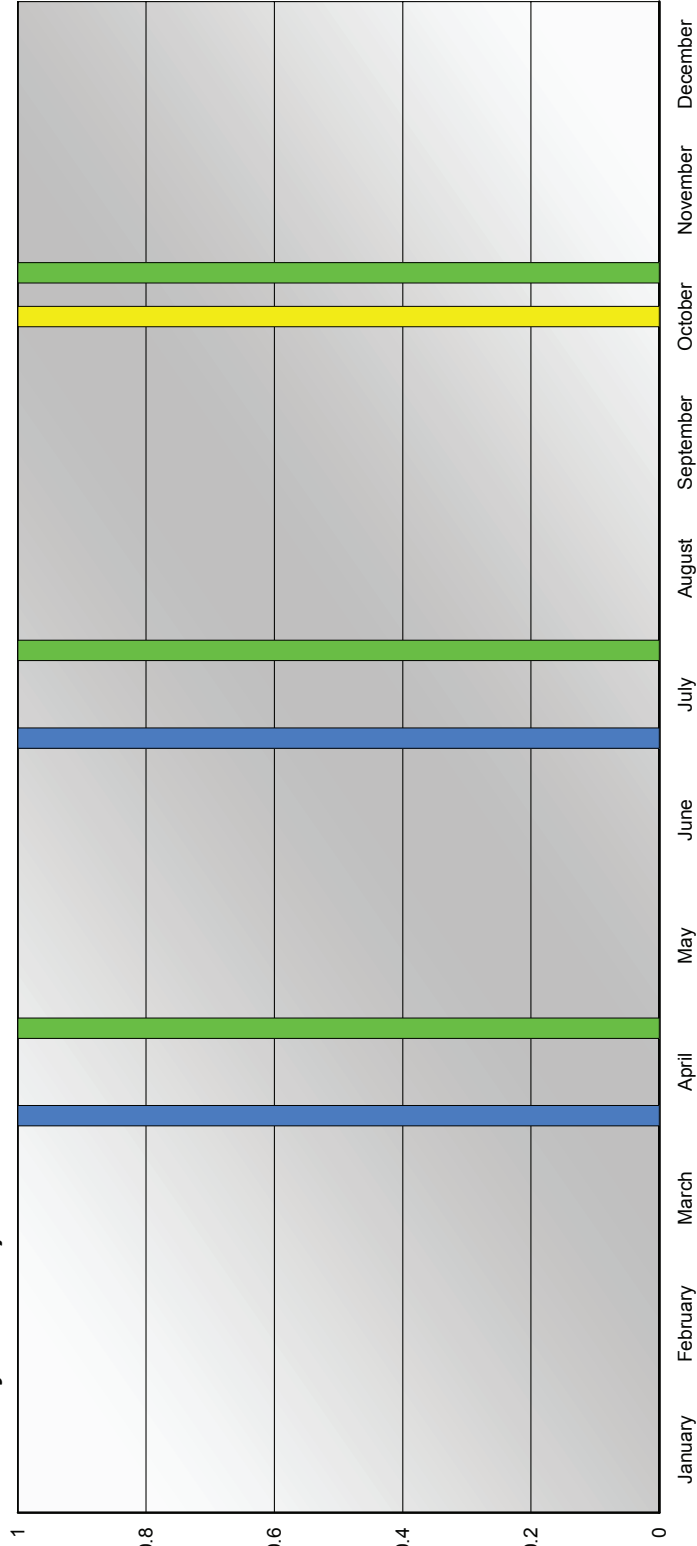
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	0	0	1	0	1	0	0	2
Injury Crashes	1	0	0	0	0	0	0	1
Others	0	0	0	0	0	0	0	0
Total Crashes	1	0	1	0	1	0	0	3

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019	to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1

Number of Crashes by Month



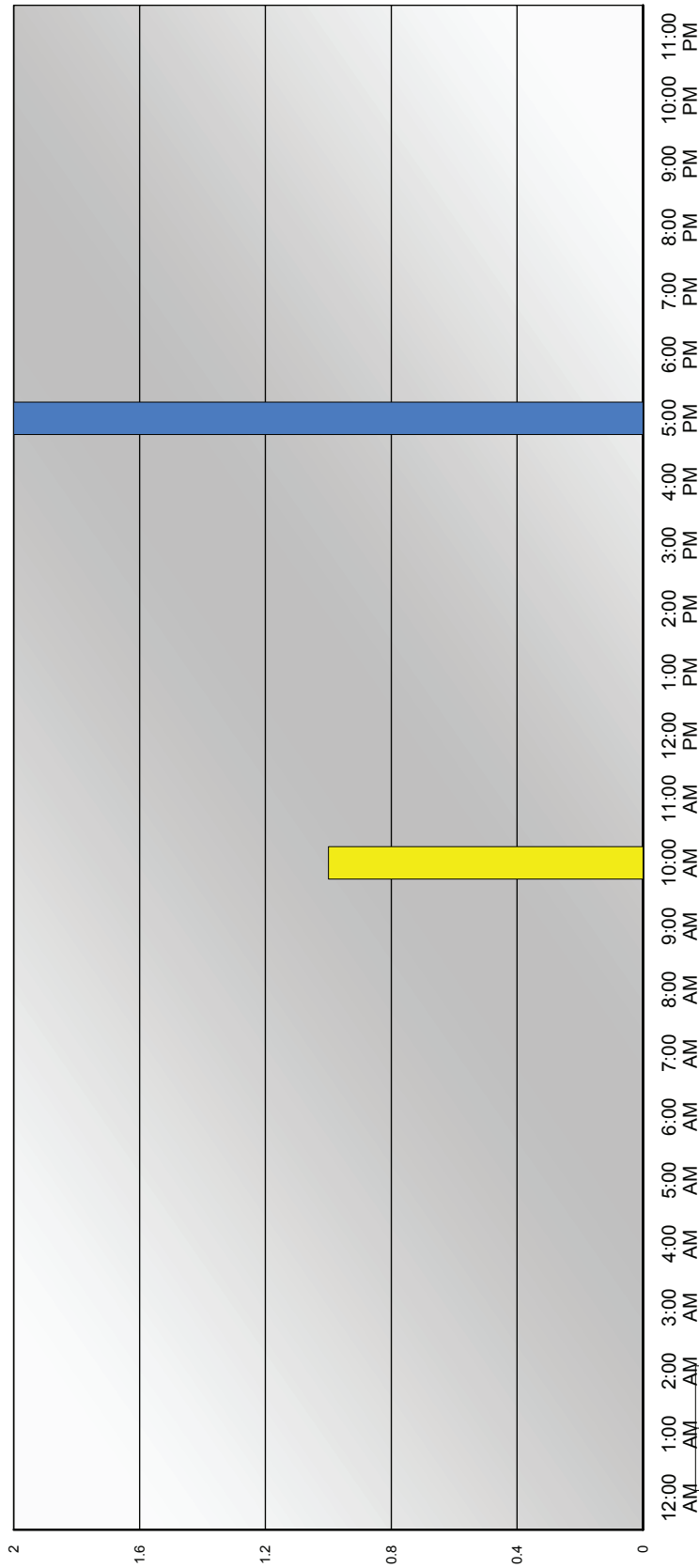
	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	0	0	0	1	0	0	1	0	0	0	0	0	2
Injury Crashes	0	0	0	0	0	0	0	0	0	1	0	0	1
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	0	0	0	1	0	0	1	0	0	1	0	0	3

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

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

Crashes by Time of Day



PDO	0	2
Injury Crashes	1	0
Total	1	2

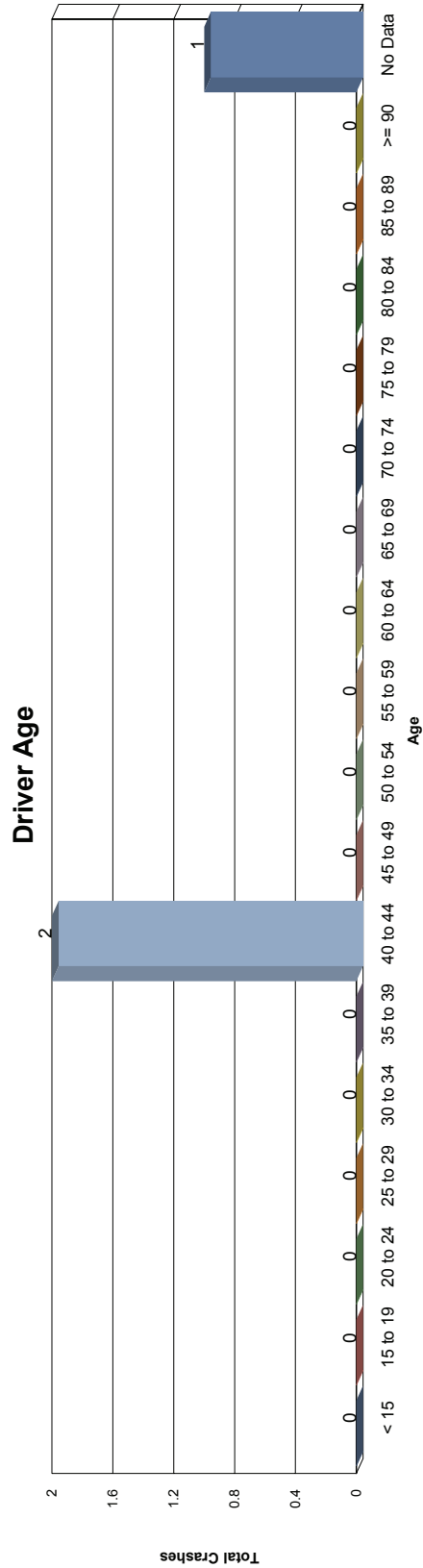
5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019	to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1

Driver Age Summary (Vehicle 1, Driver 1)

	Driver Actions															
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving		
Drill Down Rpt.																
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 30 to 34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 35 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 40 to 44	2	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1
Age 45 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 50 to 54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 55 to 59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 60 to 64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 65 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 70 to 74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 75 to 79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 80 to 84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
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

Impact Type

Click for Drill Down

Angle

Unknown

Strategic Highway Safety Plan (SHSP)														
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
1	0	4	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Relation to Intersection

Click for Drill Down

Intersection

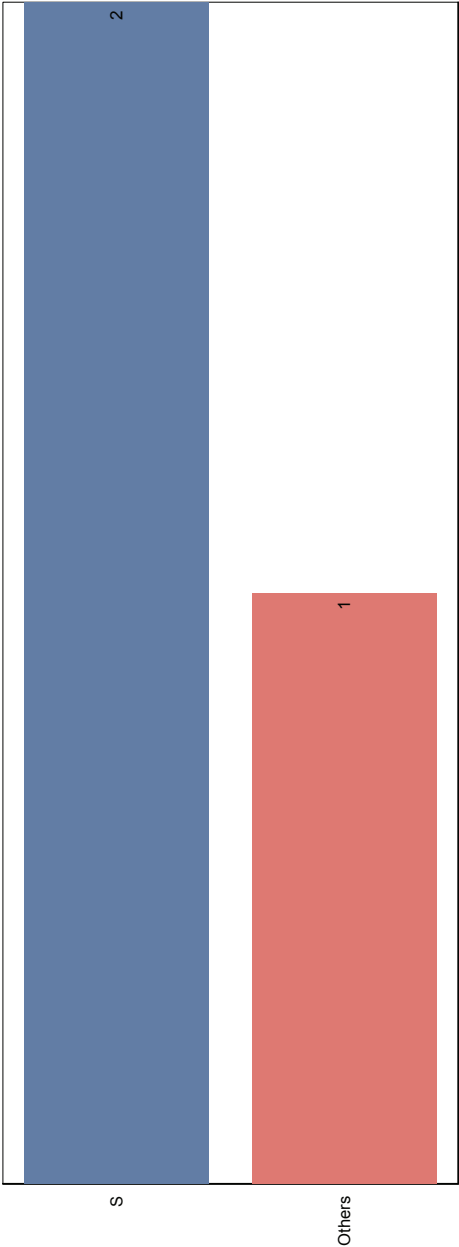
Non-Junction

Strategic Highway Safety Plan (SHSP)									
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
1	0	4	0	0	0	0	1	0	1
2	0	0	0	0	0	0	0	0	0

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	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 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Angle	Unknown
S	1	1
Others	0	1
Total	1	2

At Fault Vehicle Summary

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
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 Highway Safety Plan (SHSP)																
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
Passenger Car		2	0	4	0	0	0	0	0	0	0	1	1	0	0	1
No Data		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Movement

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

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019	to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1

Roadway Condition Summary

Roadway Location		Strategic Highway Safety Plan (SHSP)														
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
On Roadway		1	0	4	0	0	0	0	0	0	0	0	1	0	0	1
Off Roadway		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Road Condition

Click for Drill Down		Strategic Highway Safety Plan (SHSP)														
Dry		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
		3	0	4	0	0	0	0	0	0	0	0	1	0	0	1

Road Contributing Cause Summary

Click for Drill Down		Strategic Highway Safety Plan (SHSP)														
None		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
		3	0	4	0	0	0	0	0	0	0	0	1	0	0	1

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

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

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Stop Sign

No Controls

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

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Straight

Unknown

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
2	0	4	0	0	0	0	1	0	1
1	0	0	0	0	0	0	0	0	0

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

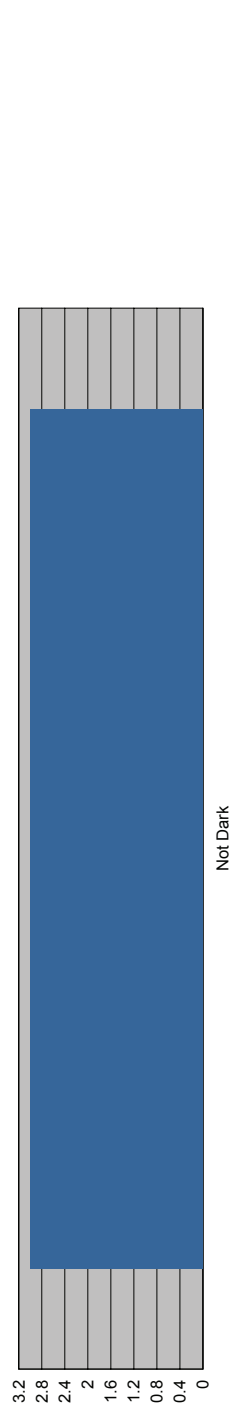
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019	to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1

Environment Summary Report

Lighting

Click for Drill Down

Daylight

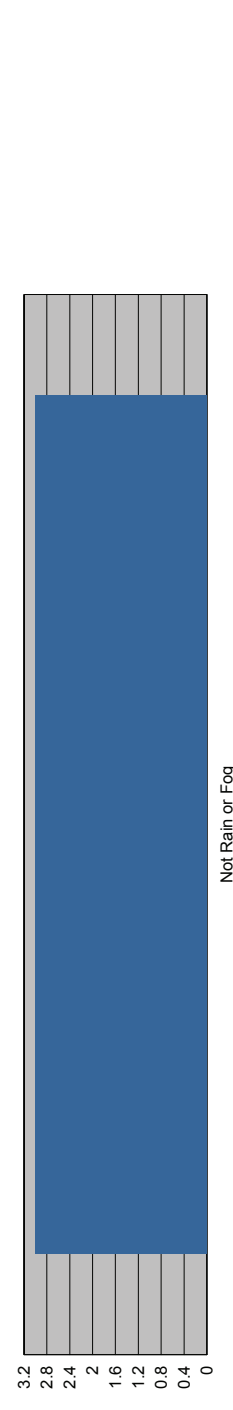


Weather

Click for Drill Down

Clear

Cloudy



Located Crashes

Area	Crashes	Fatalities	Injuries
------	---------	------------	----------

BRANDON	1	0	4
UNINCORPORATED H.C.	2	0	0
Totals:	3	0	4

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
------	---------	------------	----------

Totals:



**Hillsborough
County Florida**
Development Services

601 E. Kennedy Blvd., 19th Floor | (813) 272 5600

Additional / Revised Information Sheet

Received October 27, 2021
Development Services

Date Stamp Here

Application Number: PRS 21-1137 Applicant's Name: Erthel Hill

Reviewing Planner's Name: Bianca O. Vazquez Date: 10/27/2021

Application Type:

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

Current Hearing Date (if applicable): 12/14/2021

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

IMPORTANT: If "Yes" is checked on the above, a Revised Application Sheet, Property Information Sheet, Affidavit to Authorize Agent, and additional Deeds must be filed immediately to ensure proper noticing and sign posting requirements are met.

Will this revision remove land from 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@hcfllgov.net

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

Erthel Hill

Signature

10/27/2021

Date

FOR OFFICE USE ONLY

- ☐ Notification E-Mail Sent
☐ Transmittal Completed

☐ 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**.

- | | |
|--|------------------|
| ➤ Weekday Daily Trip Generation Estimate: | 1,070 vpd |
| ➤ Weekday PM Peak Hour Trip Generation Estimate: | 246 vph |
| ➤ Saturday Daily Trip Generation Estimate: | 6,074 vpd |
| ➤ Saturday Peak Hour Trip Generation Estimate: | 602 vph |

Pursuant to LDC §6.04.03.I. (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.I., (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.***

WITHOUT THE ADMINISTRATIVE VARIANCE, REASONABLE ACCESS CANNOT BE PROVIDED as safe and 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



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

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

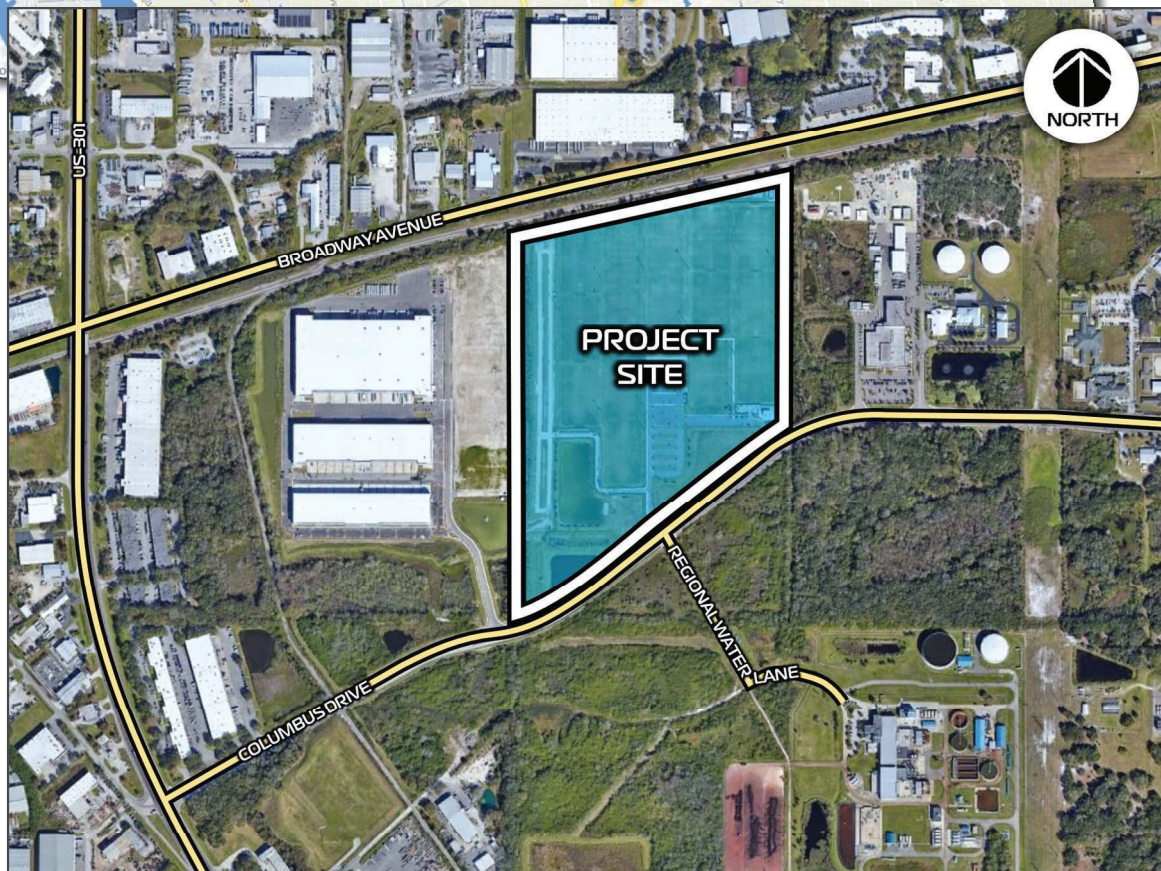
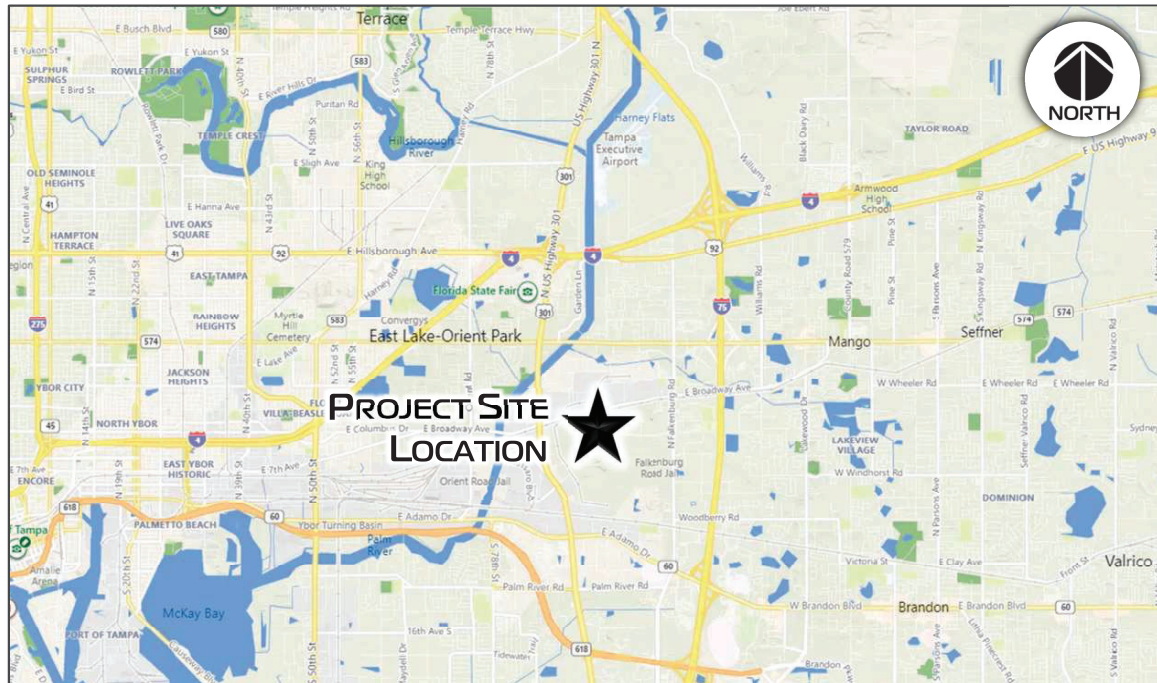
MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION

date

ATTACHMENT A



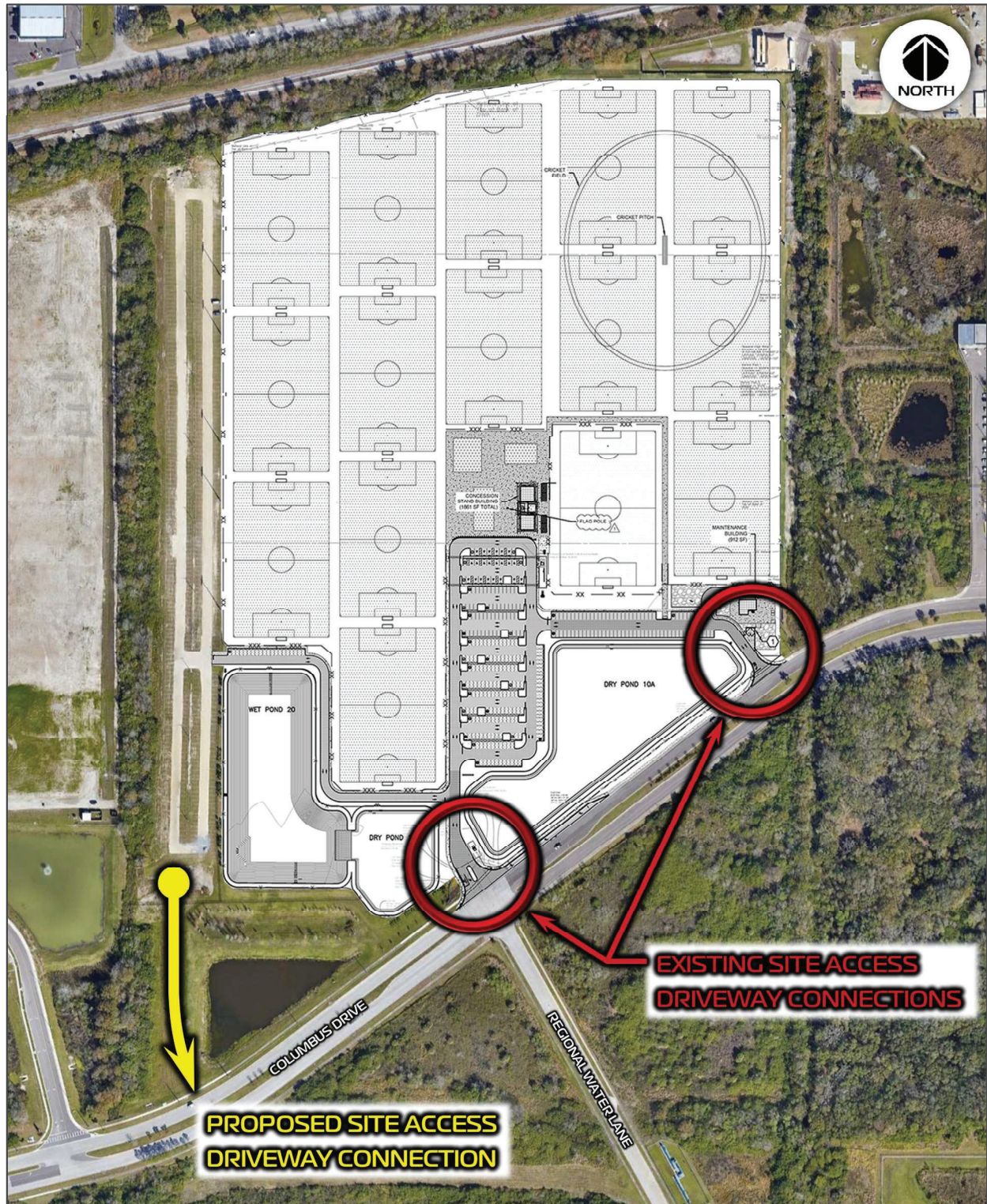
HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX Project Site Location Map



ATTACHMENT B



HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX Project Site Plan



ATTACHMENT C



HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX Project Site Trip Generation Estimate

ITE LUC	Land Use Description	Size	Weekday		PM Peak Hour		Saturday		Saturday Peak Hour	
			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

ATTACHMENT D

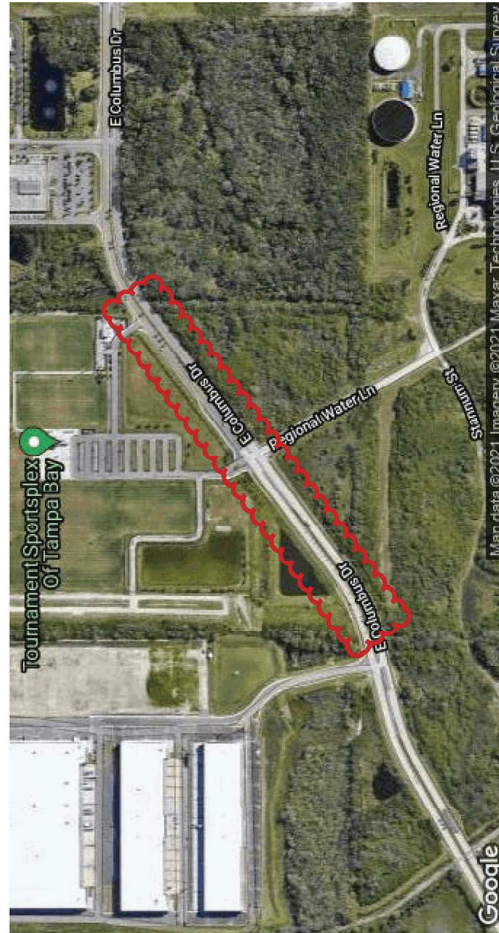


HILLSBOROUGH COUNTY TOURNAMENT SPORTS COMPLEX Crash Data Evaluation

CDMS - Crash Data Management System

5 Year Crash Report (2016-2021)

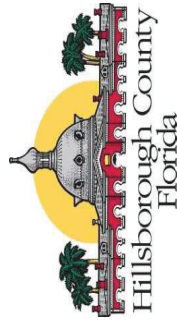
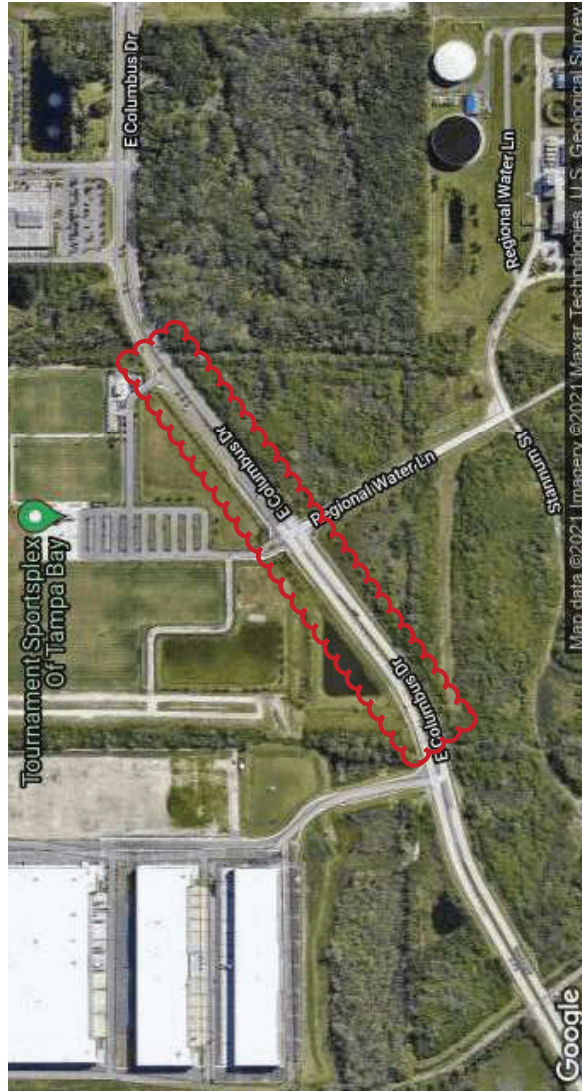
Report Memo:
Columbus Drive
(Adjacent to Site Frontage)



Selections used to generate this report:

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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

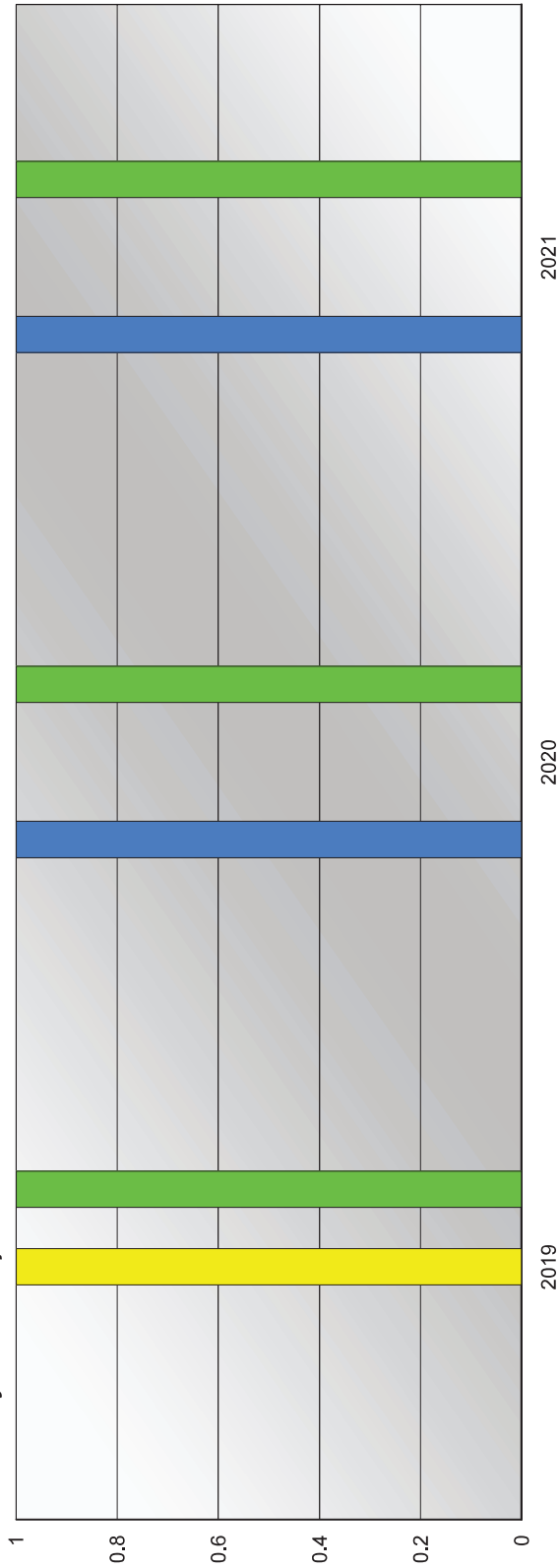
Records Date Range:		Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019 to 07/27/2021		0	4	0	0	0	1	0	0	0	0	0	1	0	1
Intersection Summary															
Top 40 Report															
Click for drill Down															
COLUMBUS DR @ REGIONAL WATER LN															

CDMS - Crash Data Management System

5 Year Crash Report (2016-2021)

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. 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

Number of Crashes By Year



Breakdown of Crashes by Year

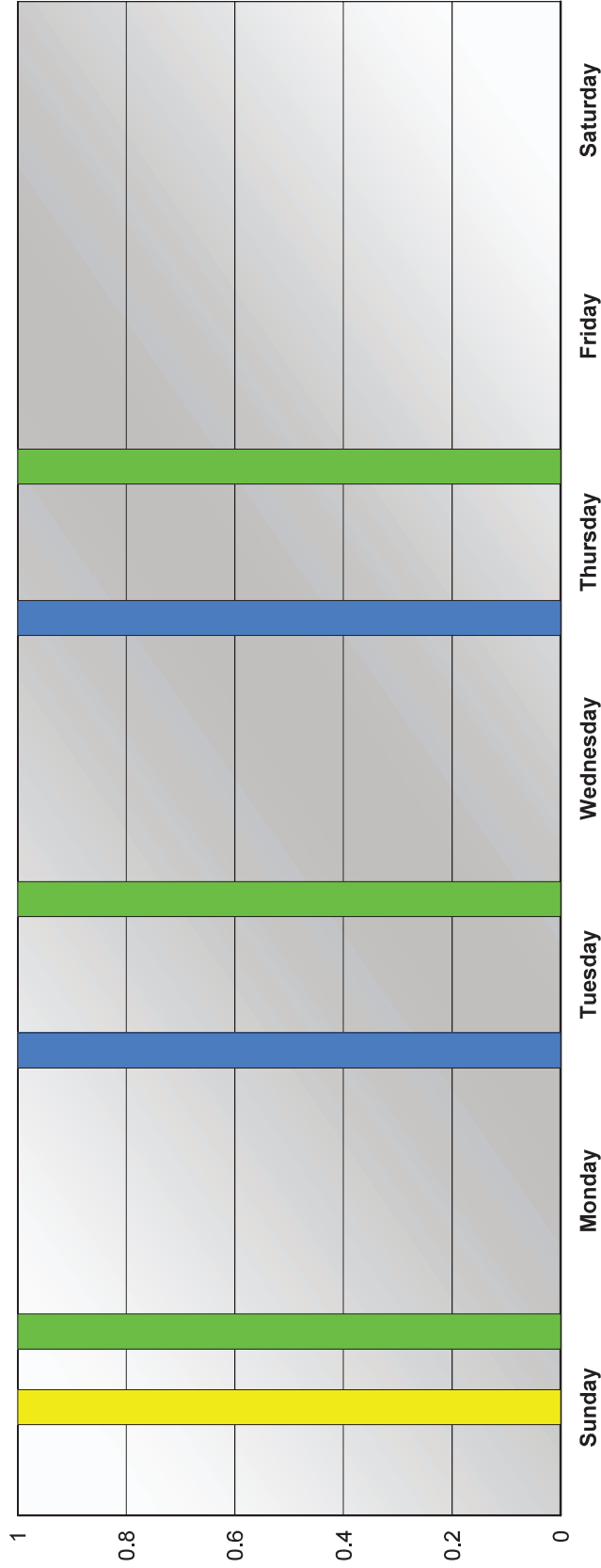
	2019	2020	2021
PDO	0	1	1
Injury Crashes	1	0	0
Total Crashes	1	1	1

CDMS - Crash Data Management System

5 Year Crash Report (2016-2021)

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

Number of Crashes by Day of Week



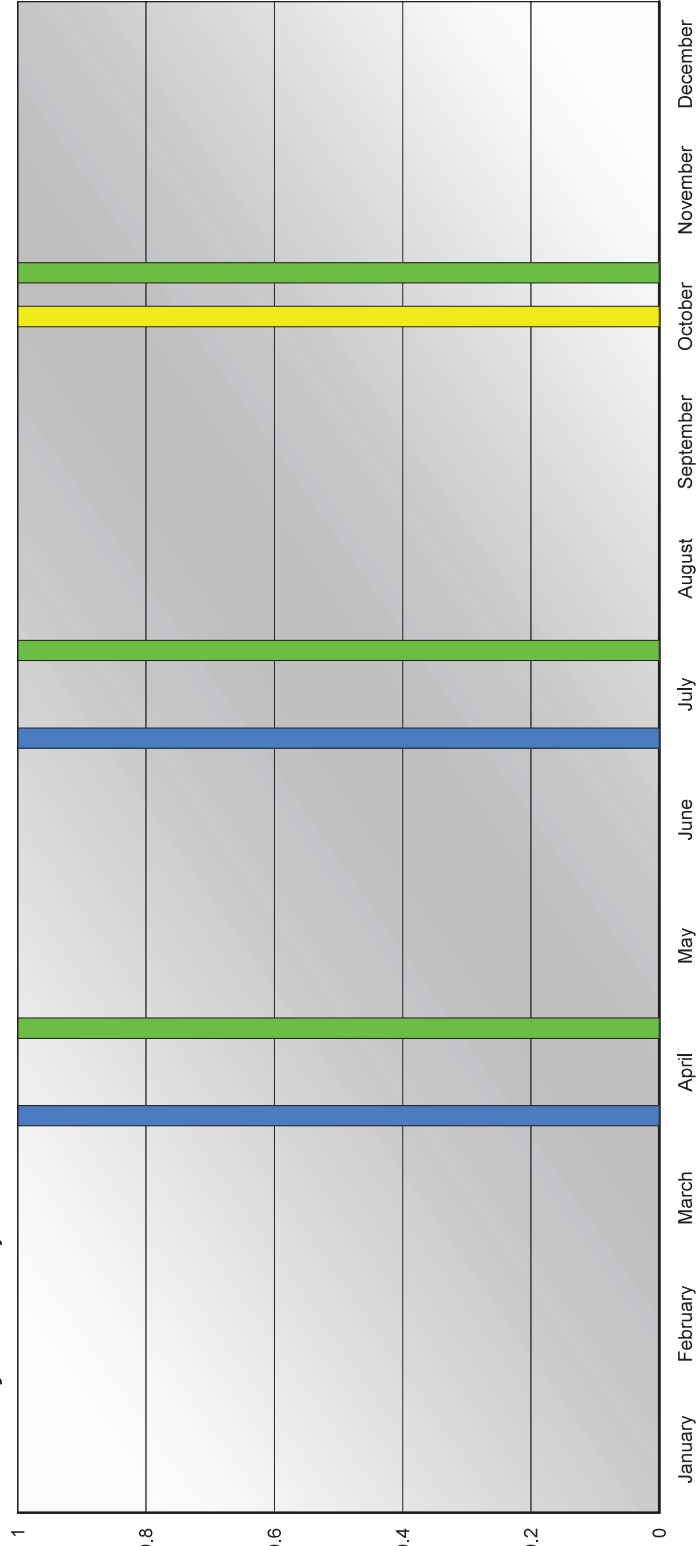
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	0	0	1	0	1	0	0	2
Injury Crashes	1	0	0	0	0	0	0	1
Others	0	0	0	0	0	0	0	0
Total Crashes	1	0	1	0	1	0	0	3

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019	to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1

Number of Crashes by Month



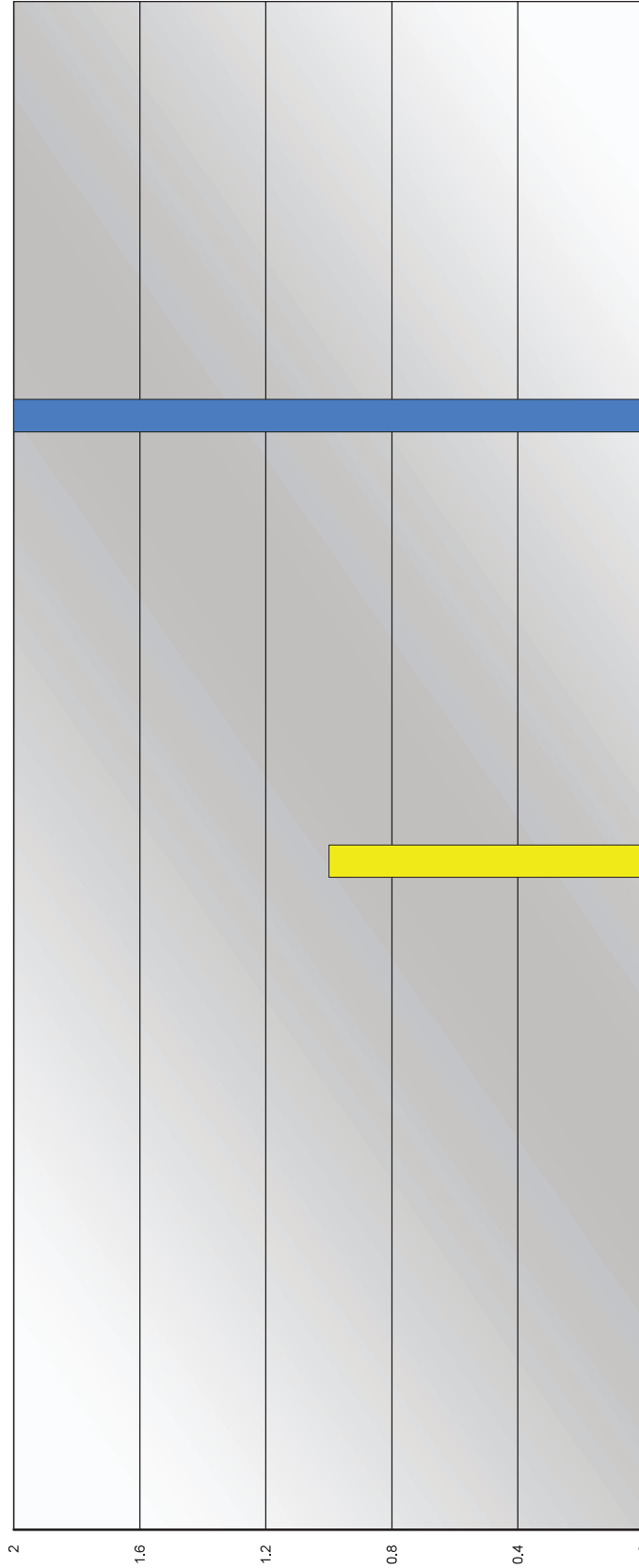
	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	0	0	0	1	0	0	1	0	0	0	0	0	2
Injury Crashes	0	0	0	0	0	0	0	0	0	1	0	0	1
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	0	0	0	1	0	0	1	0	0	1	0	0	3

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019	to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1

Crashes by Time of Day



PDO	0	2
Injury Crashes	1	0
Total	1	2

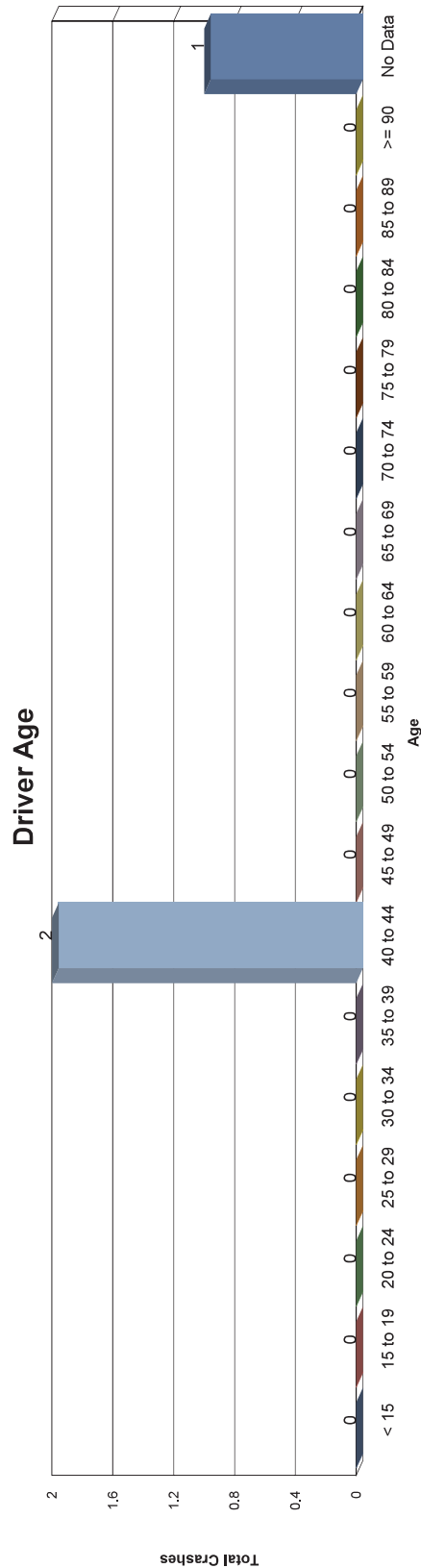
5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019	to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1

Driver Age Summary (Vehicle 1, Driver 1)

Drill Down Rpt.	Driver Actions															
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving		
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 15 to 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 30 to 34	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 35 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 40 to 44	2	0	4	0	0	0	0	0	0	0	0	0	0	0		
Age 45 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 50 to 54	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 55 to 59	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 60 to 64	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 65 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 70 to 74	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 75 to 79	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 80 to 84	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Age No Data	1	0	0	0	0	0	0	0	0	0	0	0	0	0		



5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
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

Impact Type

Click for Drill Down

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

Relation to Intersection

Click for Drill Down

	Crashes	Fatalities	Injuries	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

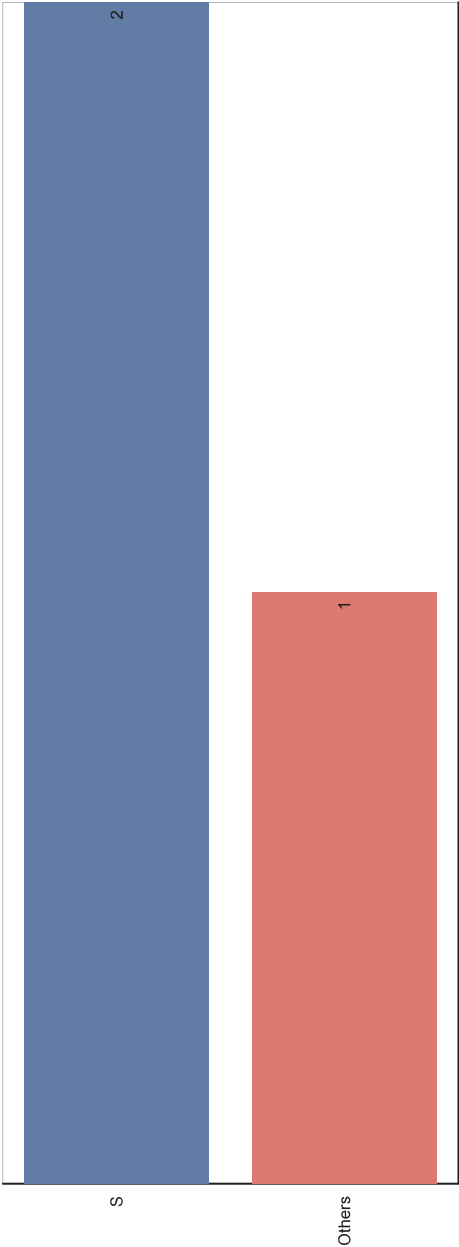
5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

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

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Angle	Unknown
S	1	1
Others	0	1
Total	1	2

At Fault Vehicle Summary

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
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 Highway Safety Plan (SHSP)															
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
Passenger Car	2	0	4	0	0	0	0	0	0	0	1	1	0	0	1
No Data	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Movement

Strategic Highway Safety Plan (SHSP)										
Vehicle Movement										
Click for Drill Down	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	1	0	0	0	0	0	0	0	0	0
Unknown	1	0	0	0	0	0	0	0	0	0

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019	to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1

Roadway Condition Summary

Roadway Location

Strategic Highway Safety Plan (SHSP)															
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection				
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)															
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection				
Dry		3	0	4	0	0	0	0	1	0	1				

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)															
Click for Drill Down		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection				
None		3	0	4	0	0	0	0	1	0	1				

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

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

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
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)

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

5 Year Crash Report (2016-2021)

CDMS - Crash Data Management System

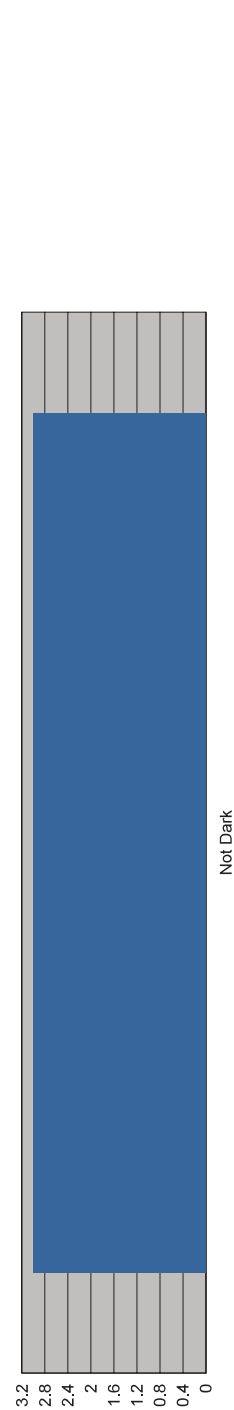
Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
10/13/2019	to 07/27/2021	3	0	4	0	0	0	1	0	0	0	0	0	1	0	1

Environment Summary Report

Lighting

Click for Drill Down

Daylight



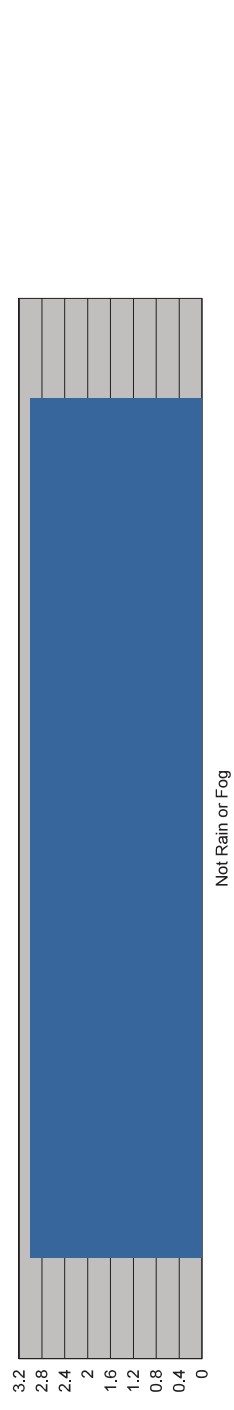
Not Dark

Weather

Click for Drill Down

Clear

Cloudy



Not Rain or Fog

Located Crashes

Area	Crashes	Fatalities	Injuries
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BRANDON	1	0	4
UNINCORPORATED H.C.	2	0	0
Totals:	3	0	4

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
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Totals:

COMMISSION

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AGENCY COMMENT SHEET

REZONING	
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	FOLIO #: 0654740000
CONTACT INFORMATION: (813)627-2600 X1101	STR: 07-29S-20E
EMAIL: weeksa@epchc.org	
REQUESTED ZONING: Minor Modification to PD	
FINDINGS	
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, SOILS SURVEY, EPC FILES)	Wetlands and OSW exist in the northern portion of Area 1 Parcel A that are approximately shown on the site plan.
<p>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:</p> <ul style="list-style-type: none">• 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: mullerj@hillsboroughcounty.org
hille@hillsboroughcounty.org

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WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: PD21-1137

REVIEWED BY: Randy Rochelle

DATE: 8/9/2021

FOLIO NO.: 65474.0000

WATER

- ☒ The property lies within the City of Tampa 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 Hillsborough County Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- ☐ No Hillsborough County wastewater line of adequate capacity is presently available.
- ☒ A 4 inch wastewater force main exists ☒ (adjacent to the site), ☐ (approximately feet from the site) and is located within the North Right-of-Way of E. Columbus Drive.
- ☐ Wastewater distribution improvements may be needed prior to connection to the County's wastewater system.
- ☐ No CIP wastewater line is planned that may provide service to the proposed development.
- ☐ The nearest CIP wastewater main (inches), will be located ☐ (adjacent to the site), ☐ (feet from the site at). Expected completion date is .

COMMENTS: This site is located within the Hillsborough County Urban 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.